



City of Brookville



Comprehensive Plan Update



Adopted November 16, 2004

Prepared By: Miami Valley Regional Planning Commission

CITY OF BROOKVILLE, OHIO - 2004 COMPREHENSIVE PLAN UPDATE

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Prepared By: Miami Valley Regional Planning Commission

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Brookville Comprehensive Plan Update

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1

History

Green
Space

Lifestyle

People

Unity

Growing Community

QUALITY

Parks

INTRODUCTION

How We Were

Location

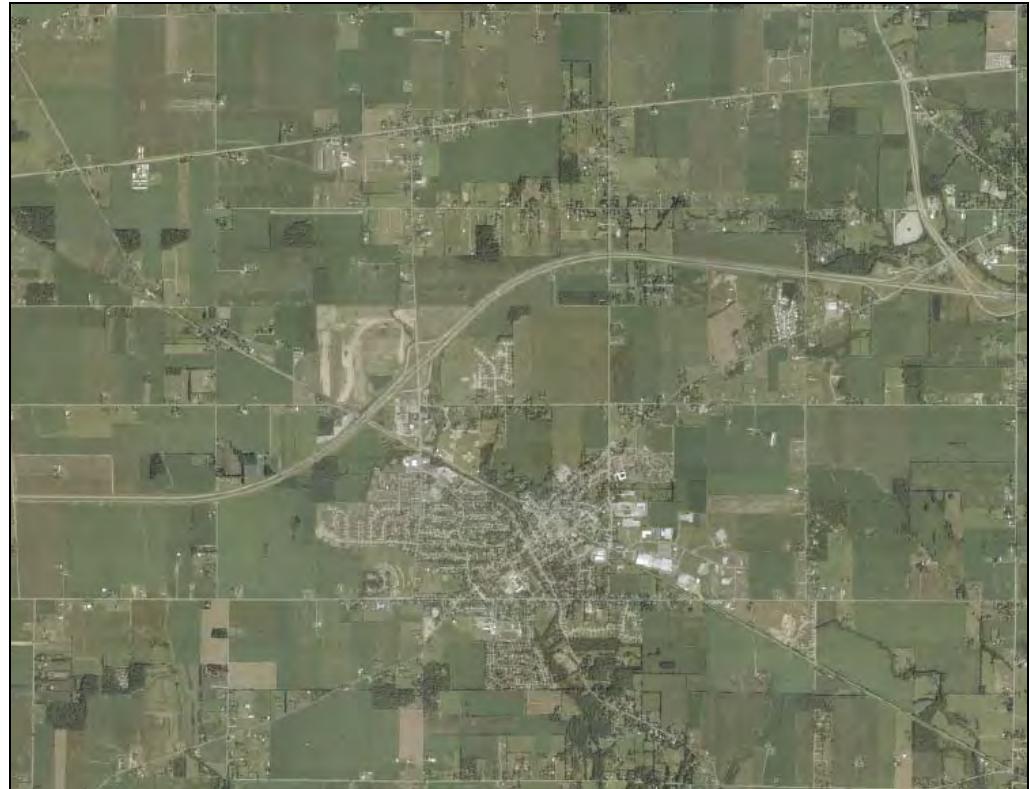
History

Timeline

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Brookville: Introduction

Communities constantly change over time. The change can stem from individual influence or from community action. Planning is an attempt to look at the community as a living and growing entity. It examines the aspects that promote and constrain community living and provides a guide for the welfare of the community. Planning evolves according to the change in desired community life and growth. Brookville has evolved over the last century from a simple agricultural and railroad community to a growing suburban city rich with industry, residences and open space.



Overhead Photo of the Brookville Community

Location

Brookville is located 12 miles northwest of downtown Dayton. It is located on Interstate 70 approximately 13 miles west of Interstate 75. These highway connections provide effective access to Dayton and the nation. Brookville is only 10 miles west of the Dayton International Airport, via Interstate 70. It is situated on mostly flat agricultural land with very few steep areas, few creeks and some remaining forested areas.

History

Brookville was platted as 15 lots on April 13, 1850 by Jacob Frees and Jacob Flory. The original settlers arrived as early as 1805 when Benjamin Baker purchased 1,200 acres of dense forest and built a home near the northeast end of Salem Street. The early settlers came from Pennsylvania, Maryland and Virginia. Many were of German, Pennsylvania Dutch, Scottish and English descent.

By 1832, Warren Estabrook, for whom Brookville was named, had opened a general store just north of the present day intersection of Main and Wolf Creek Streets. The community began to grow in 1844 when the Wolf Creek Turnpike was opened from Dayton to Brookville. In 1855, A.B. Adams built the first hotel and tavern on Main Street. The first school in the vicinity opened in 1815 in Section 13 of Clay Township. By the mid-1800s there were nine log or frame schools in the township.

On June 10, 1852, Brookville celebrated the completion of a railroad from Dayton through Brookville to Greenville. Later in the same year, the track was extended to Union City and the line became known as the Dayton and Union Railroad Company. By December 1853, there were 22 trains passing daily through Brookville. The extension of rail made Brookville the largest and strongest town in northwest Montgomery County.

On March 20, 1874 Brookville was incorporated from most of Section 34 of Clay Township, resulting in Montgomery County's fourth village and the first municipal election was held on November 16. By 1880, a

number of laws had been enacted, including the speed of trains, prohibition of shooting firearms and the formation of the Board of Health. In September, 1885 village council bought its first meeting room (which served until 1920) for \$300.

In 1890, Brookville established its first municipal fire department. In the same decade the village developed a number of other amenities, including a cheese factory, cigar factory, bank, newspaper, orchestra, boxing club, a number of saloons and a new schoolhouse on Hill Street.

1891 – The *Brookville Star*, the current newspaper, is founded.

In 1901, the Dayton and Northern Traction Service opened with trolley lines to and from Brookville, Arcanum, Greenville and other local communities.

By October, 1901 the Brookville Telephone Company was in operation with more than 60 subscriber phones and connections between the villages of Arlington and Phillipsburg. The United Home Telephone Company became the permanent service provider in 1905.

As a result of an enormous downtown fire in December, 1903 that caused approximately \$25,000 in damage, the municipal fire department expanded from the former "bucket brigade". This included the position of fire chief, more personnel and new equipment such as a hook and ladder truck in 1905.

By 1904, Brookville had established a waterworks system with four artesian wells capable of serving the village's 1,200 residents.

In 1912, Council accepted a contract with Greenville Company to furnish electric power to the community.

The Brookville Library opened on September 8, 1917, the Brookville Chamber of Commerce organized in 1922, the new Brookville High School opened in 1923 and the Brookville National Bank opened on May 26, 1934.

In 1936, land was deeded to the village for the creation of Golden Gate Park. Boose Chevrolet opened on Market Street in 1940 and McMaken's opens on Orchard Street in 1941.

On October 20, 1945, *Look* magazine ran a six page article entitled, "Saturday Night in New York, Chicago and Brookville, Ohio, it has the same meaning".

Brookville celebrated its centennial during the week of September 17-23, 1950.



Interstate 70 opened through Brookville in 1964, setting the stage for future growth.

In 1970, Brookville completed its first comprehensive planning effort. In January 1971, the first municipal income tax was enacted.

Brookside Shopping Plaza opens in 1972. The Brookville Historical Society organized in 1973.

In 1974, Brookville celebrated its 100th year of incorporation. A second comprehensive plan was completed in 1985. The Brookville Community Theatre opens in 1986. The *Brookville Star* celebrates its 100th anniversary in 1991.



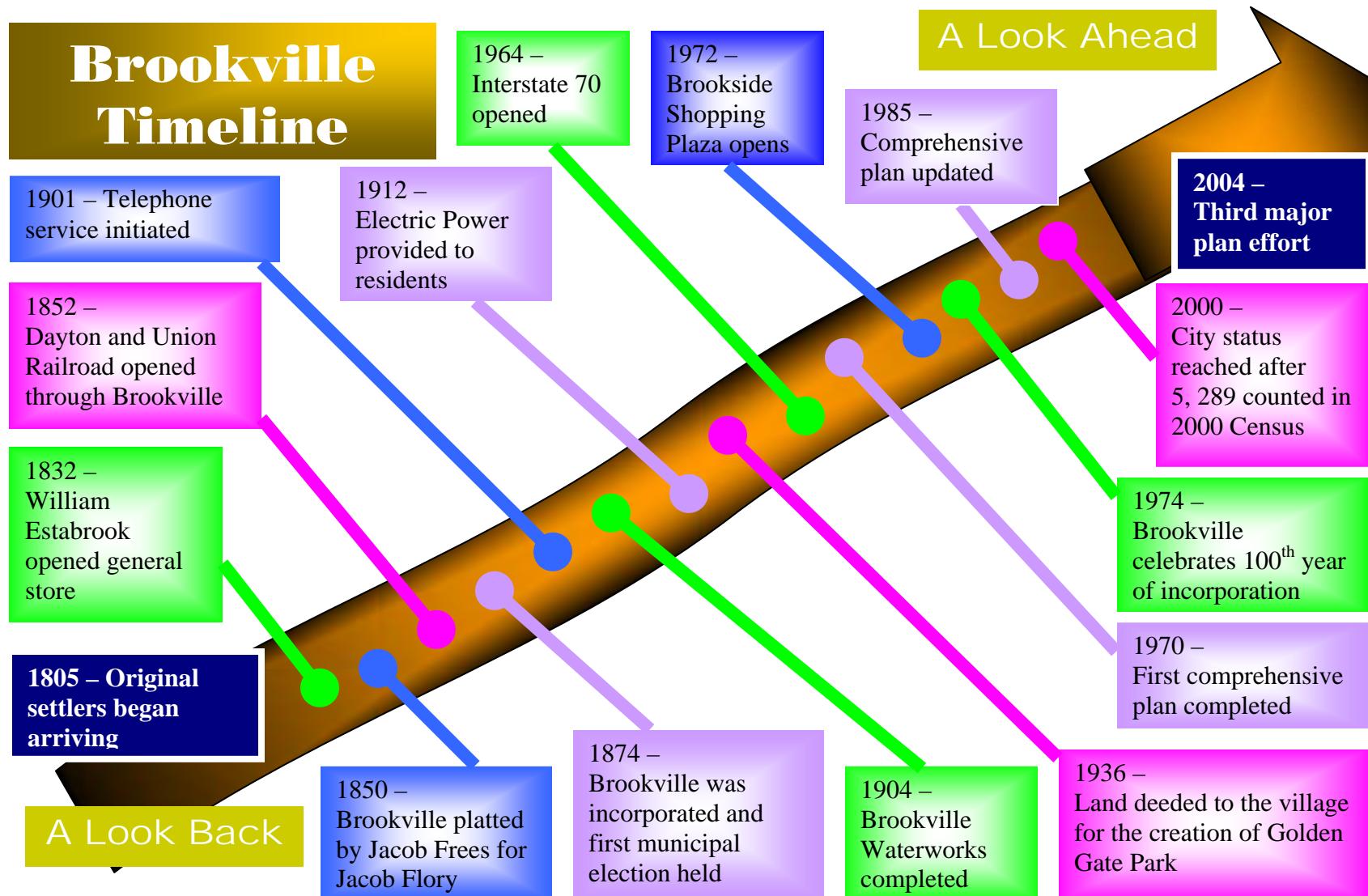
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In 1992, CSX Transportation sold the rail right-of-way to Brookville, Trotwood and Five Rivers MetroParks. The Wolf Creek Rail Trail existed as a crushed limestone path until it was paved and rededicated on June 30, 1998.

Brookville celebrated its sesquicentennial in 2000. The village reached city status with a population of 5,289 counted in the 2000 Census.

With a new city status, school rebuilding, infrastructure improvements and continued growth pressure, Brookville undertakes its third major planning effort in 2003-2004.

Brookville Timeline



Information and photos from "Look at Brookville" History Published by Brookville Historical Society, 2000.

2

Livability

Feedback

Opinion

Response

PEOPLE

Viewpoint

Changing Community

Statistics

COMMUNITY SURVEY

What We Think

Community Response

Growth Issues

Housing & Neighborhoods

Utility Infrastructure & Transportation

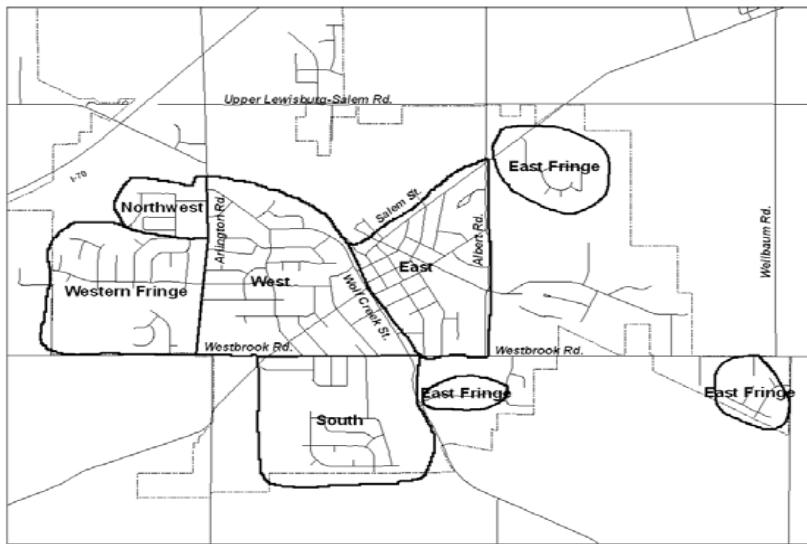
Community Services & Businesses

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Brookville: Community Survey Profile

Community Response

Public participation is a key element in producing a quality comprehensive plan. As one element of this process, residents were offered the opportunity to respond to a 100-question survey. The survey was distributed with the Brookville Star newspaper in early 2003 and 156 responses were returned. In order to better understand any geographic influences on the responses, six general areas were used. They are shown on the map below. Information from the survey was used to guide to the plan update.



Reasons for Moving to Brookville

- General Quality of Life
- Safe Neighborhoods
- Quality Schools
- Property Values
- Quality Public Services
- Convenient Location
- Access to I-70
- Cost of Living
- Family & Roots
- Small Town

GROWTH ISSUES

Seven out of ten thought Brookville should grow, but in doing so the city should retain its small town character. Most people thought Brookville was growing at the correct rate. When asked whether sprawl was a problem, the community was divided. Only about one quarter agreed that sprawl was a problem. Over half of the respondents agreed that office, commercial and industrial growth should be encouraged in the community. Six out of ten indicated more businesses should be encouraged around I-70.

A Strong Identifiable Downtown Is Important

Six out of ten respondents indicated a strong identifiable downtown is important to the community and more businesses should be encouraged downtown. All age groups among survey respondents agreed a strong and identifiable downtown is important to Brookville, and this feeling was stronger as age increased. It was also stronger among people who lived in Brookville between 6-10 years than those in the community for longer or shorter periods of time. Those living at the eastern fringe and northwestern parts of the community agree more than other areas that a strong identifiable downtown is important.

Historic Preservation Is Important

About eight of every ten respondents also agreed that historic preservation is important. While all parts of the community agreed that historic preservation was important, it was stronger in the south and east fringe areas. Agreement was less in the area east of downtown.

Brookville Will Be A Future Growth Center

Three times as many survey respondents agreed Brookville will be a growth center in the future compared to those who disagreed. All age groups among survey respondents agreed Brookville will be a growth center in the future. This feeling was stronger as age increased and among those living in the community five years or less. The strongest feelings Brookville will remain a small town were among those who had lived in the community between 6-10 years.



HOUSING AND NEIGHBORHOODS

About eight in ten respondents indicated they feel safe in their neighborhood. Approximately two-thirds agreed there is an adequate quantity and variety of housing available in Brookville. Approximately half agreed more single-family housing should be built in the community. There appeared to be a divided opinion on encouraging a wider variety of housing types in Brookville. Property maintenance is not perceived as a major community problem. Also, there was not a strong feeling architectural controls were needed.

Mixed Feelings About Noise Pollution

Males thought noise pollution was less of a problem in the community than females did. It was also perceived as more of a problem among people who lived in Brookville between 6-10 years than those in the community for longer or shorter periods of time. About half of those living on a major street agreed noise pollution was a problem, a significantly higher percentage than those living in other locations throughout the community.

Property Maintenance Generally Not A Problem

Survey respondents generally did not agree or were neutral that property maintenance was a problem in the community. However, almost half the respondents in the south part of town agreed it was a problem. On the other hand, only about one-sixth of the respondents in the western fringe of the community agreed it was a problem.

Mixed Feelings On Neighborhood Appearance

Generally, more females than males agreed the appearance of their neighborhood should be improved. About two-thirds of the respondents in the south part of town agreed the appearance of their neighborhood should be improved. Of the newer parts of the community, one-half in the eastern fringe area and less than ten percent in the western fringe area agree their neighborhood should be improved.

Mixed Feelings On Maintenance Of Commercial Areas

In the perception that commercial properties were well maintained, there was substantially less agreement by people who lived in Brookville between 6-10 years than those in the

community for longer or shorter periods of time. Those in the northwest part of the community agreed the most.



UTILITY INFRASTRUCTURE AND TRANSPORTATION

Generally, fire, emergency medical, and police were all perceived as excellent by eight in ten survey respondents. In general, water, sewer, storm water, trash collection, street maintenance, electric, natural gas, cable, telephone and internet services were all viewed as good. Over 50% of the respondents agreed there are traffic problems in the community. About one in three said public transit service is important to the community, while about three in twenty disagreed with that statement. Almost nine out of ten agreed bicycle and walking opportunities should be encouraged. Almost two-thirds agreed that access to Dayton International Airport is important for local businesses.

General Satisfaction With Stormwater Drainage System

Respondents generally agreed Brookville has an excellent stormwater drainage system. Agreement was stronger as age increased. Respondents in the east part of the city and along major streets were less likely to agree, however, the overall response was still positive.

Satisfaction With Telephone/Internet/Cable Service

A majority of the respondents agreed Brookville has an excellent telephone/internet/cable system. Respondents in the western fringe of the city had the highest percentage of disagreement.

Brookville Has Good Non-Auto Mobility

All age groups agreed it was easy to get around Brookville without a car, but the level of agreement diminished as age increased. The western fringe and northwest part of the community agreed the most.



PUBLIC SERVICES

Over three-fourths of the respondents indicated the school system and library services were excellent. Approximately seven in ten agreed the community has excellent public recreation opportunities. Respondents were less likely to agree that entertainment options for children were excellent. About one in four did, however, agree that the community offers excellent activities for senior citizens.

Government

Almost seven in ten agreed that Brookville government is responsive and communicates well with its citizens. Over 17 out every twenty agreed that the newsletter is a good source of information and about three in ten agreed the web site is a good source of information.

Age Differences In Perception Of Local Health Care Facilities

Respondents generally agreed Brookville has excellent local health care facilities. This agreement increased as age increased. However, respondents from east fringe are more likely to disagree that Brookville has excellent local health care facilities than other area residences.

Age Differences In Perception Of Entertainment Options For Children

Respondents expressed mixed opinions on the question that Brookville has excellent entertainment options for children. Disagreement was strongest in respondents in the 41-64 age group. Respondents over 65 were more likely to agree. Disagreement was also strongest in the east and east fringe parts of the city.

Mixed Feelings In Upgrading Parks

Female respondents were more likely to agree than male respondents that Brookville should upgrade its parks. In addition, level of agreement decreased as age of respondents increased.

General Satisfaction With Activities For Senior Citizens

Respondents were generally either neutral or agreed Brookville offers excellent activities for senior citizens. Agreement was stronger as age increased and was also higher among male respondents. Respondents in the south and west fringe parts of the community were less likely to agree.

COMMUNITY SERVICES AND BUSINESSES

The respondents indicated most community services were good. However, for the size of the community, only three in ten agreed there are good shopping opportunities and only four in ten agreed there are good dining opportunities.

General Disagreement That Shopping Opportunities Are Good

Respondents generally disagreed Brookville has good shopping opportunities for a city its size. Survey respondents in the northwestern part of town and those living along major streets were more likely to feel shopping opportunities were better. As the age of respondents decreased, there was less agreement that Brookville has good shopping opportunities.



Mixed Feelings About Dining Opportunities

Respondents were mixed on whether there were good dining opportunities for a city its size. Elderly respondents and male respondents were more likely to agree there were good dining opportunities.

Gender Differences In Perception Of Brookville's Cost Of Living

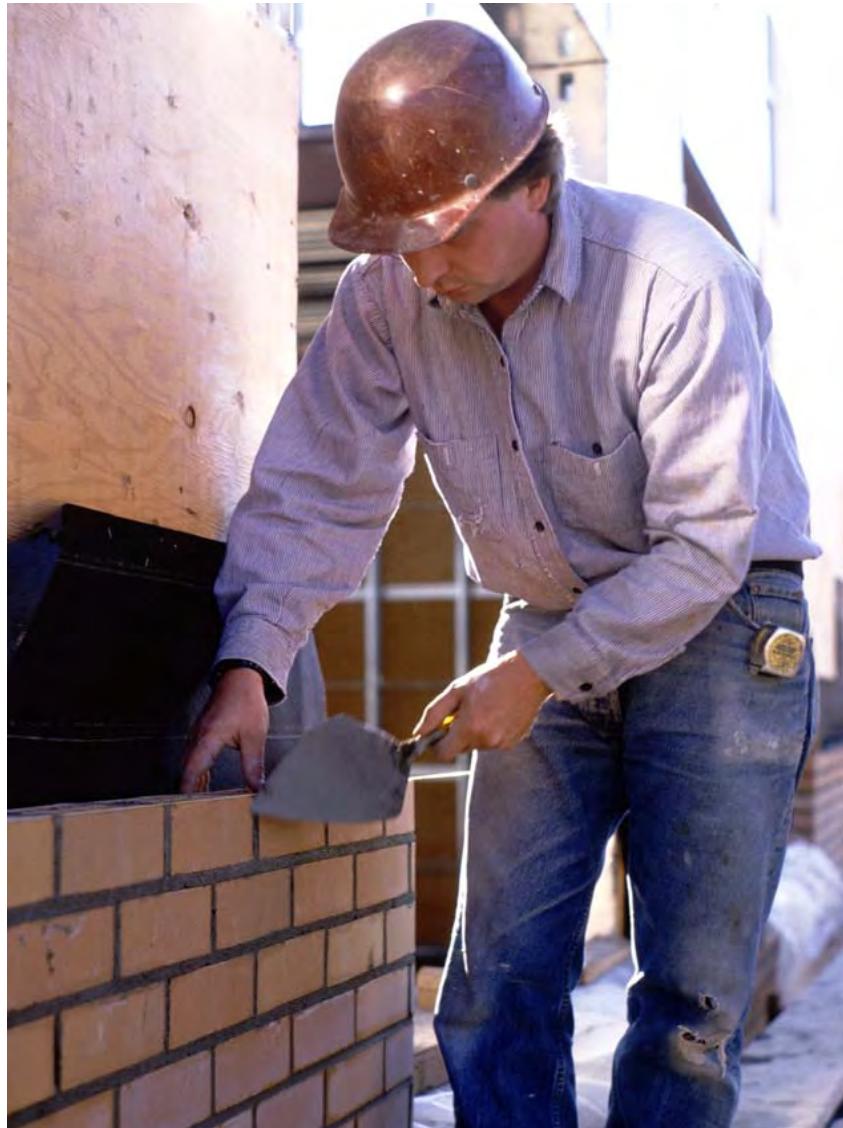
A majority of the male respondents agreed the cost of living in Brookville is just right. Female respondents were more divided, with almost one-third disagreeing the cost of living in Brookville is just right.

Mixed Feelings On Availability Of Adequate Jobs

All responding age groups generally did not agree that an adequate number of jobs were available in Brookville. As the age of respondents decreased, there was substantially more disagreement that an adequate number of jobs were available. In the northwest part of the community, however, six out of ten respondents agreed that an adequate number of jobs were available.

Mixed Feelings About Job Opportunities Matching Labor Force Skills

Generally, respondents between the ages of 21-64 did not agree that local job opportunities matched the skills of the local labor force. Almost two out of every three respondents living in the community less than five years had a similar opinion. Those in the south and west parts of Brookville were somewhat more likely to agree that local job opportunities matched local labor force skills.



RESULTS OF 2003 BROOKVILLE COMMUNITY SURVEY – PAGE 1 OF 3



RESULTS OF 2003 BROOKVILLE COMMUNITY SURVEY – PAGE 2 OF 3



RESULTS OF 2003 BROOKVILLE COMMUNITY SURVEY – PAGE 3 OF 3



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3

Safety

Green
Space

Populous

Community

QUALITY

Family

Residence

People

DEMOGRAPHICS

Who We Are

Population Trends

Age

Household Characteristics

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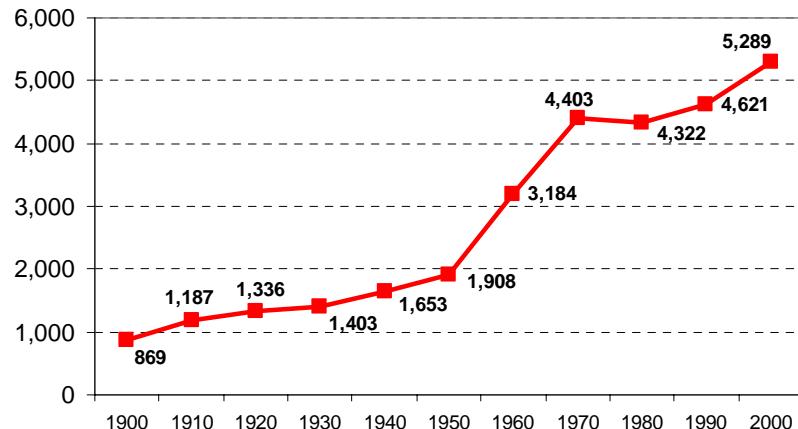
Brookville: Demographic Profile

Population Trends

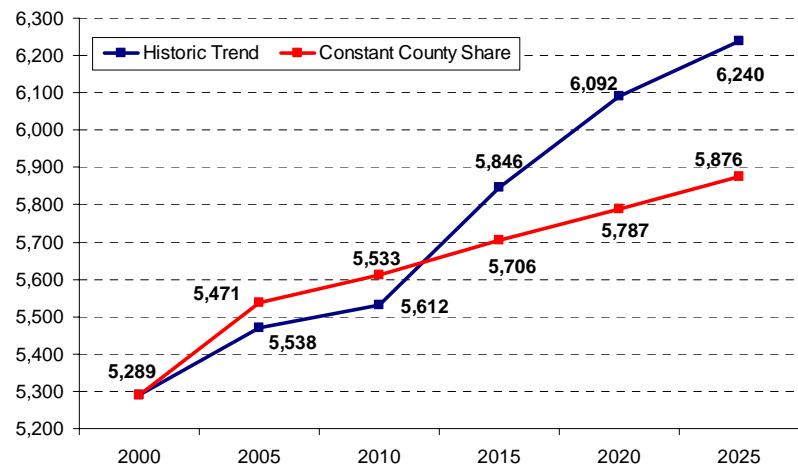
Brookville's population grew at a moderately slow rate during the first half of the 20th century as the community functioned as a railroad and agricultural service town. With the encouragement of vehicular travel, the baby boom and the opening of Interstate 70 in 1964, Brookville experienced its highest growth period between 1950 and 1970. Between 1970 and 1980, Brookville's population dropped slightly, mimicking a regional stagnation as the old manufacturing employment base declined. Between 1980 and 2000, population growth in Brookville resumed while Montgomery County experienced very little growth. This continued growth can be attributed to access to Interstate 70 and the availability of inexpensive land and low housing costs. Brookville gained 967 people during this latest 20 year period.

The population of Brookville is expected to increase through the year 2025. Two growth scenarios are presented. The lower growth scenario is based upon applying Brookville's share of Montgomery County's population it had in 2000 to county projections provided by the Ohio Department of Development. The higher growth scenario is based upon a continuation of Brookville's population growth rate since 1900.

**Population Growth of Brookville
1900-2000**



**Brookville Population Estimates
2000-2025**



Age

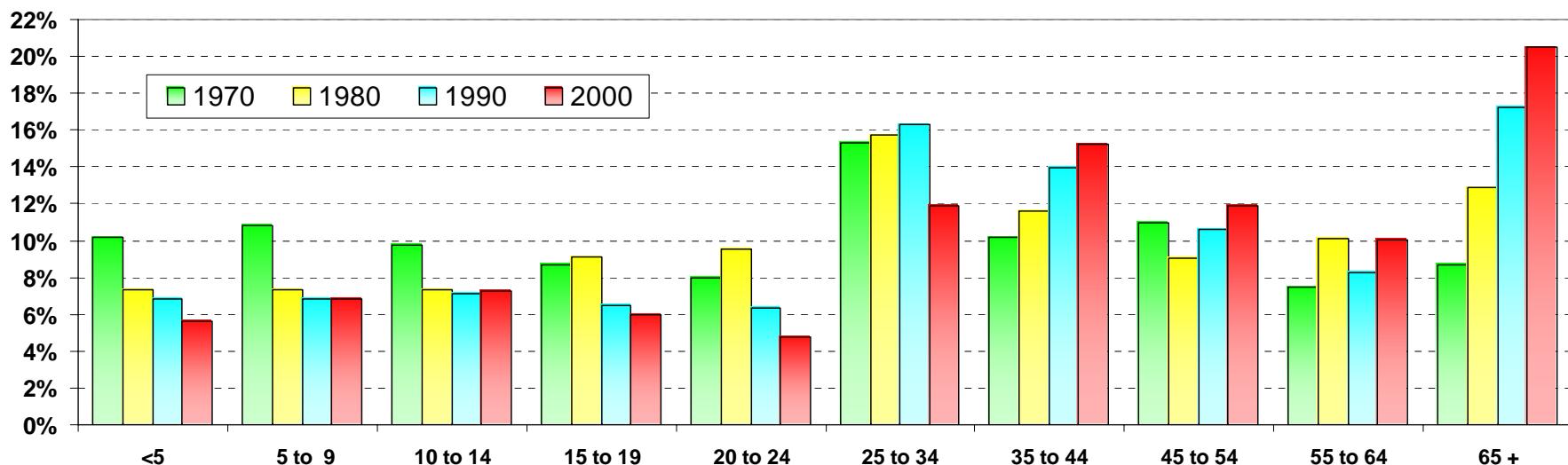
Since 1970 the 0-5 age group has experienced a continuous decline as the number of households with children and the number of children per family have both declined, a phenomenon generally seen in post-industrial societies. The 5-14 age groups have remained about 7% of the total population since 1980. The 15-24 age groups have declined steadily as the baby boom generation has aged and grown out of those groups, replaced by Generation X. The 25-34 age group has decreased in percentage over the last decade as the bulk of baby-boomers have aged past 35. The 35-54 age groups held the bulk of baby-boomers in 2000. While the 55-64 age group has increased, the most dramatic percentage jumps have been in the 65+ age group. Longer life

expectancy and development of the Brookhaven Retirement Community have skewed Brookville's age distribution pattern toward the older brackets. The community has become an attractive place for older age groups. As shown in the table, Brookville has the highest median age of the selected areas.

MEDIAN AGE IN 2000	
Brookville	40.3
Lewisburg	33.4
West Milton	35.7
Montgomery County	36.4
Miami Valley Region	35.3
Ohio	36.2

With expected increases in older age groups as the baby boomers enter them over the next 20-30 years, Brookville's population and service needs could change significantly. Gender-wise, female totals are slightly greater than male totals because of the higher median age.

Age Distribution in Brookville 1970-2000



Brookville Quick Facts. 2000 Census

Population & Households

Population: 5,289
Percent Growth 1990-2000: 15%
Percent of County Population: 0.9%
Household Growth 1990-2000: 382
Average Household Size: 2.32
Married Couple Households: 1,166
Single-Parent Households: 298
Single-Person Households: 670

Age & Gender

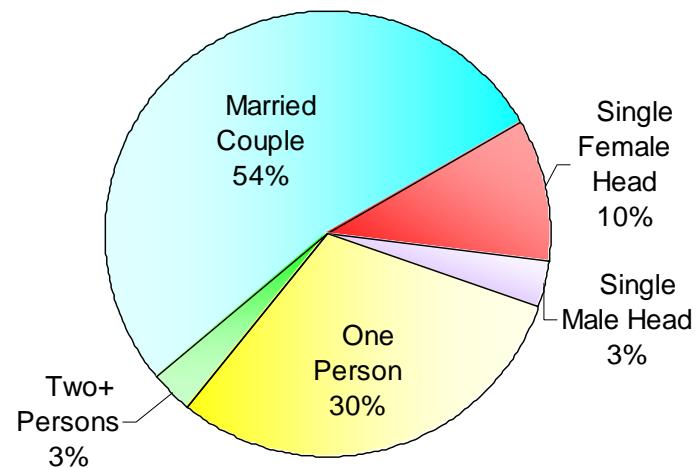
Millennial Generation (ages 0-19): 25.6%
Generation X (ages 20-34): 16.7%
Baby Boomer (ages 35-54): 27.1%
Silent and Greatest Generations (ages 55+): 30.5%
Median Age: 40.3

Male: 2,466 (47%)
Female: 2,823 (53%)

Household Characteristics

All household types inside Brookville increased in number between 1970 and 2000. The total number of households increased approximately 13% in the 1970s, 11% in the 1980s and 17% in the 1990s. Lifestyle changes in Brookville have affected changes in household patterns, increasing the number of one-person and non-family households in Brookville. Non-family households tripled from 1970 to 2000, exceeding the growth of family households. This caused a drop in average household size from 3.13 people in 1970 to 2.32 people in 2000. The majority of households in Brookville still consist of married couples. However, this type of household has declined as a percentage of all households in the 1980 to 2000 time period.

Brookville Household Types in 2000



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4

Lucrative

Money

Finances

Occupation

Labor
Force

QUALITY

People

Education

ECONOMIC TRENDS

How We Work

Labor Force Participation

Educational Attainment

Industry & Occupations

Income

Poverty

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Brookville: Economic Profile

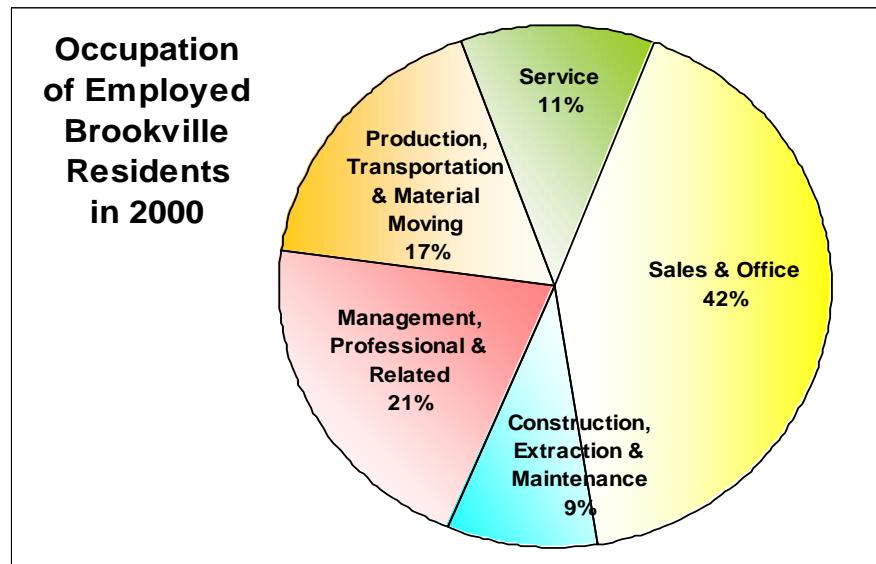
Labor Force Participation

Brookville's labor force totaled 2,756 in 2000, with an overall participation rate of 63.5%. The male labor force participation rate has declined approximately 13% from 1980 to 2000. Inversely, female labor force participation has increased 8% in the same period. As a result, Brookville's labor force now has slightly more females than males. Both Montgomery County and the State of Ohio had nearly even numbers of males and females in the labor force in 2000, but still had slightly more males. Brookville had a 3.5% unemployment rate in 2000, lower than either Montgomery County or Ohio. The low unemployment rate in Brookville is a result of attracting working households, commercial uses and industrial facilities.

Occupation of Employed

Approximately 42% of working Brookville residents were employed in sales and office occupations in 2000. Management, professional and related occupations were the second highest category, with 21% of the employed. The other two significant occupational categories were production and transportation with 17% and service with 11%, respectively. When compared to Montgomery County and Ohio, Brookville has a significant concentration of working residents in the sales and office

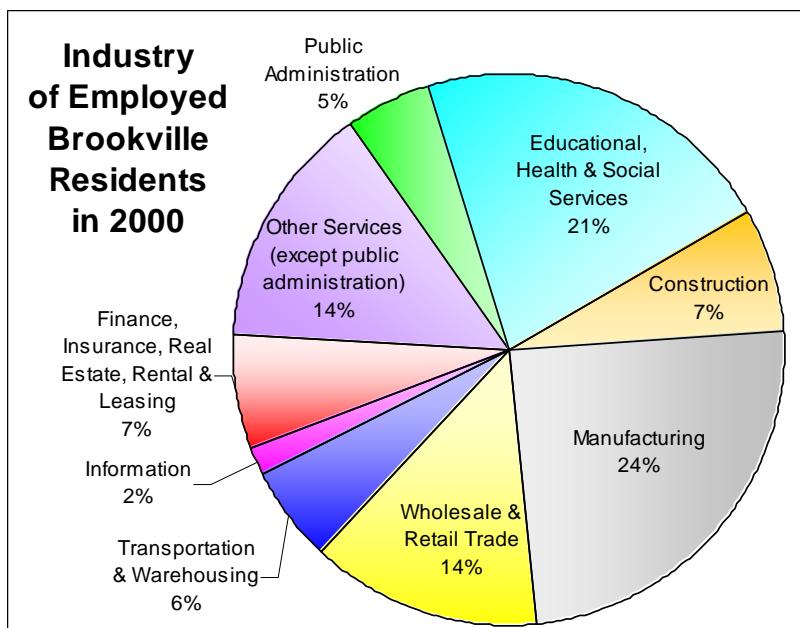
occupations and a significantly lower percentage in the management, professional and related occupations.



Industry of Employed

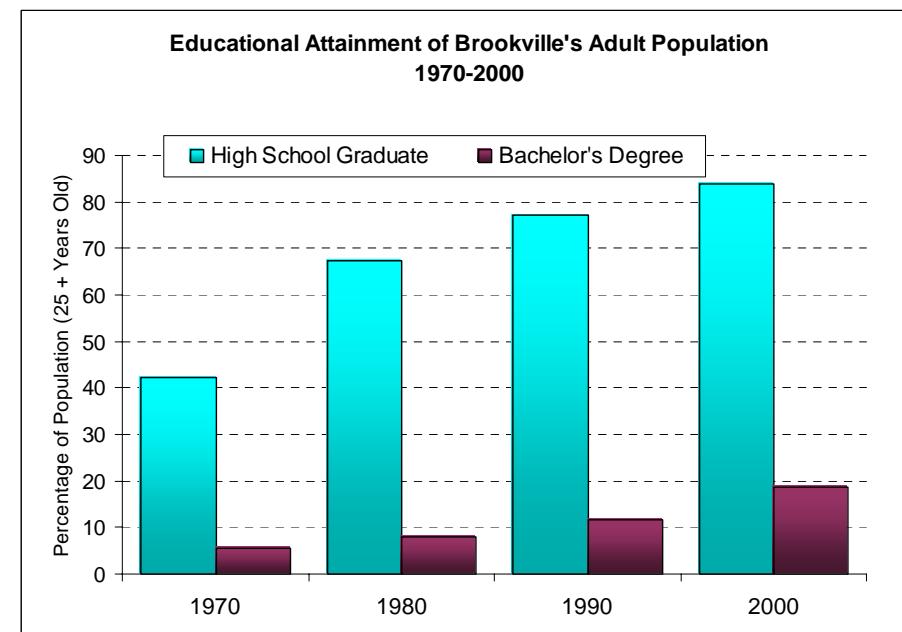
The two most significant industry sectors employing Brookville residents in 2000 were manufacturing with 25% of the total and educational, health and social services with 22% of the total. The other two largest industry sectors were services excluding public administration with 14% of the total and wholesale and

retail trade with 13% of the total. The information sector, expected to be one of the growing sectors in the future and just recently added as a major category in the Census, employed about 2% of working Brookville residents in 2000. Another consideration of growth in Brookville is the diversification in industries. In 2000, Brookville residents were still significantly concentrated in the manufacturing sector when compared to Montgomery County and Ohio. In addition, the 14% of workers in the other services category was low compared to the county and state. Brookville did have a slightly higher concentration in the educational, health and related services sector in 2000, probably due in part to the Brookhaven retirement center.



Educational Attainment

The educational attainment of Brookville's adult population has increased significantly over the years. The percentage of adults over 25 years old that are high school graduates has doubled from 1970 (42.3%) to 2000 (83.9%). Brookville also had a higher percentage of high school graduates than Ohio and the United States during 1980 to 2000. Although Brookville tripled its percentage of college graduates from 1970 (5.5%) to 2000 (18.6%), these percentages still remain lower than Montgomery County, Ohio and the United States. Brookville's location at the edge of the Dayton urbanized area may play a role in increasing these percentages, if the past trend of households with higher education levels moving to the edge of urban areas continues.

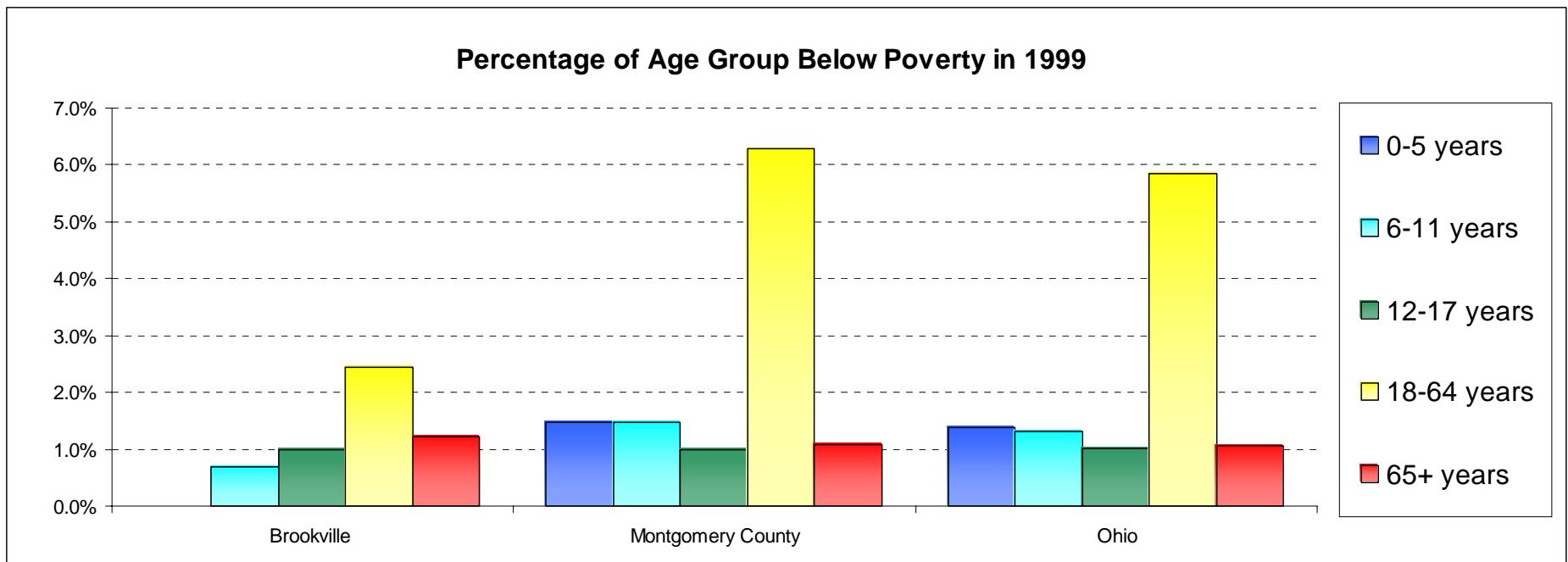


Household Income

The median household income in 1999 for Brookville was \$39,583. Comparing it to other areas, it was \$573 less than Montgomery County's median household income and \$1,373 less than Ohio's. Brookville's larger senior citizen population and single-person households are significant factors for the disparity.

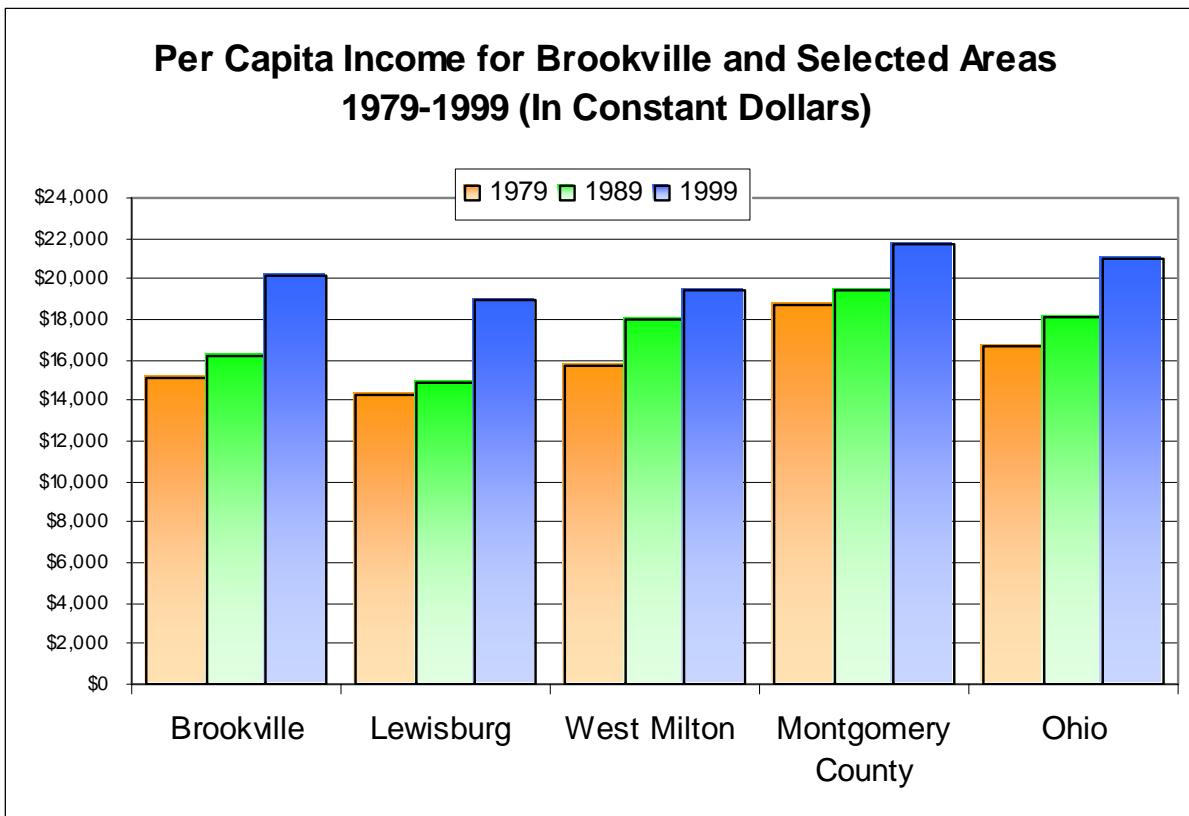
Poverty

Brookville's poverty situation is much lower compared to Montgomery County, to Ohio and to similar nearby communities such as Lewisburg or West Milton. There are only 2.4% of people ages 18-64 were in poverty in 1999, compared to about 6% for the county and the state. However, the 1.1% poverty rate for those age 75 and up in Brookville exceeded Montgomery County, Ohio and the aforementioned communities.



Per Capita Income

Per capita income is a good indicator of real wealth in a community, taking all income and dividing it by the total number of people. Brookville's per-capita income has



increased significantly over the last 20 years, from \$6,575 in 1979 to \$20,124 in 1999. When accounting for inflation, the increase was \$5,036. Comparing Brookville to other areas, it has increased per capita income more than the county, the state, Lewisburg or West Milton over the last decade.

Income Quick Facts

- Brookville's median household income was \$39,583 in 1999.
- Brookville's per-capita income was \$20,124 in 1999.
- In constant dollars, Brookville's per-capita income increased \$3,972 between 1989 and 1999 – a greater increase than Montgomery County or Ohio.
- Brookville had a low poverty rate in 1999, especially among children younger than 12.

5

Aesthetics

Home

Historical

Living

Family

Quality

TRENDS

Housing

HOUSING TRENDS

How We Live

Dwelling Types

Age of Housing Stock

Housing Tenure

Housing Mobility

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Brookville: Housing Trends

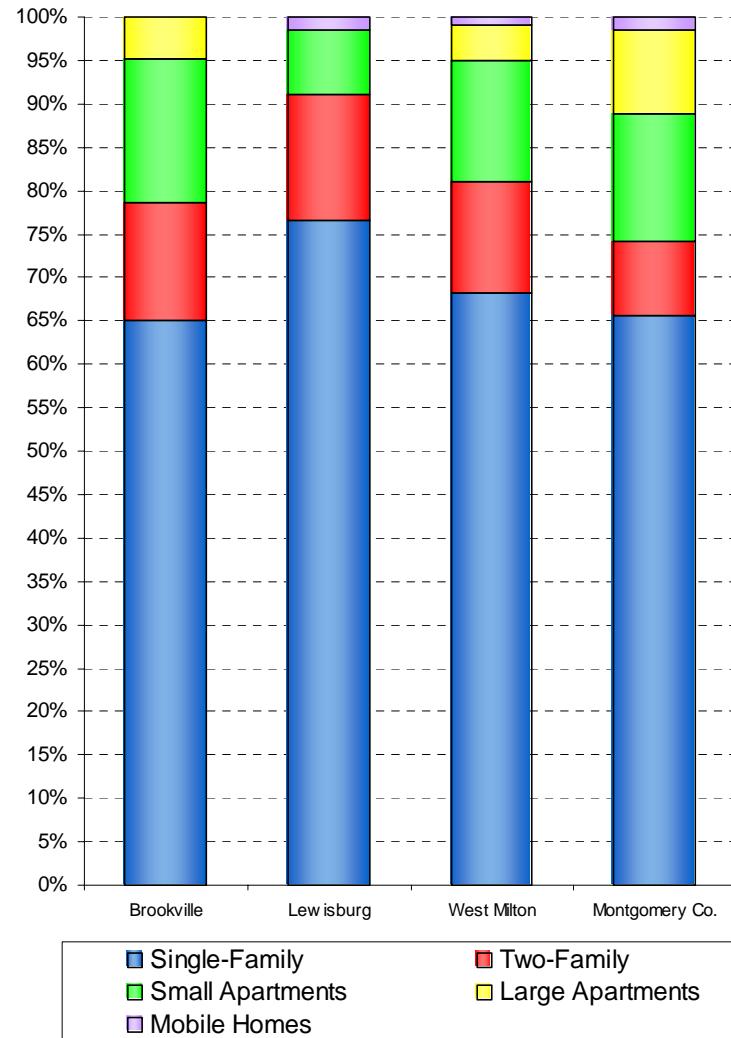
Type of Dwelling Unit

Single-family houses are the prevalent type of dwelling unit in Brookville. Comprising about two-thirds of the total housing stock, this percentage is comparable to the Montgomery County average, but lower than in Lewisburg or West Milton. Representing structures with 3-9 housing units, small apartments account for the second highest number of dwelling units in the community. Brookville has a slightly higher percentage of its housing stock in small apartments than either West Milton or Montgomery County. Approximately 13.5% of all dwelling units in Brookville are found in two-family structures, comparable to West Milton but a smaller percentage than the county as a whole. Only about 5% of all dwelling units in Brookville were found in large apartment structures in 2000.

Dwelling Type Overview

- Brookville's dwelling unit composition is similar to West Milton and Montgomery County.
- Brookville's housing stock is dominated by single family residences.
- Brookville has the highest percentage of small apartments compared to the selected areas.

**Type of Dwelling Unit
Brookville and Selected Areas in 2000**

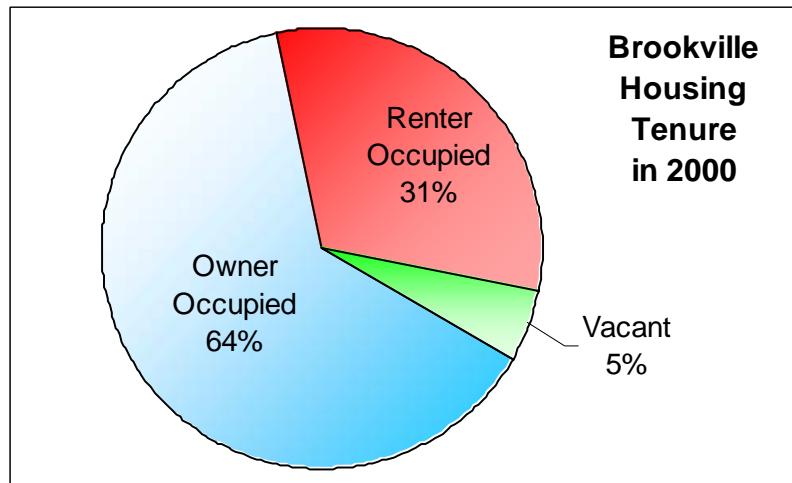
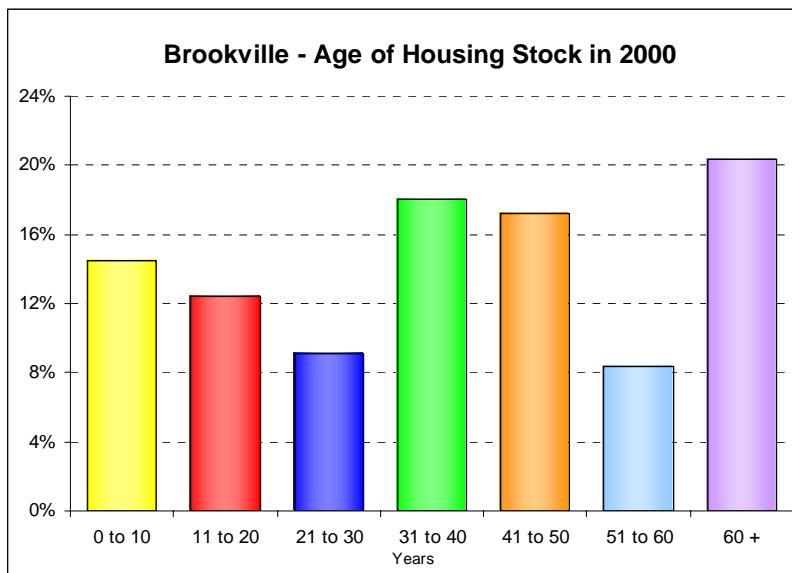


Age of Housing Stock

Brookville's housing stock has three distinct characteristics related to its age. First, approximately one in five units is 60 years or older, having been constructed before 1940. This percentage is higher than that of Montgomery County, but much lower than towns that have not seen recent growth. This factor should alert the community that historic preservation, retrofitting and rehabilitation will be important over the next twenty years. Second, approximately 35% of the housing stock was built in the 1950-1970 boom period, making that segment 31-50 years old. These housing units will require increasing property maintenance and some retrofitting as they age. Third, Brookville's growth since 1980 has resulted in about 27% of the housing stock being less than 20 years old and providing modern housing amenities to its population.

Housing Tenure

Housing tenure refers to the status of the householder in an occupied housing unit, either as an owner or a renter. Just under two-thirds of the housing in Brookville was owner-occupied in 2000. Renter-occupied housing accounted for about three in ten units. Brookville has a slightly higher percentage of owner-occupied housing than Montgomery County or West Milton. The owner-renter distribution can be attributed to the significant number of single family houses in Brookville.

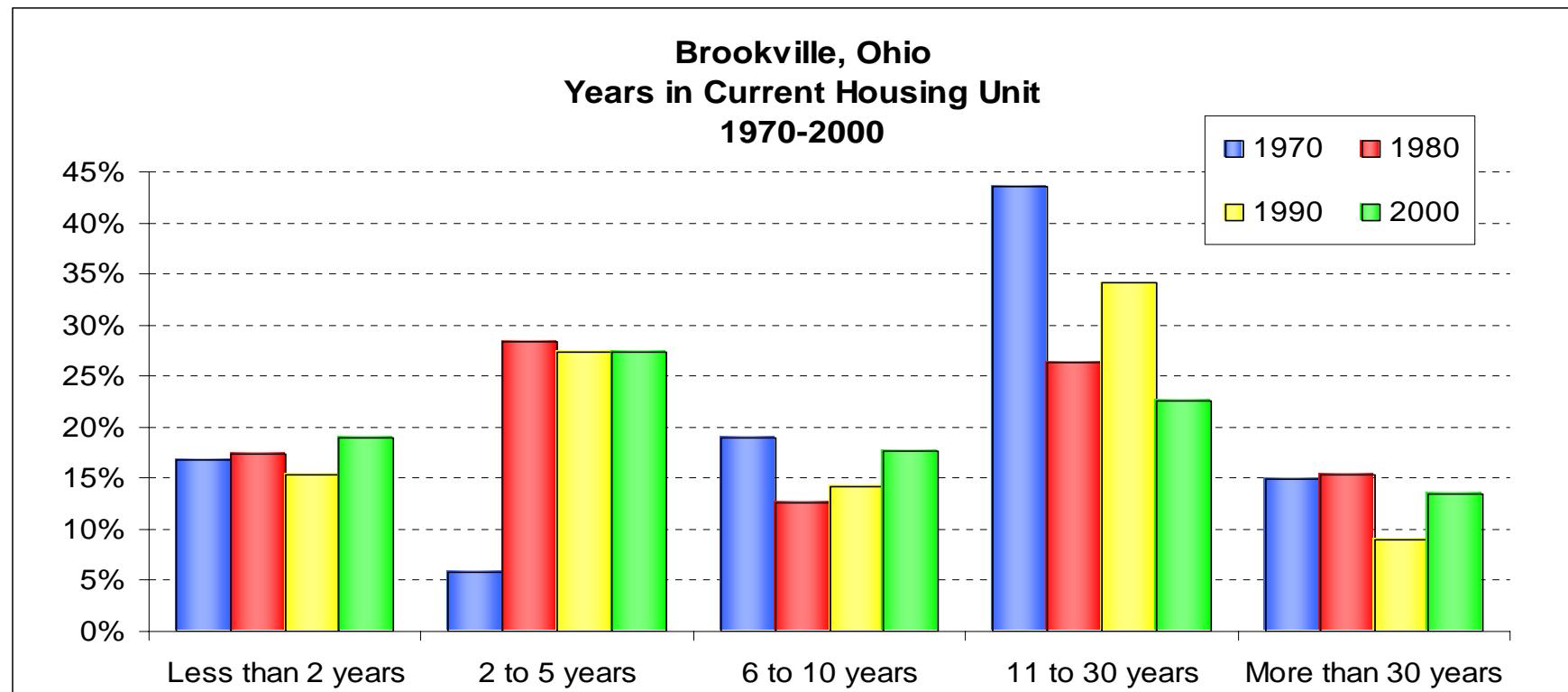


Housing Mobility

Mobility in this respect is the movement of people into and out of housing the community. Although Brookville has many residents staying in their same home, it has become a somewhat more mobile community. In 2000, about 46% of the housing units had the same residents for only five years or less while just over 36% had stayed in the same house for 11 years or more. Overall, mobility to newer housing has been the trend.

Housing in 2000 – Quick Facts

- 2,358 housing units
- 64% owner occupied, 31% renter-occupied, 5% vacant
- Same residence 5 years or less: 46.3%
- Same residence 6-10 years: 13.6%
- Same residence 11-30 years: 22.6%
- Same residence 30+ years: 13.5%



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Outlook

Parks

PROJECTIONS

Business

Industry

Office Space

Community

Parks

LAND USE TRENDS

How We Use Our Land

Existing Land Use

Land Use Comparison

Land Absorption Rate

Projected Acreage Needs

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Brookville: Land Use Trends

Existing Land Use

The 2003 Land Use Map shows the existing land use pattern of Brookville. The community has remained relatively compact, with small pockets of undeveloped land within the core and large areas of mostly vacant, agriculture and residential property on the north and southwest periphery.

Brookville has four commercial land use features as shown in red on the map - the traditional downtown area in the center of the community, the Brookside shopping center at Wolf Creek Street and Arlington Road, the I-70 interchange business cluster around Arlington Road and Triggs Lane and a few scattered sites including a small cluster of businesses on Market Street just north of Salem Street.

Industrial uses, shown in purple, are primarily found in the industrial park on the east side of town, north of the existing bike trail. Since the railroad was abandoned, the industrial park has been the prime industrial location.

Public and institutional uses are shown in blue and green. They include such uses as schools, parks, and government facilities. Public uses such as the Post Office, fire station and Municipal Offices are located downtown and in neighborhoods proximate to downtown. The schools are found in the southern part of the

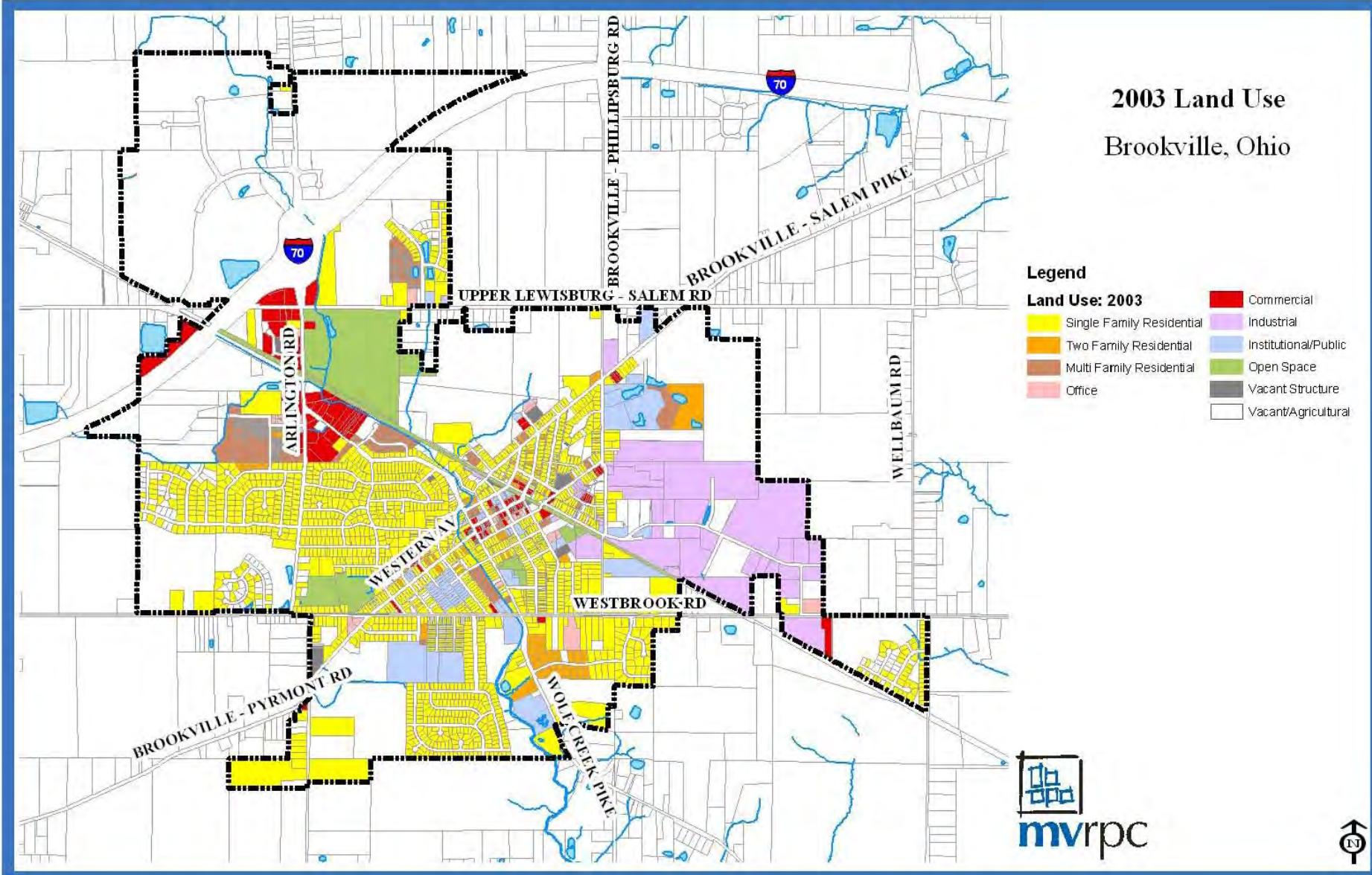
community. Brookhaven Retirement Center, including its assisted living component, is found in the northeastern part of the community. Golden Gate Park, Westbrook Park and the Wolf Creek Rail Trail are the most prominent open space and recreation features in the community.

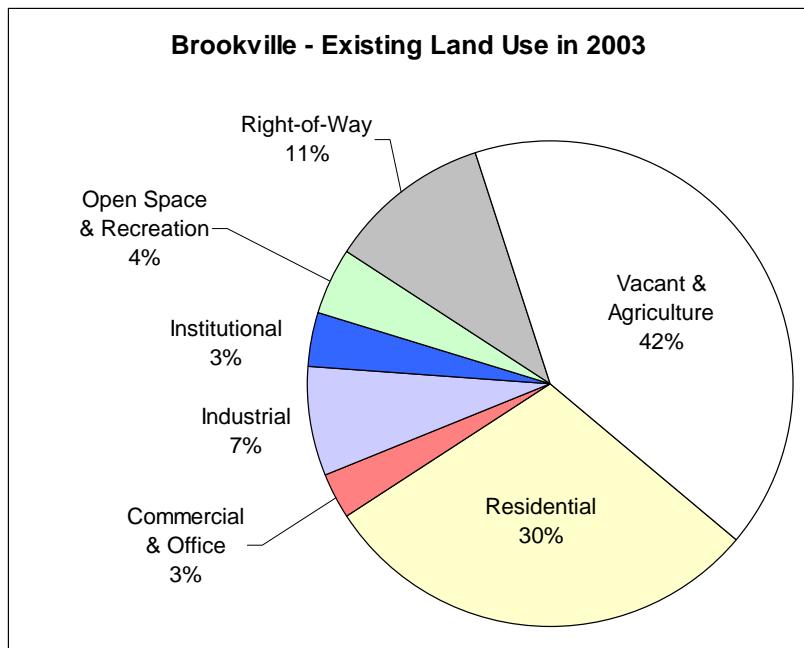
Single-family residential areas, shown in yellow, have grown out from the traditional center of town, primarily to the south and west. Golden Gate Estates, in the northern part of the community, and Heckathorn Plat, at the eastern fring of the community are somewhat remote from the compact center of town.

Two-family residential uses, shown in orange, are concentrated in three areas – at the eastern part of the Brookhaven Retirement Center, around the Wolf Creek Pike and Timberwolf intersection and in the northwest part of the community near multi-family and commercial uses.

Multi-family residential uses are primarily found in five areas – on the west side of Golden Gate Estates, as part of the Brookhaven Retirement Center, west of Arlington Road near the Wolf Creek intersection, east of Brookside Plaza and south of the traditional downtown area.

Within the existing municipal boundary, significant vacant ground is found north of the I-70 interchange with Arlington Road, south of I-70 west of the Wolf Creek Path and south of Upper Lewisburg-Salem Road between Salem Street and Golden Gate Park.





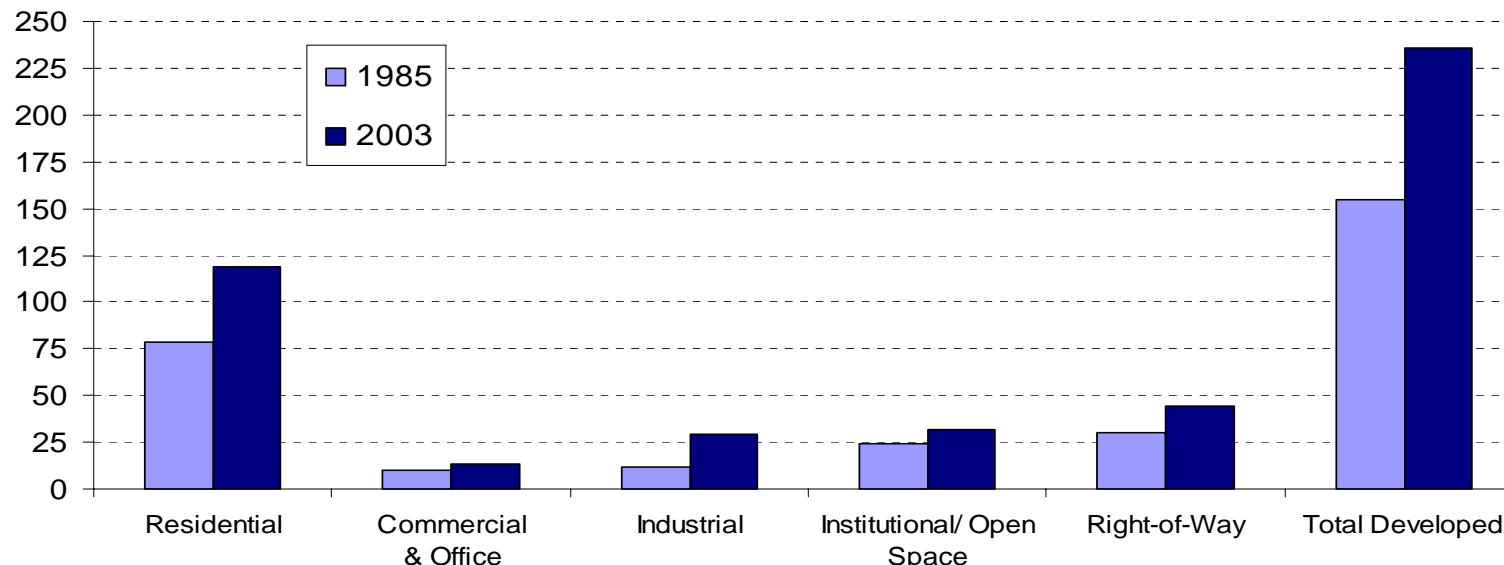
The pie chart illustrates the breakdown of the total land use acreage for Brookville in 2003. It shows much of the land within the city limits of Brookville is either still in agricultural use or is vacant. The second most extensive use of land, and the most prevalent developed use, is residential development. Right-of-way accounts for about 11 percent of Brookville's total land area, with I-70 being a key element. The remaining 17% of land within the city is divided among commercial/office, industrial, institutional, and open space uses.

2003 Land Use Summary

- Brookville has maintained a generally compact development pattern and avoided significant sprawl.
- For the most part, commercial and industrial uses are kept in well-defined centers.
- Most of the land within the city is vacant or in agricultural production – 833 acres or 42%.
- Residential uses occupy 638 acres or about 30% of the city.
- 95 acres is used for open space and recreation – about 4% of the area of the city.
- Vacant areas for future growth are along I-70 and in the northeast

The following table and graph illustrate how the land use acreage of Brookville has changed since 1985, when the previous plan was adopted. Brookville had its largest gain in acreage within the residential category, which would suggest an increase in population as well as newer housing in the area.

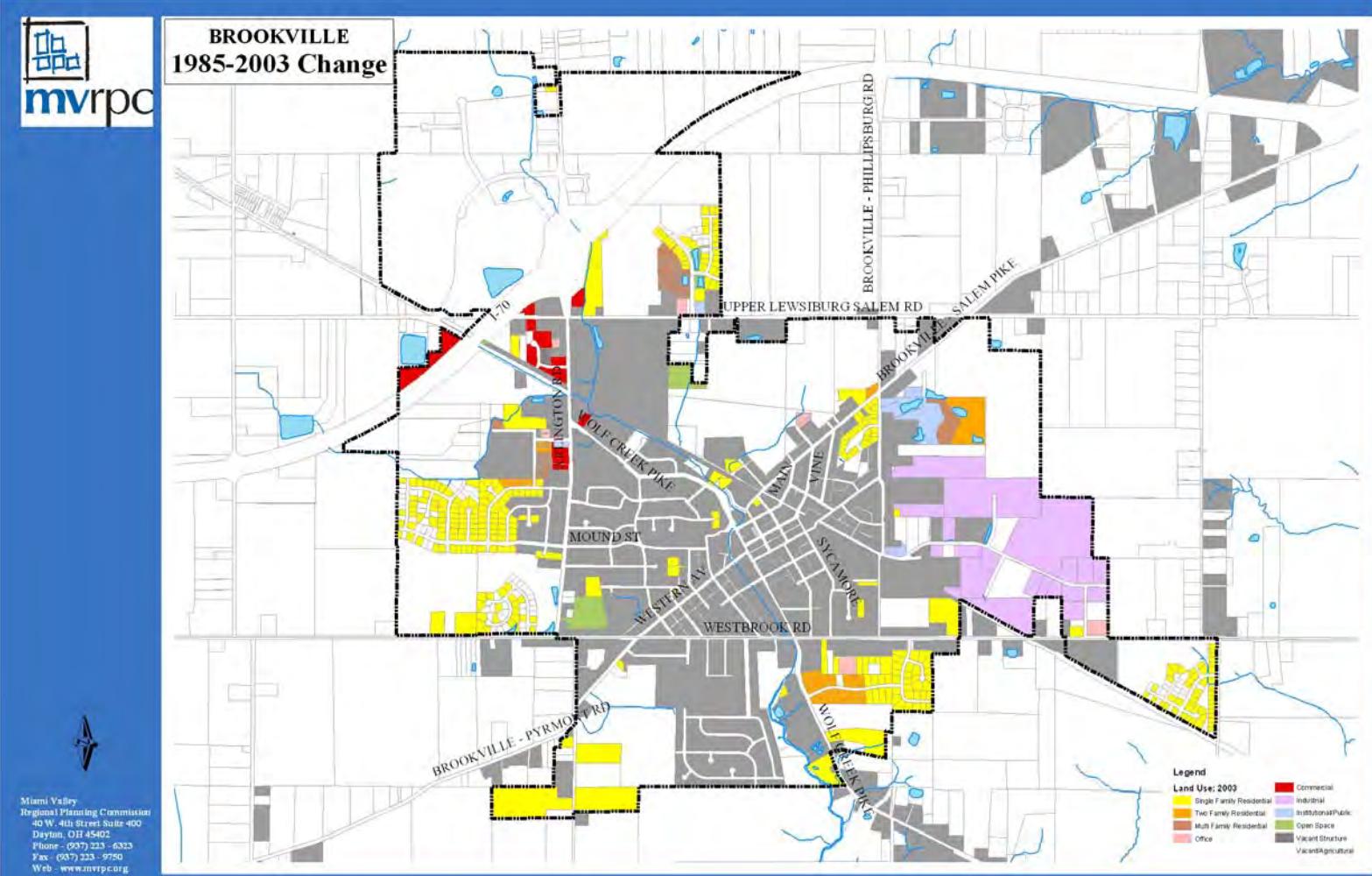
**Land Use Acreage for Brookville
1985 & 2003**



	1985			2003			Acreage Change	Percent Change
	Acres	% Developed	% Total	Acres	% Developed	% Total		
Single-Family Residential	311.7	44.9%	24.7%	558.7	44.1%	26.0%	247.0	79.2%
Two-Family Residential	8.5	1.2%	0.7%	33.8	2.7%	1.6%	25.3	300.0%
Multi-Family Residential	33.6	4.8%	2.7%	45.5	3.6%	2.1%	11.9	35.2%
Commercial/Office	46.2	6.6%	3.7%	68.8	5.4%	3.2%	22.6	48.9%
Industrial	52.1	7.5%	4.1%	155.2	12.2%	7.2%	103.1	197.8%
Institutional	44.6	6.4%	3.5%	74.3	5.9%	3.5%	29.7	66.6%
Open Space/Recreation	62.9	9.1%	5.0%	95.5	7.5%	4.4%	32.6	51.8%
Right-of-Way	135.2	19.5%	10.7%	235.3	18.6%	10.9%	100.1	74.0%
Total Developed	694.9	100.0%	55.2%	1,267.1	100.0%	58.9%	572.2	82.3%
Vacant/Agriculture	565.1		44.8%	883.9		41.1%	318.8	56.4%
TOTAL	1,260.0		100.0%	2,151.0		100.0%	891.0	70.7%



BROOKVILLE 1985-2003 Change



Changing Land Use Between 1985 and 2003 – Quick Facts

- Residential expansion occurred to the west and southeast, as well as the northern fringe.
- Significant expansion of the Brookhaven Retirement Center occurred.
- Industrial growth occurred almost exclusively in the eastern section.
- Commercial uses expanded primarily around the I-70 interchange.
- Some minor park expansion occurred and the Wolf Creek Path was opened.

Land Absorption Rate

The land absorption rate is the number of acres of land used for a particular purpose for a given population. The rate can show how much of a particular type of land is used by a certain population in the past, how much is used currently, and how much it could potentially use in the future. The chart below shows the amount of acreage used per land use and that land use's absorption rate for the years 1985 and 2003:

Land Absorption Rate in Brookville

Population	1985		2003	
	Acres	Rate	Acres	Rate
Residential	354	79	638	119
Commercial/Office	46	10	69	13
Industrial	52	12	155	29
Institutional & Open Space	108	24	170	32
Right-of-Way	135	30	235	44
Total Developed	695	155	1,267	236
Total	1,260	282	2,151	401

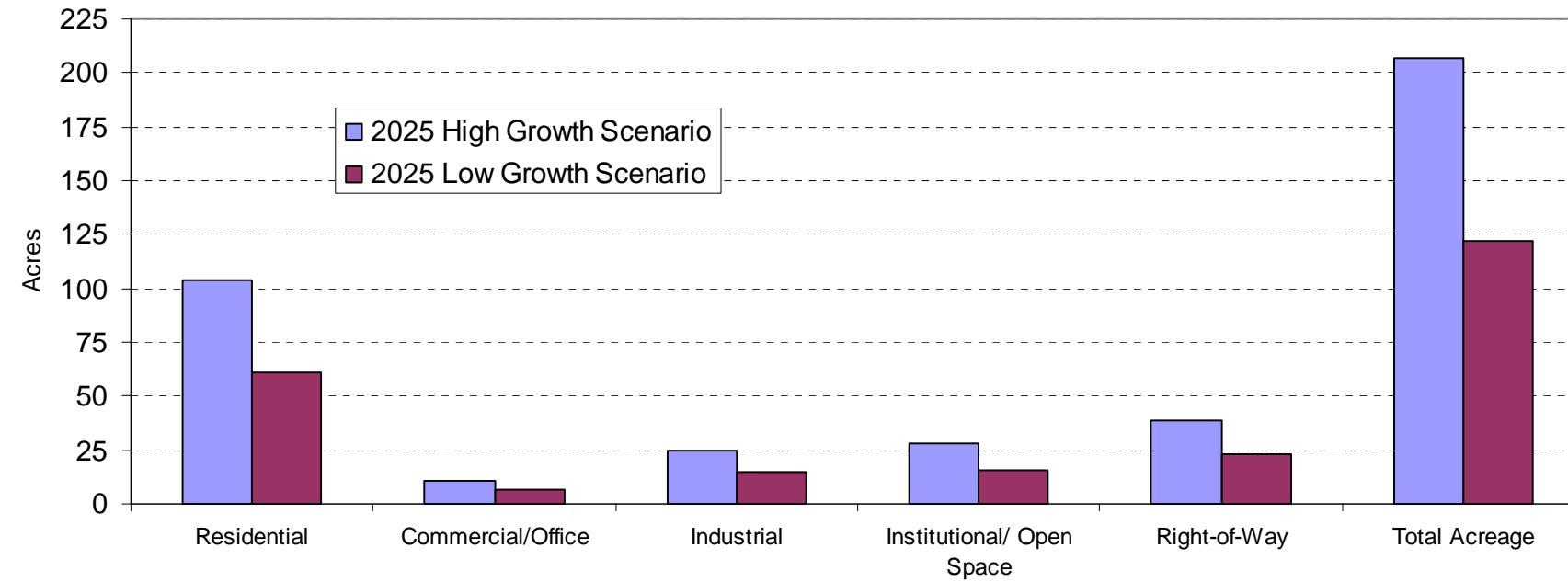
Land Absorption Rate expressed in Acres/1,000 Persons

Since 1985, both the amount of acres used and the absorption rate for each land use has grown, with the largest gains coming in the residential, right-of-way and industrial land uses. This would suggest that the town is growing both in population and in overall size. More land is being used to service each resident. If this trend continues, Brookville can count on increasing in size at a faster rate than its population growth.

Projected Additional Acreage Needed by 2025

By using historic growth trends from Montgomery County and the City of Brookville, two scenarios were formed as to how much additional acreage would be needed by the year 2025. The first is called the Higher-Growth Scenario and uses population trends from the City of Brookville's historical growth rate combined with the 2003 land absorption rate. If Brookville continues to grow as it has in the past 50 years, then an additional 200 acres of land will be needed to support the growth. The Lower-Growth Scenario uses the Montgomery County population trends combined with the 2003 land absorption rate. It shows an increase in needed acreage but only slightly more than 60% as much as the Higher-Growth Scenario.

Projected Additional Acreage Needed in Brookville



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7

Pedestrian Use

Bikes

MOVEMENT

Commerce

Travel

Transition

Pathway

Options

TRANSPORTATION AND MOBILITY

How We Move

Air

Rail

Bikeways & Pedestrian

Transit

Thoroughfares

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Brookville: Transportation and Profile

Air

The major point of entry for air passenger and air freight into the Miami Valley Region is the Dayton International Airport (DAY), which connects to both national and international destinations. The airport is located near the interchange of Interstates 70 and 75, approximately 12 miles to the east.

The airport offers an economic asset to Brookville and the Miami Valley Region, linking it to distant markets around the globe. The airport is the 10th largest cargo hub in the United States and 19th in the world. Menlo Worldwide Logistics has its North American Sortation Center, among the most technologically advanced freight-sorting facilities in the United States, at the airport. In 1998, the facility, formerly Emery, processed 1.24 billion pounds of freight and employed 4,207 people. The center is anticipated to remain a key player in the economic development of the region.

During 1998, the Dayton International Airport handled almost 1.1 million passengers. Commercial passenger carriers at DAY include AirTran, American Airlines/American Eagle, ATA Connection, Comair, Continental Express, Delta, Northwest, Skyway-Midwest Express, United Airlines/United Express, and US Airways. Brookville AirPark is situated northeast of the city on Pleasant Plain Road, providing aircraft storage, rental, maintenance and sales, as well as charter service and flight training.

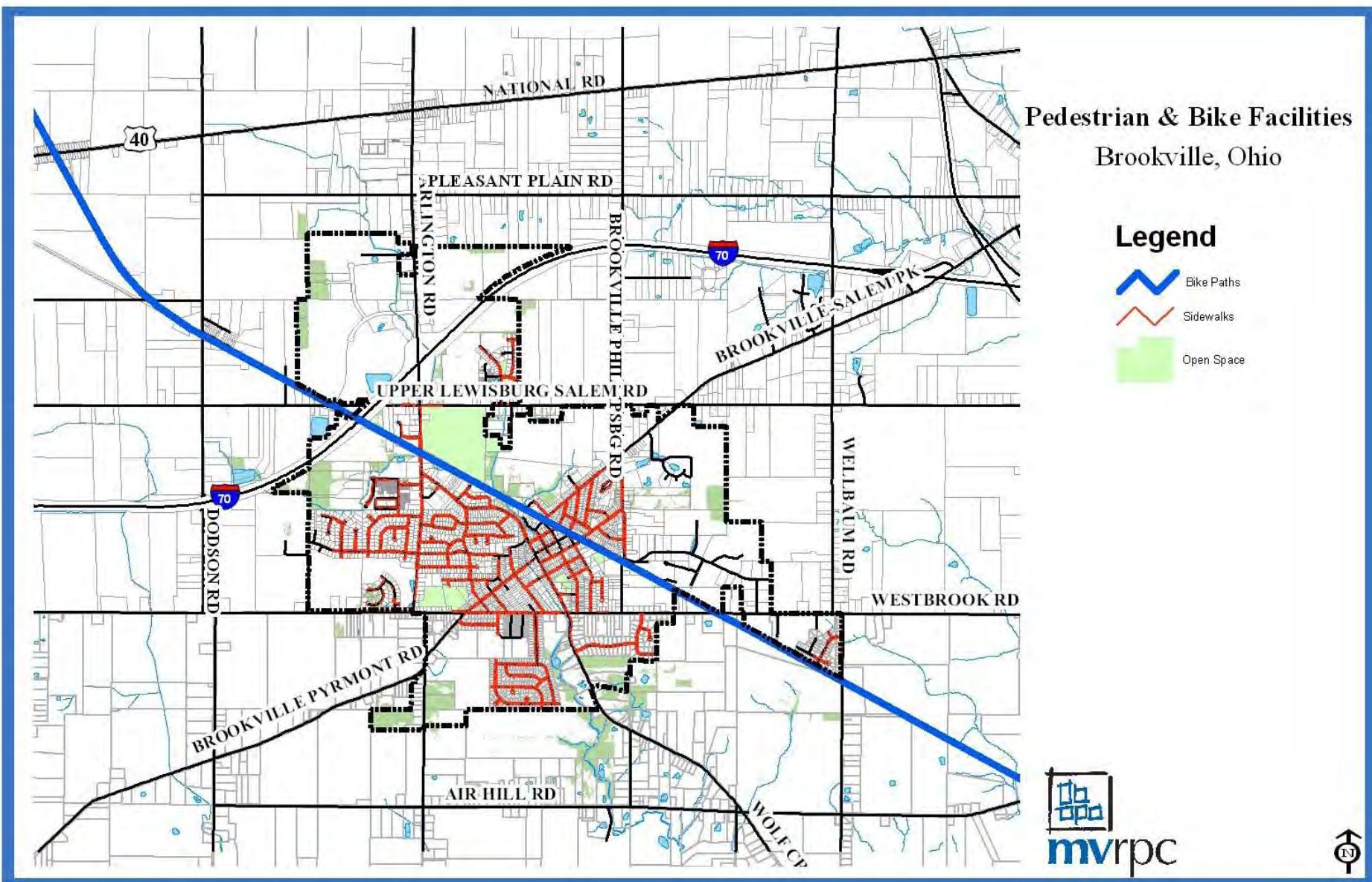
Rail

The only railroad line through Brookville was abandoned and subsequently sold in 1992. The closest rail service to Brookville is now provided by the CXST and the Norfolk Southern railroads in Dayton. Businesses in Brookville must connect to rail service via truck.

Bikeways and Pedestrian Travel

The main pedestrian and bike feature in Brookville is the Wolf Creek Bike Trail. The bikeway extends from Trotwood to Verona, with Brookville approximately at the halfway point. Physically, the trail is 10" wide and is covered with asphalt. Using the bikeway, it is 6 miles from Brookville to Verona and 7 miles from Brookville to Trotwood. The bike path passes by the Mosier Industrial Park, many residential areas, Golden Gate Park, the commercial area at the I-70 and Arlington Road interchange and also passes by the edge of downtown. This presents the opportunity to make the path a real community asset.

Brookville has provided sidewalks in almost all of the residential subdivisions and along most of the major roadways. However, safe pedestrian and bike access is absent along Westbrook Road west of Western Avenue, Westbrook Road east of Wolf Creek Pike, Albert Road south of the Wolf Creek Trail, along Upper Lewisburg-Salem Road and in the southwestern part of town where the new school is planned. These gaps should be addressed in order to create a safe community-wide pedestrian and bike network.



Transit

Public transportation is provided by the Greater Dayton Regional Transportation Authority (GDRTA). Route #40 serves the community. It arrives via Brookville-Salem Road and follows Salem Street, Market Street, Wolf Creek Pike, Arlington Road, and Westbrook Road before returning to Dayton via Brookville-Salem Road. The route connects to Clayton, Englewood, and Downtown Dayton.

Thoroughfares

Principal Arterials

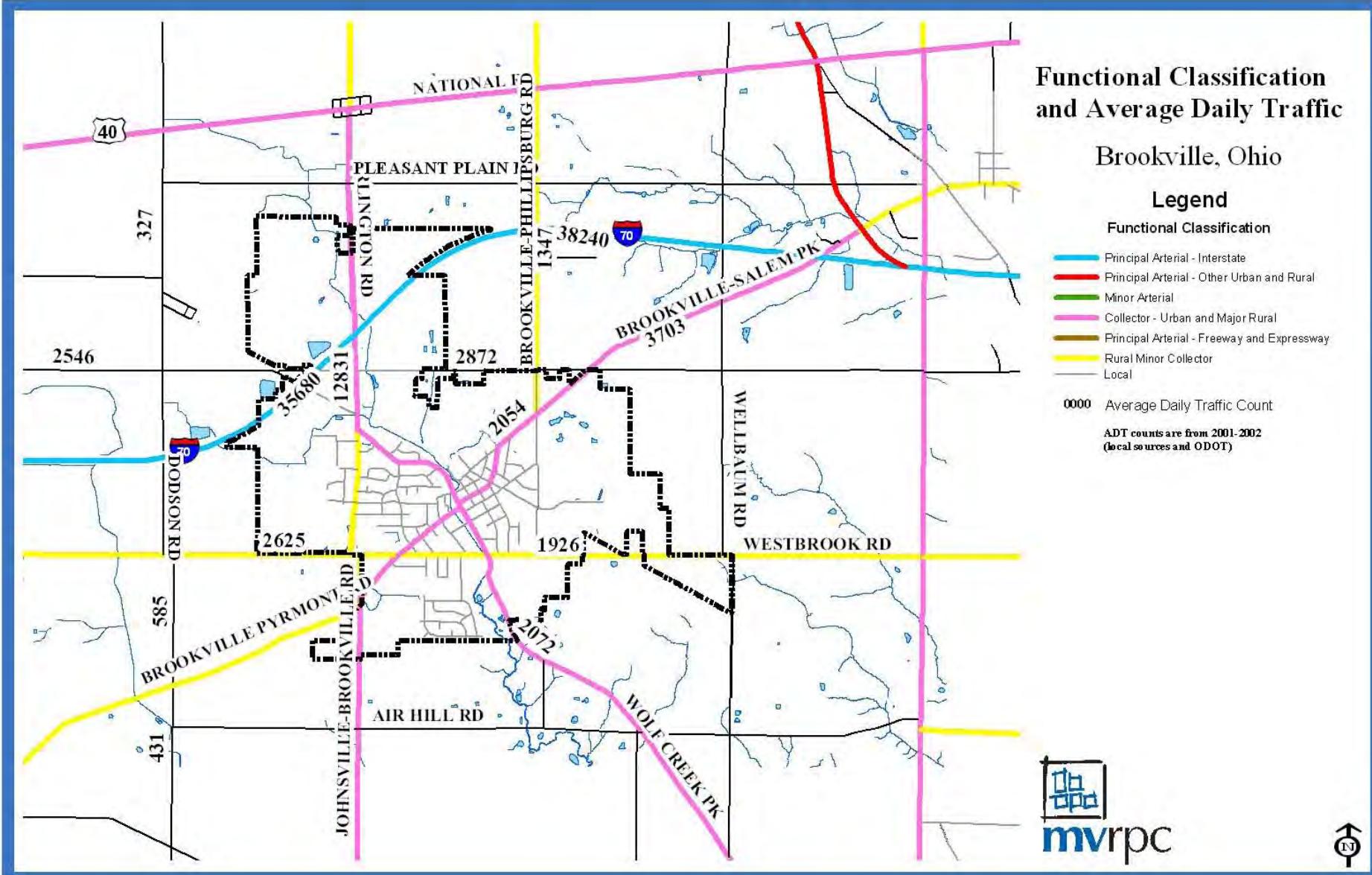
Auto and truck travel has increased dramatically over the past 50 years. Interstate 70, opened in 1964, is the most heavily traveled roadway in the immediate Brookville area. The interstate provides access to locations crucial to Brookville, like the Dayton International Airport, and places the community on a major east-west route across the nation. State Route 49, a major access route into Darke County, runs north from I-70 in the northeast part of the study area.

Collectors

In addition to arterial roadways, the community has a number of collector roads. Collector roads distribute traffic to and from the arterials, as well as serving as major transportation for small towns such as Brookville. Major collectors are important for intra-county travel and as a link to larger towns nearby. National Road provides a parallel

route to I-70 in the northern part of the study area. Arlington Road provides direct access into Brookville from both National Road and I-70. Brookville-Salem Road provides secondary access to and from I-70 from the east. Johnsville-Brookville Road provides access south to New Lebanon. Wolf Creek Pike provides access to Trotwood and Dayton. Diamond Mill Road, along the eastern boundary of the study area, is a major north-south collector for the rural western part of Montgomery County.

Minor collector roads distribute traffic to and from local and residential roads. Within the Brookville area, these roads include Brookville-Phillipsburg Road, Westbrook Road and Brookville-Pyrmont Road. Westbrook Road provides east-west access across the southern part of the community and an eastward connection to State Route 49. Brookville-Phillipsburg Road provides access to Phillipsburg to the north. Brookville-Pyrmont Road allows access to rural areas southwest of Brookville.



8

Public Service

Fire

Museum

Facilities

Community

POLICE

Government

Schools

COMMUNITY SERVICES

How We Help Each Other

Municipal Services

Local Organizations

Public Facilities

Senior Citizen Services

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Brookville: Municipal Services

Local Government

Brookville operates under the Mayor-Council-Manager form of city government. City council serves as a legislative body and consists of seven members elected at-large on a non-partisan basis. Council members serve on staggered four year terms. The mayor is elected to a four-year term and serves as the ceremonial head of the government, as well as presiding over council meetings. The Council also appoints members to the Park Board, Planning Commission and Board of Zoning Appeals. The City Manager administers the daily affairs of the city. Council appoints the city manager.



Police Department

The Brookville Police Department enforces the law and ensures the safety of the community. The department patrols 30 miles of roadway and consists of 11 full-time officers, 5 part-time officers, 4 full-time dispatchers and 3 part-time dispatchers. The Police Department offers various services to the community other than law enforcement, including self-defense training for adult females. They also provide Kid Care ID services to fingerprint and photograph children at the request of the parent. Additionally, the police are attempting to establish "Neighborhood Watch Programs".



Fire Department

Brookville Fire Department has a staff composed of one full-time, 11 part-time and 25 volunteer firefighters supporting 36 square miles of land and a population of 15,000. The department is involved in projects such as the Annual Fire Prevention Week and the Youth in Government activities for high school seniors. Brookville Fire Department is part of the Miami Valley Fire/EMS Alliance. This allows the department to assist other members and expands resource utilization. The Alliance also minimizes costs.



Service Department

Brookville's Service Department maintains the roads and the traffic signals throughout the city. The department is also responsible for wastewater treatment and the water tower. The service department removes snow, leaves and yard waste. Park maintenance, refuse and municipal vehicle repairs are also handled by the service department.

Local Organizations:

Chamber of Commerce

The Chamber of Commerce is a volunteer organization to unite area businesses and professional businesses. The goal is to improve professional, ethical and physical standards, and assist new and existing businesses in growth. The chamber works for cooperation between the public and private sectors. The organization is responsible for the Annual Brookville Community Picnic to encourage community gathering.

Various Service Organizations

Brookville has a number of service organizations. They offer community service and promote a diverse image for the city. The American Legion participates in Memorial Day services and parades. AMVETS is a national organization providing veterans with services like free counseling and claims for assistance. The Brookville

Veterans of Foreign Wars (VFW) is located on Carr Road. The Optimist Club sponsors programs like Cub Scouts, bicycle safety and Youth Appreciation Week. The Kiwanis Club raises funds for the community with the annual Pork and Sauerkraut Suppers. Other projects include students for Boys and Girls Buckeye State, summer league baseball, soccer teams and construction projects.

Public Facilities:

Brookville has a multitude of public facilities. The U.S. Post Office is located in the traditional downtown area. The Brookville Local School District consists of Westbrook Elementary School, Brookville Middle School, and Brookville High School, all within the traditional core of the community. A new high school building is being constructed east of the intersection of Brookville-Pyrmont Road and Brookville-Johnsville Road.



The Brookville Public Library was one of the first branches of the Dayton and Montgomery County Public Library System. It offers services like online access, voter registration, meeting rooms and document services like copying or faxing.

The Brookville Historical Society's Genealogy Research Library is responsible for information about Montgomery County from earlier times. The genealogy library has historical information for Montgomery County, the adjacent counties and adjacent townships.

The Spitzer House is another historical museum with antiques and images focusing on the Brookville area. Gruenig – Bryant – Hill Log House is one of the oldest buildings in Brookville, with an origin from the 1830's.



Public Parks

In Brookville, there are six community parks for public and outdoor recreation. The largest park is Golden Gate Park, which has been used for more than 100 years. The park offers baseball, football, basketball and tennis. Golden Gate Park also has the modern community theater with several productions scheduled each year. In 2000, citizens and businesses built the Castle Playground within the park. Westbrook Park, in the southwestern part of the community, contains the Brookville Soccer Complex. The park has various size

soccer fields and a moderate playground. Other parks include Ward Park, Gruenig Park and Brookville SK8 Park. Wolf Creek Rail Trail passes through Brookville and next to Golden Gate Park.

Quick View of Brookville Parks

Parks are provided for recreation and relaxation. Brookville's parks serve various recreation purposes.

- Golden Gate Park is the largest park with numerous sports, recreation and picnic uses. It is the focus of recreational activities in the community.
- Westbrook Park has soccer fields and playground facilities.
- Ward Park offers baseball and playground facilities in a residential setting.
- Gruenig Park is a small pocket park in the downtown area.
- Brookville SK8 Park is a popular skateboarding park used by younger residents.
- Gateway Park was developed to provide an attractive entrance to the community on Arlington Road.
- Wolf Creek Trail follows an abandoned rail line and offers walking, biking and roller-blading opportunities.

Senior Citizen Services:

The Brookhaven Lifecare Community allows Brookville to provide an environment attractive to senior citizens within the city. It has community center to promote cultural, educational, spiritual and recreational activities. Brookhaven offers services like cottages, campus community room, nursing and care center, and an activities room.



9

Utility

Clean
up

Natural Gas

Electric

WATER

Management

Telephone

Service

UTILITY SERVICES

How We Provide the
Necessities

Water Supply

Storm Water Management

Wastewater Management

Electricity, Gas & Telephone

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Brookville: Utility Profile

Water Supply

Brookville provides high quality water to approximately 4,880 customers. A quality and cost-effective water system promotes health, safety and economic growth.

Brookville's water is obtained from the City of Dayton Water Treatment Plant through the Montgomery County water distribution system. The water is provided through the Westbrook pump station and stored in a 500,000 gallon elevated tank in Golden Gate Park. In 1997, the community of Brookville used 445,000 gallons of water per day.

Water protection is the responsibility of Dayton. In 1985, Dayton began a Well Field Protection Program that includes other communities within the region. The program uses groundwater remediation, land use control zoning, and emergency preparation to combat water contamination. Approximately 190 monitoring wells surround the main well fields to test for water quality. Backup treatment includes an air stripping system to treat contaminated water and a carbon facility to provide emergency treatment of chemical spills.

Storm Water Management

The storm water management system is directly related to flooding and flood control. The design, operation and

management of storm water are crucial for minimizing flooding. Brookville's storm water drainage and detention system is primarily within the Wolf Creek Watershed. It utilizes both artificial and natural processes, and includes a system comprised of a network of storm water lines, creeks and ditches. From newer development and construction throughout the city, storm water is directed into detention ponds before entering the system.

Wastewater Management

The sewerage system is essential for insuring the health and welfare of the community's environment. A central system is used to collect, treat and dispose of wastewater at a low risk to the environment. Brookville maintains its own wastewater treatment facility, located at the south edge of the community on Wolf Creek Pike.

Electricity, Gas, and Telephone

Dayton Power and Light supplies Brookville with electrical power and Vectren Corporation supplies the community with natural gas. The Brookville Exchange of Verizon provides telephone service in the greater Brookville area and offers various data services. High speed data transmission, network consulting and wiring services are also provided.

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Slopes

Land

MINERALS

Soil

Flooding

Geology

Water

Management

NATURAL RESOURCES

What Our Resources Are

Soil Suitability Analysis

Slope

Flooding and Drainage

Minerals

Wooded Areas

Groundwater

Farmland

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Brookville: Development Suitability Analysis

By examining the natural capabilities of the land and their ability to accommodate development we get a better understanding of possible development patterns by looking at key features such as soil suitability, groundwater resources & pollution potential, agricultural and woodland areas, flood plains, drainage areas and wetlands. By looking at these factors, the community will be able to guide development in a way that utilizes the land to its full potential while limiting the impact on the environment.

Soil Suitability Analysis (see map p.67)

The majority of soil within Brookville's Corporate Limits is categorized as prime for residential and commercial/industrial land use or suitable for these land uses. Only to the eastern portion of the city, which is currently zoned for industrial use, is the soil rated suitability marginal, primarily because it is flat and extensive drainage is needed.

The majority of undeveloped land within the corporate boundaries is located north of the Wolf Creek Bike Trail. Only a small portion of this soil, located directly north of the industrial park, is in the marginal range for soil suitability.

To the east of Brookville, along I-70, is where the majority of the prime and suitable development land is found. To the north, northwest, west, and southwest the soil suitability varies from suitable to marginally suitable for development, with the majority of the soil being marginally suitable for development, again due to extensive drainage needs.

Slope (see map p.68)

The topography of Brookville is essentially flat with slopes of 6% or less. Only in a few areas is the slope 6-12% and this is not a limiting factor in development. Only in one area is the slope above 12% and that area is next to Wolf Creek at the southern part of the city.

Flooding Hazard & Drainage (see map p.69)

Because of the flatness of the land, in the Brookville area, much of it is very poorly drained. Within the city limits there is a mixture of areas that are well-drained, somewhat-poorly-drained, and very-poorly-drained. The well-drained area runs along the Wolf Creek and is spread throughout the northwest part of the city. These well drained areas are intertwined with poor and very poorly drained areas. Many of the areas that are labeled poor and very poor are areas of Brookville that have not yet been developed and could be more expensive to develop due to the need for added drainage systems.

The only 100-Year Flood Hazard area is along Wolf Creek. Development of this flood hazard area should be avoided because of its high risk of building damage and risk of public safety.

Mineral Resources (see map p.70)

There are no large mineral resource deposits within the community. The most significant are small corridors of sand and gravel along Wolf Creek and north of I-70, but they are too small for usual commercial extraction purposes. Also, limestone bedrock does not extend up to within five feet of the surface within the study area, according to the soil survey.

Significant Wooded Areas (see map p.71)

Within Brookville, there are a limited number of wooded areas, mostly on the periphery of the community. New development should be sensitive to these areas and retain them as much as possible.

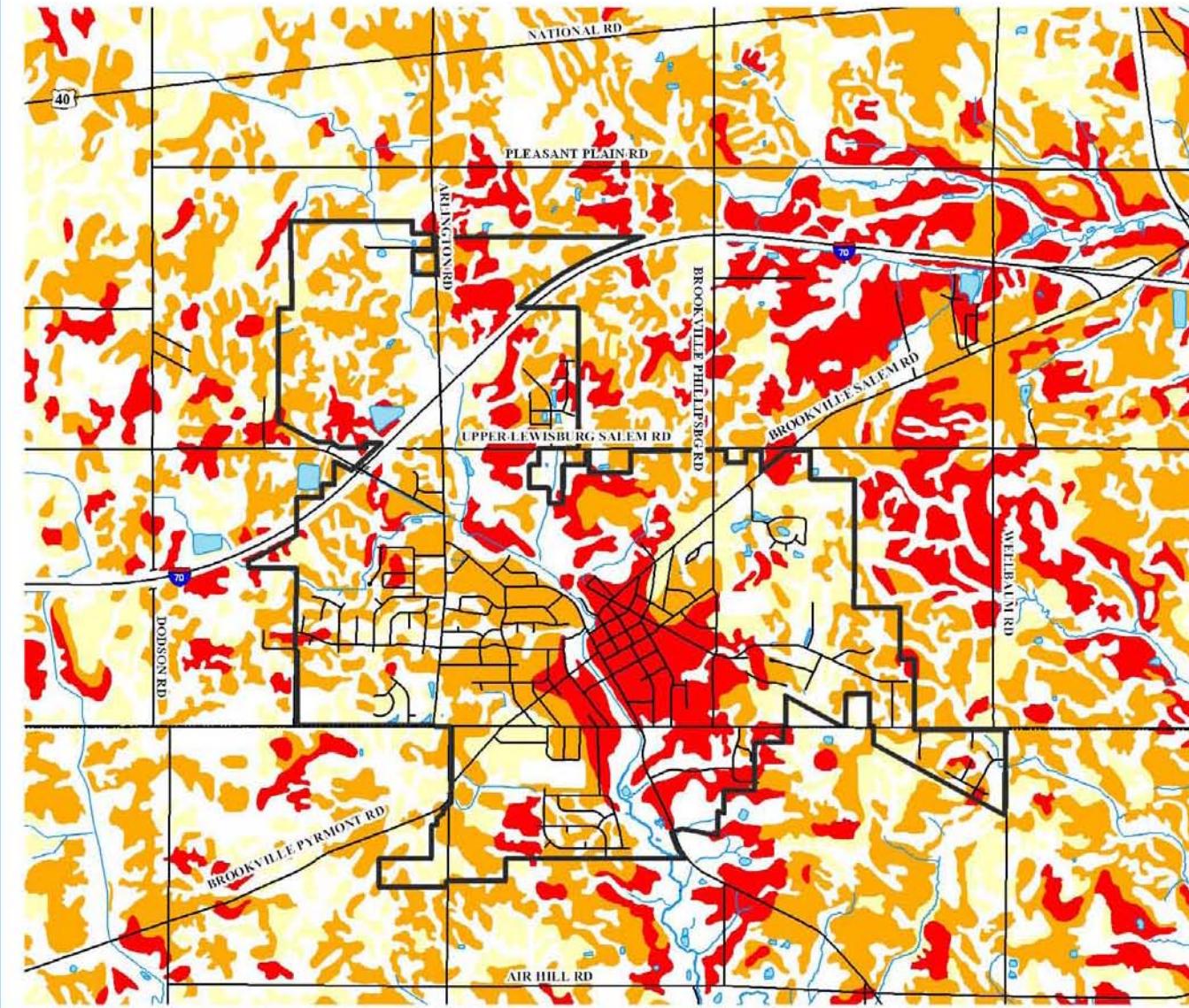
Groundwater Resources (see maps pp.72-73)

Brookville sits on top of a small-scale sand and gravel aquifer generally following Wolf Creek. This aquifer does not supply water to the community's public system at this time, but should be protected from contamination. Development should be sensitive to this resource because careless development could potentially lead to ground water pollution.

Prime Farmland (see map p.74)

The most significant resource in the Brookville area is abundant prime farmland. The majority of the land in Brookville and to the north east is naturally prime

farmland. These areas of naturally prime farmland are mixed with areas of land designated prime where drained. This means that, potentially, all of the land in and around Brookville is prime farmland and should be respected.



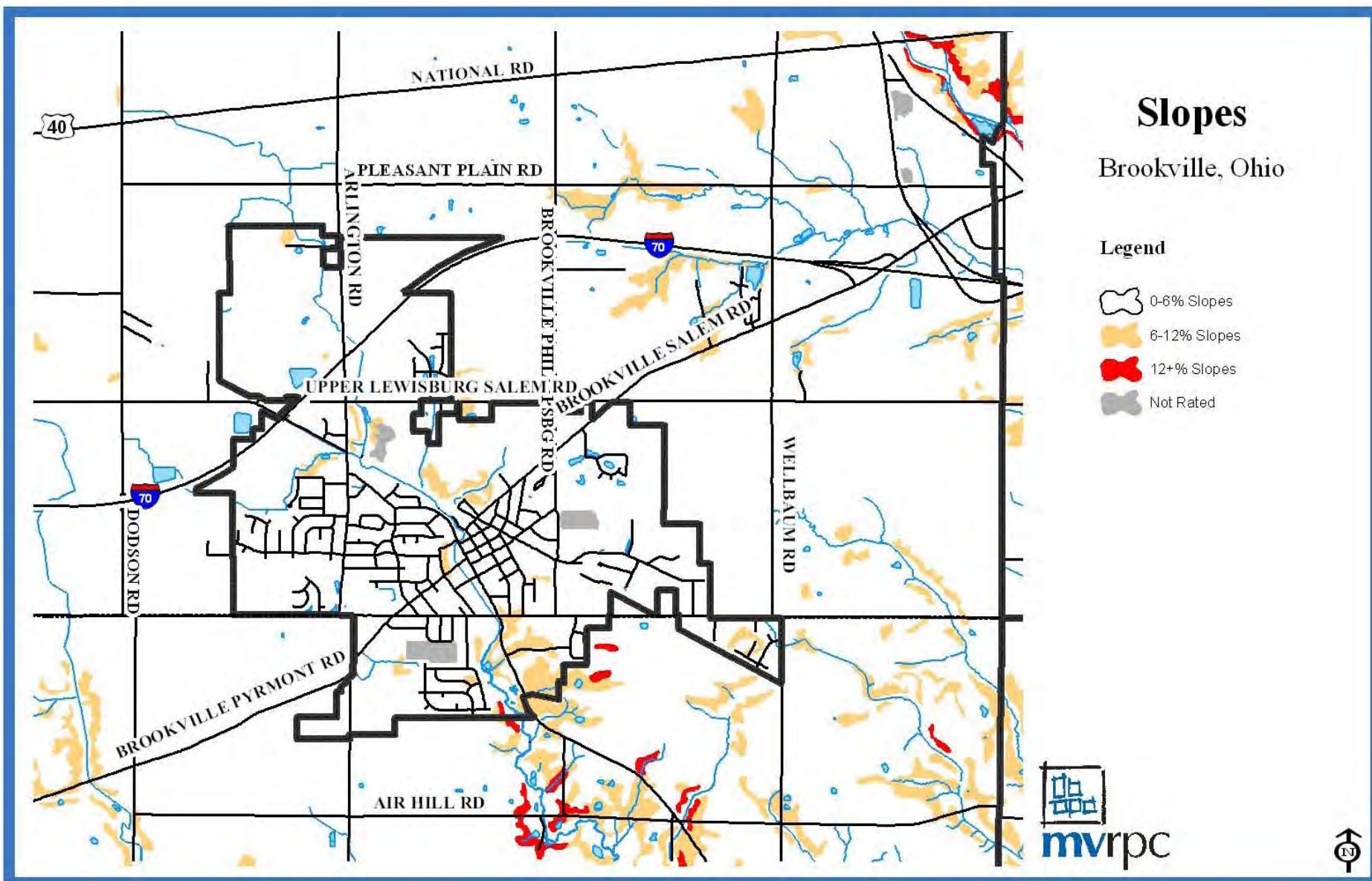
Soil Suitability for Development

Brookville, Ohio

Legend

- Prime for Residential and Commercial/Industrial
- Suitable for Residential and Commercial/Industrial
- Marginal for Residential and Commercial/Industrial



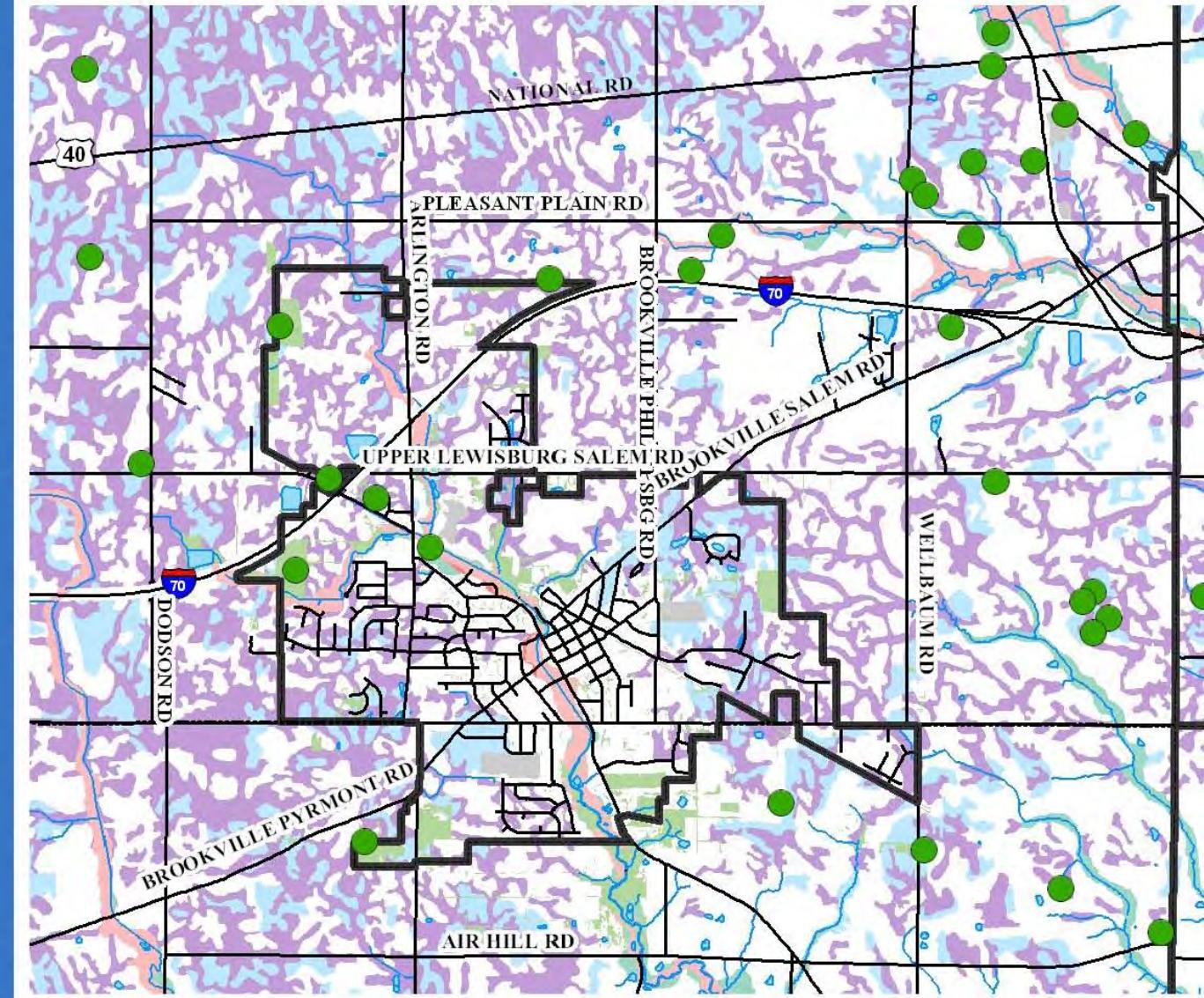


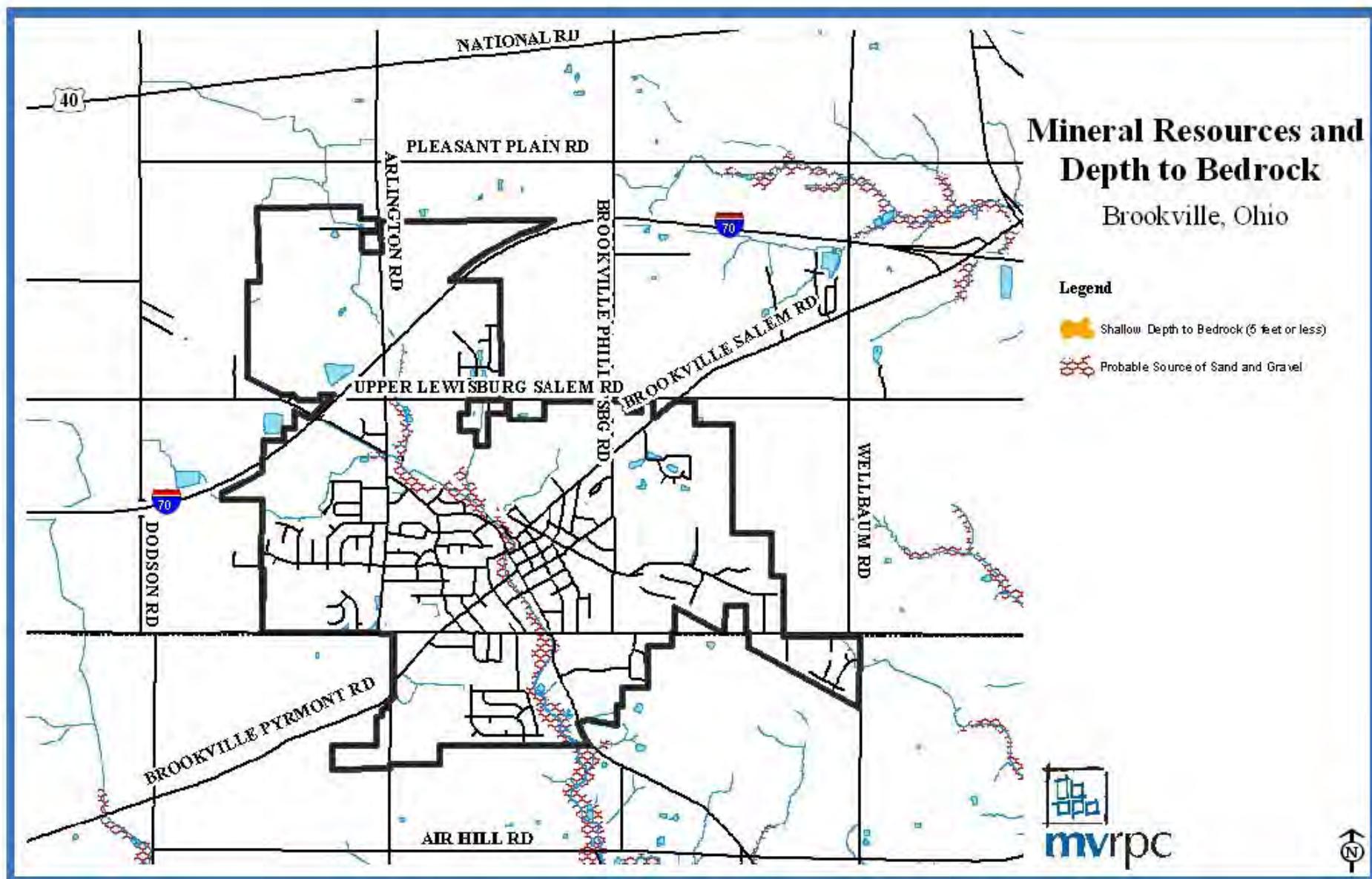
Flood Hazard, Drainage and Wetlands

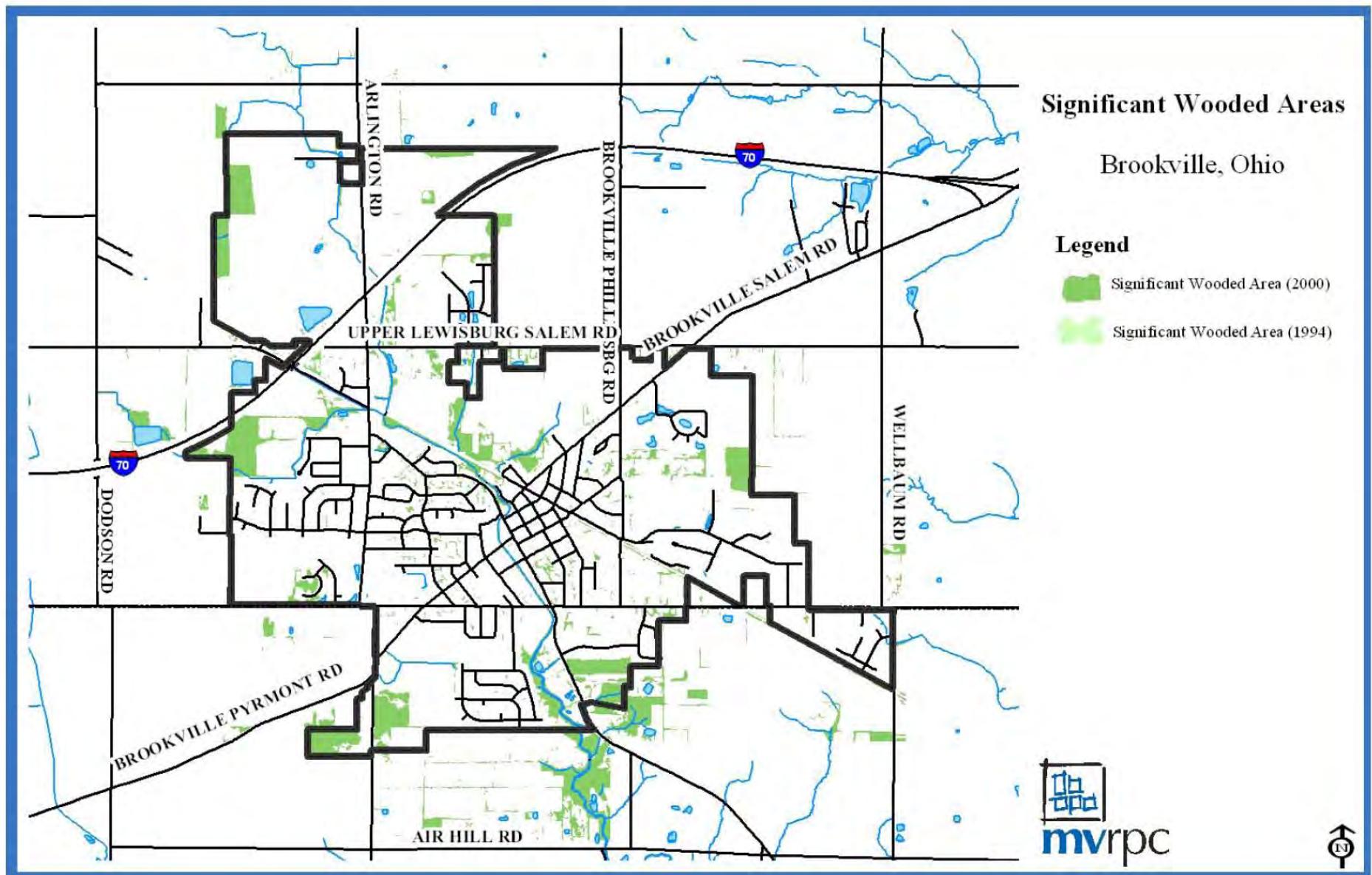
Brookville, Ohio

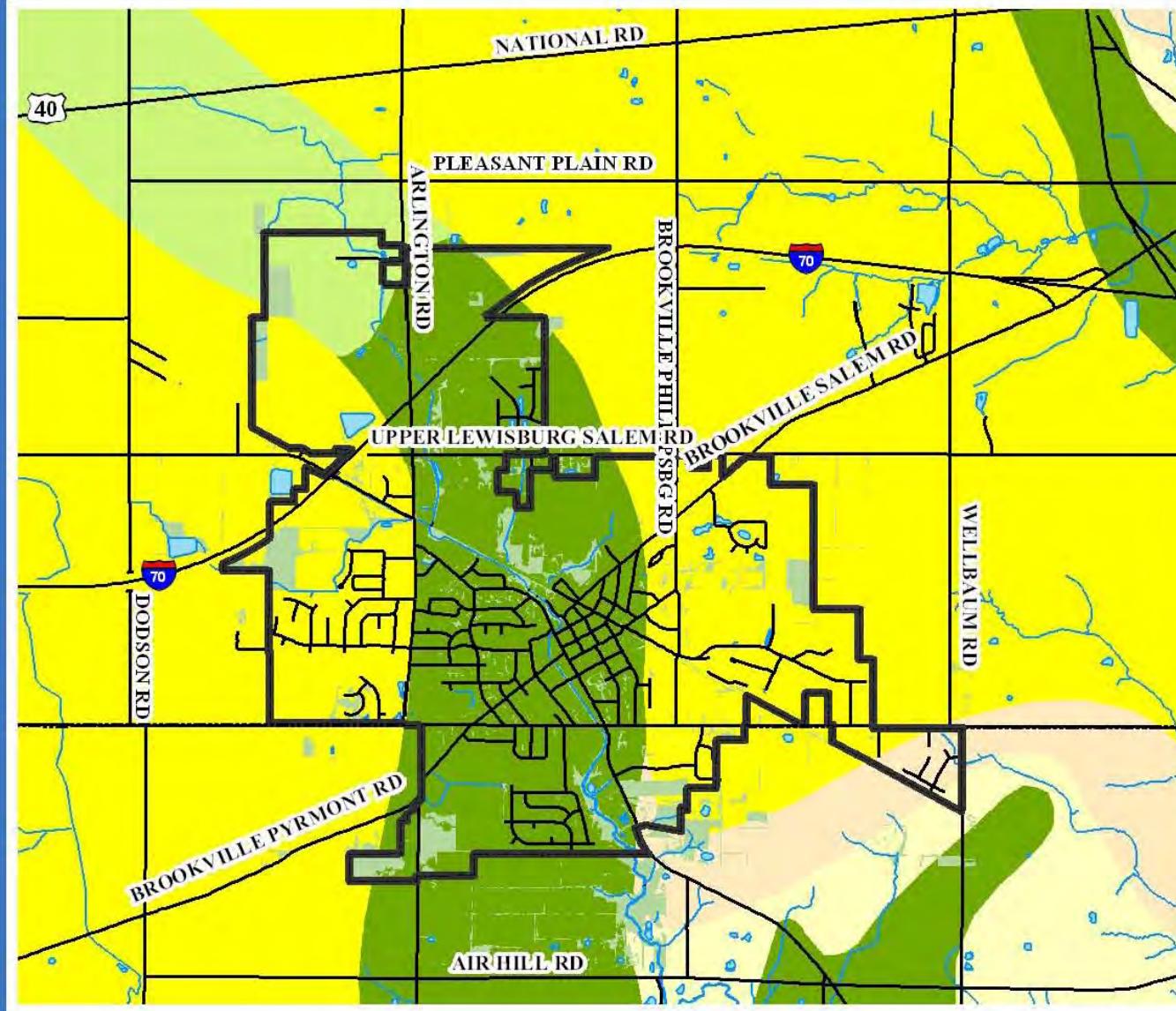
Legend

- Probable Wetland
- 100-Year Flood Hazard Area
- 500-Year Flood Hazard Area
- Alluvial Soils (Flood Hazard)
- Flood Hazard (Alluvial)
- Well Drained
- Somewhat Poorly Drained
- Very Poorly Drained (Hydric)
- Not Rated









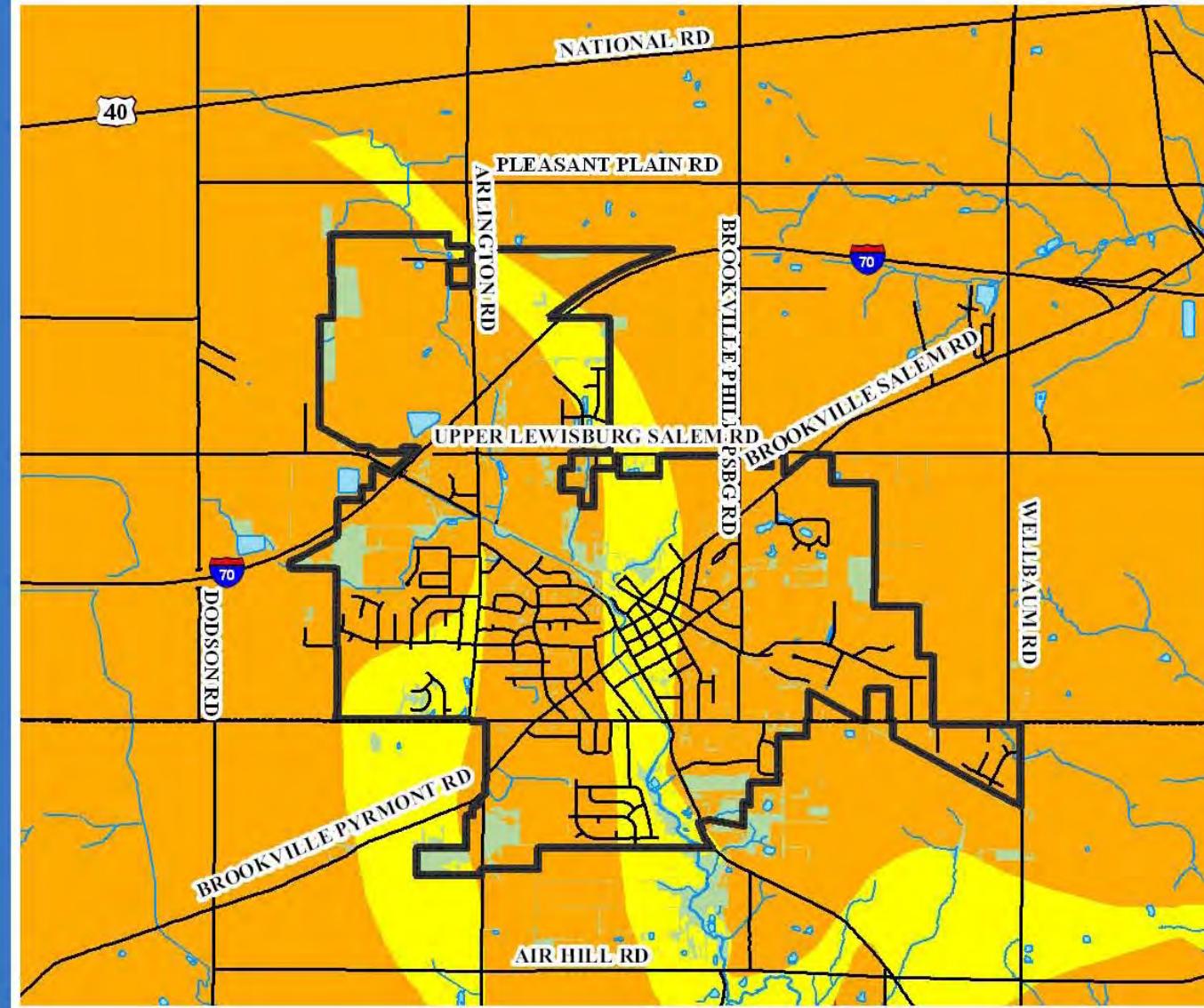
Groundwater Resources

Brookville, Ohio

Legend

- Up to 75 GPM (Bedrock)
- Up to 75 GPM (Sand and Gravel)
- 5 to 20 GPM (Bedrock)
- 5 to 20 GPM (Sand and Gravel)
- 3 to 10 GPM (Bedrock)





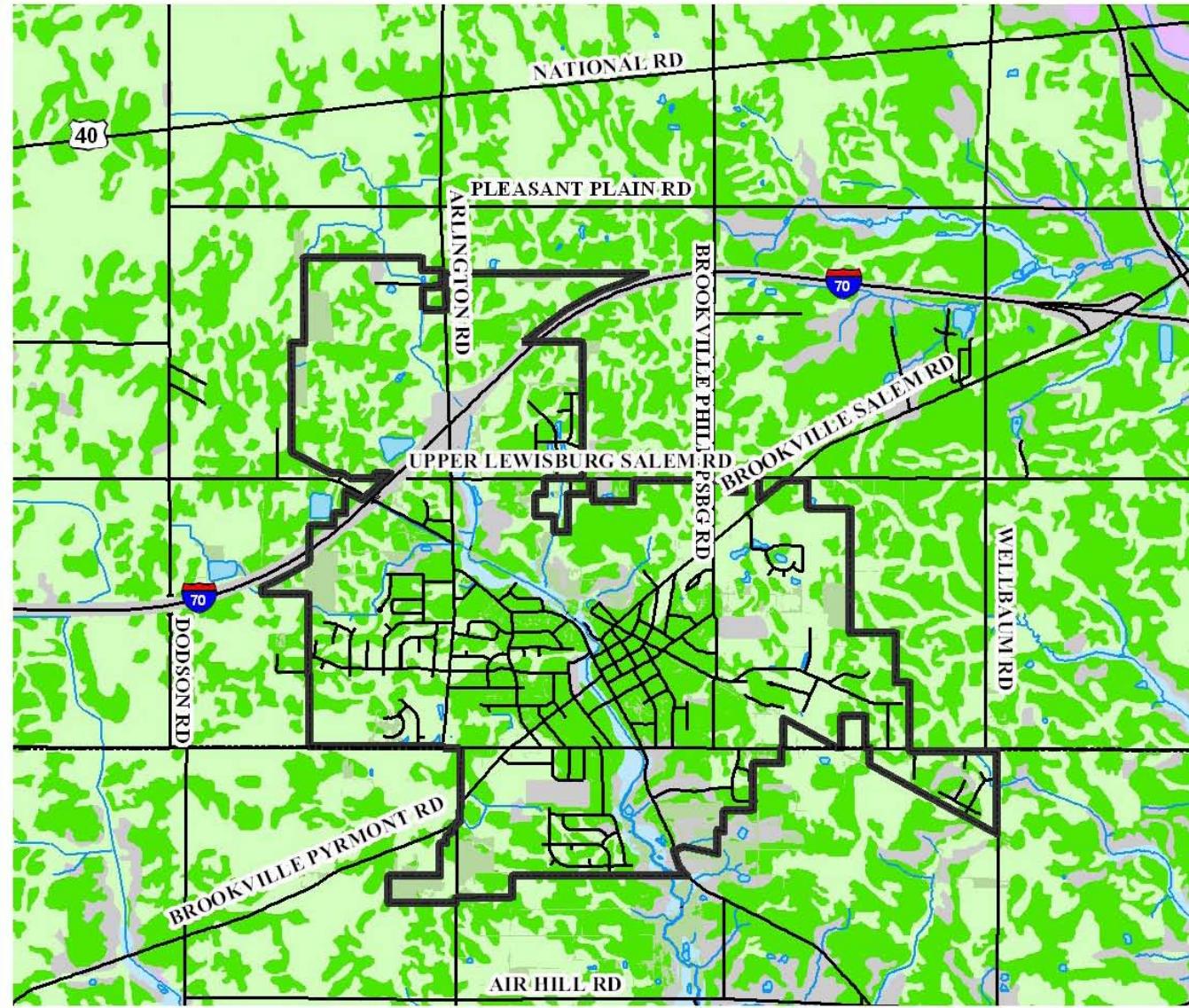
Groundwater Pollution Potential

Brookville, Ohio

Legend

- Low Vulnerability (Yellow)
- Medium Vulnerability (Orange)
- High Vulnerability (Red)





Prime Farmland

Brookville, Ohio

Legend

- Not Rated
- Naturally Prime
- Prime Where Drained
- Prime Where Protected from Flooding
- Prime Where Drained and Protected from Flooding



Safety

Green
Space

Conserve

Future

Family

QUALITY

Populous

Direction

FUTURE LAND USE

Where We Are Going

Rural Use Concepts

Residential Use Concepts

Mixed & Transitional Use Concepts

Commercial & Industrial Use Concepts

Open Space & Recreation Use Concepts

Walkable Community Concept

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Brookville: Future Land Use Recommendations

Future Land Use Concepts

The future land use concepts are a result of a comprehensive planning process, which integrated public involvement with analyses of population, economic and land use trends. The future land use concepts described portray the preferred land use concepts that will guide Brookville into the future.

RURAL USE CONCEPTS

AGRICULTURAL EASEMENT OVERLAY

This designation represents areas participating in Ohio's agricultural district program and/or possessing existing agricultural easements. These areas are designated to show areas of prime farmland currently within farmland protection programs. Properties are not included within the overlay, which utilize only the Current Agricultural Use Valuation program and neither of the two farmland protection techniques mentioned above.



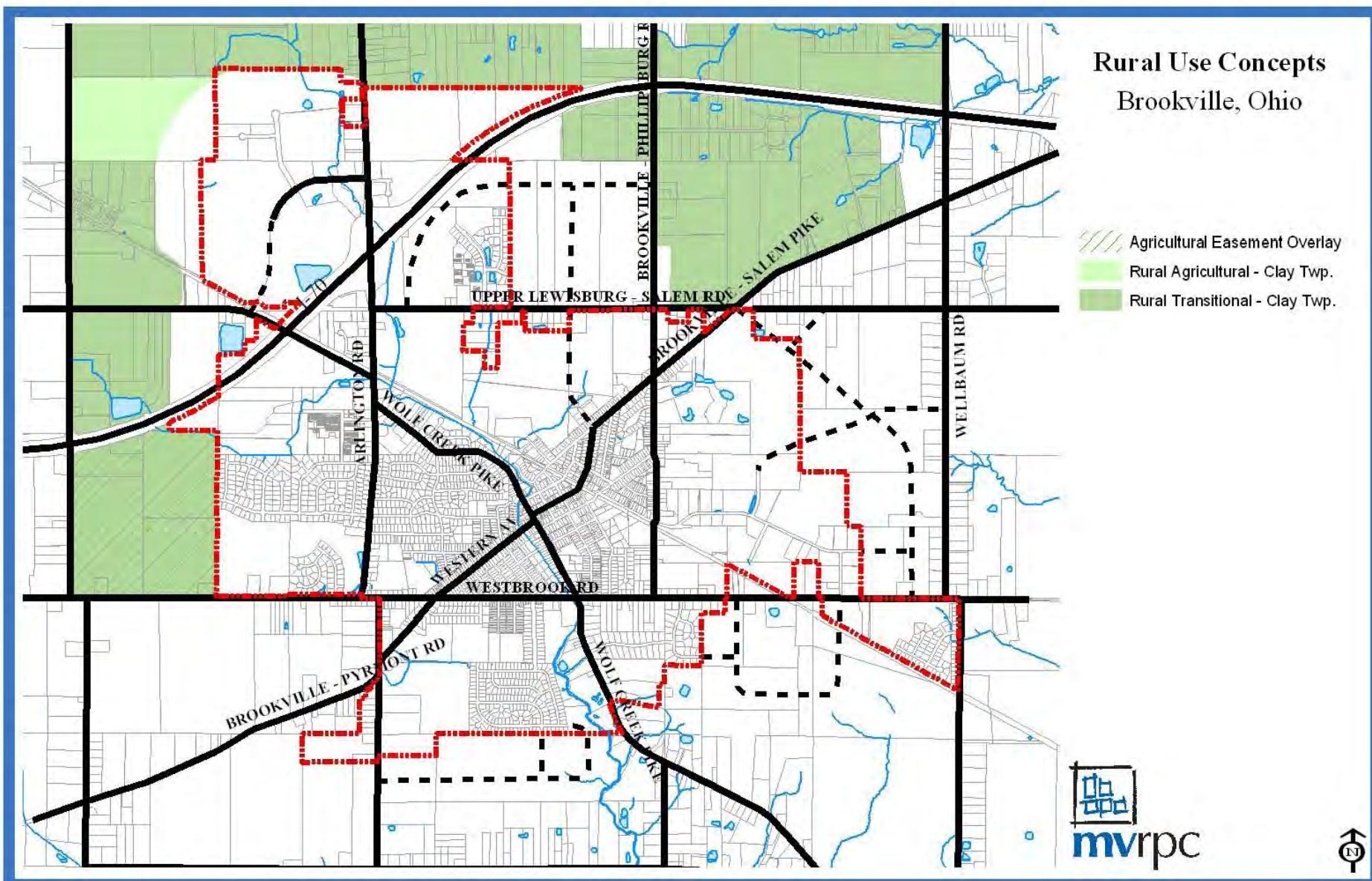
This designation is applied to land on the west edge of the city. Mound Street terminates at the overlay area and no more development westward is foreseen at this time.

RURAL AGRICULTURAL – CLAY TOWNSHIP

This designation represents a category on the Clay Township Comprehensive Plan. Preferred uses in these areas include agriculture and related uses, with only minimal residential uses consistent with Clay Township's 2000 zoning amendments. This designation is applied to the northwestern corner of the planning area.

RURAL TRANSITIONAL – CLAY TOWNSHIP

This designation represents a category on the Clay Township Comprehensive Plan. Preferred uses in these areas include agriculture and related uses, with only minimal residential uses consistent with Clay Township's 2000 zoning amendments. This designation is applied to the northern fringe of the planning area north of I-70. An additional area south of I-70 is shown northeast of the recommended urban expansion area.



RESIDENTIAL USE CONCEPTS

RESIDENTIAL LOW TO MEDIUM DENSITY – CLAY TOWNSHIP

This designation represents a category on the Clay Township Comprehensive Plan. Preferred uses in these areas include residential and related uses at a density not exceeding an equivalent in the one and one-half (1-1/2) units per acre to three (3) units per acre range, with significant preservation of open space and natural features recommended. Achievement of recommended densities is entirely dependent upon the extension of utilities, including central water and sewer services, to the affected areas. This designation is applied to a small area at the northern fringe of the planning area near Brookville-Phillipsburg Road.



RESIDENTIAL LOW DENSITY – PERRY TOWNSHIP

This designation represents a category on the Perry Township Comprehensive Plan. Preferred uses in these areas include residential and related uses at a density not exceeding an equivalent of one and one-half (1-1/2) units per acre, with significant preservation of open space and natural features recommended. Achievement of recommended densities is entirely dependent upon the extension of utilities, including central water and sewer services, to the affected areas. This designation is applied along the southern and southeastern fringes of the planning area beyond the expected expansion of city services and urban density within the planning period.



RESIDENTIAL MEDIUM DENSITY – CLAY AND PERRY TOWNSHIPS

This designation represents a category on both the Clay and Perry Township Comprehensive Plans. Preferred uses in these areas include residential and related uses at a density not exceeding an equivalent of three (3) units per acre, with some limited potential for clustering and attaching units, and with significant preservation of open space and natural features recommended. Achievement of recommended densities is entirely dependent upon the extension of utilities, including central water and sewer services, to the affected areas. This designation is applied along the eastern fringe of the planning area along Wellbaum Road and to the southeastern edge of the planning area between Wolf Creek Pike and the Wolf Creek Bike Path.



SUBURBAN RESIDENTIAL

This land use designation represents platted residential neighborhoods that are intended to surround the older urban core and be somewhat more dependent on vehicular transportation for basic needs and amenities, although accommodation of pedestrian and bicycle transportation to key destinations in the community will remain an important design feature. It represents neighborhoods composed primarily of single-family dwellings and residential accessory uses on individual tracts with a density between one (1) and four (4) dwelling units per acre. Planned unit developments with an appropriate land use pattern, compatible overall density with surrounding subdivisions and good urban design characteristics are also possible. Churches, day care centers, and other similar uses may be allowed on collector or arterial streets. Neighborhood parks, open spaces and other small scale recreational uses are encouraged. Utility services, including central water and sewer, are required.



This designation is applied to four areas around the community. Continued expansion of the existing suburban residential area is recommended westward to the agricultural easement overlay and southwest past Westbrook Road. A neighborhood-scale recreation area should be provided in the proposed suburban residential area south of Westbrook Road.

An important proposed suburban residential development area is shown both north and south of Upper Lewisburg-Salem Road. Development of this area is critical to maintaining a compact community form that encourages interaction and use of existing shopping, recreational and community facilities. Density should progress from higher in the southern part to lower in the northern part. Extension of Market Street northward as a well-designed boulevard with bicycle and pedestrian-friendly features is recommended to provide multi-modal access from this area to the downtown.

Suburban residential development is also recommended to the south and southeast of already-developed residential areas. The recommended suburban residential area to the south should have a small recreational area and street connection both to the north and west to Brookville-Phillipsburg Road. The recommended suburban residential area south of Westbrook Road and east of Wolf Creek Pike should also have a small recreational area, as well as road connections to the west and north to Westbrook Road.

Additional suburban residential development is recommended east of the Brookhaven Retirement Community and Mosier Industrial Park. A small recreational area should be provided in the northeast sector.

URBAN CORE RESIDENTIAL

This designation represents residential neighborhoods within the older urban core built at higher densities and a different layout than more recent residential development. They are comprised primarily of single-family dwellings on individual tracts with a density around five (5) dwelling units per acre. Street layout avoids the cul-de-sac and alleys are often used for access. Front porches are more common than in other residential areas.



Since the Urban Core Residential category reflects the majority of the existing (older) neighborhood uses in Brookville, a number of customary and compatible activities such as neighborhood “mom and pop” stores with a walk-up clientele, churches, day care centers, neighborhood parks,

open spaces and other small scale recreational uses may exist. Therefore, residents may be able to depend less on vehicular transportation as compared to the Suburban Residential planning areas.

The existing single family housing stock and development pattern should be maintained with an emphasis on limiting the conversion of dwellings to multi-family or commercial uses, and on encouraging ongoing maintenance and rehabilitation of single family structures. Some conversion of larger single-family homes may be allowed if impacts on neighbors is minimal, but such conversions should typically represent less than 5% of the total number of dwelling units in the neighborhood.

The majority of Urban Core Residential neighborhoods have been built out, so major changes will occur primarily with redevelopment, property turnover or public improvements such as sidewalks, streetlights, street trees, landscaping and utility upgrades. Redevelopment and rehabilitation of existing structures should respect the unique character and development pattern of the Urban Core Residential areas. Where new construction occurs on vacant parcels, the goal should be to encourage maximum densities, ensure street connectivity, and protect existing residential fabric. Bulk, height, setbacks and façade design should be compatible with the surrounding neighborhood. For particularly large parcels, zoning incentives to allow for a more neo-traditional development pattern should be established.

EXISTING MULTI-FAMILY RESIDENTIAL

This designation represents existing stand-alone apartment and/or condominium complexes built prior to this

comprehensive plan revision. It is the intent of this plan to recognize such developments separately from any new high-density residential uses that will be encouraged only within the mixed use designation. Most existing multi-family developments are currently found in areas where they function as a transitional use between lower density residential areas and more intensive uses. Accommodation of pedestrian and bicycle transportation to key destinations in the community should remain an important design feature. Churches, day care centers, and other similar uses may be allowed on collector or arterial streets. Neighborhood parks, open spaces and other small scale recreational uses are encouraged. Utility services, including central water and sewer, are required.



Three existing multi-family residential sites are shown - north of Upper Lewisburg-Salem Road, east of Brookside Plaza and along Wolf Creek north of Westbrook Road. These three areas are not recommended for expansion within the planning period.

The fourth area is west of Arlington Road near the Brookside Plaza community commercial activity center. This area currently has the most significant concentration of multi-family housing. It is recommended some expansion of this land use to the west be considered to act as a transitional land use between the proposed hospitality and service commercial area to the north and the existing suburban residential area to the south. Primary access should be toward the east and north, with minor connections to the south. A green buffer should be provided against the uses to the north and south.

RETIREMENT COMMUNITY RESIDENTIAL

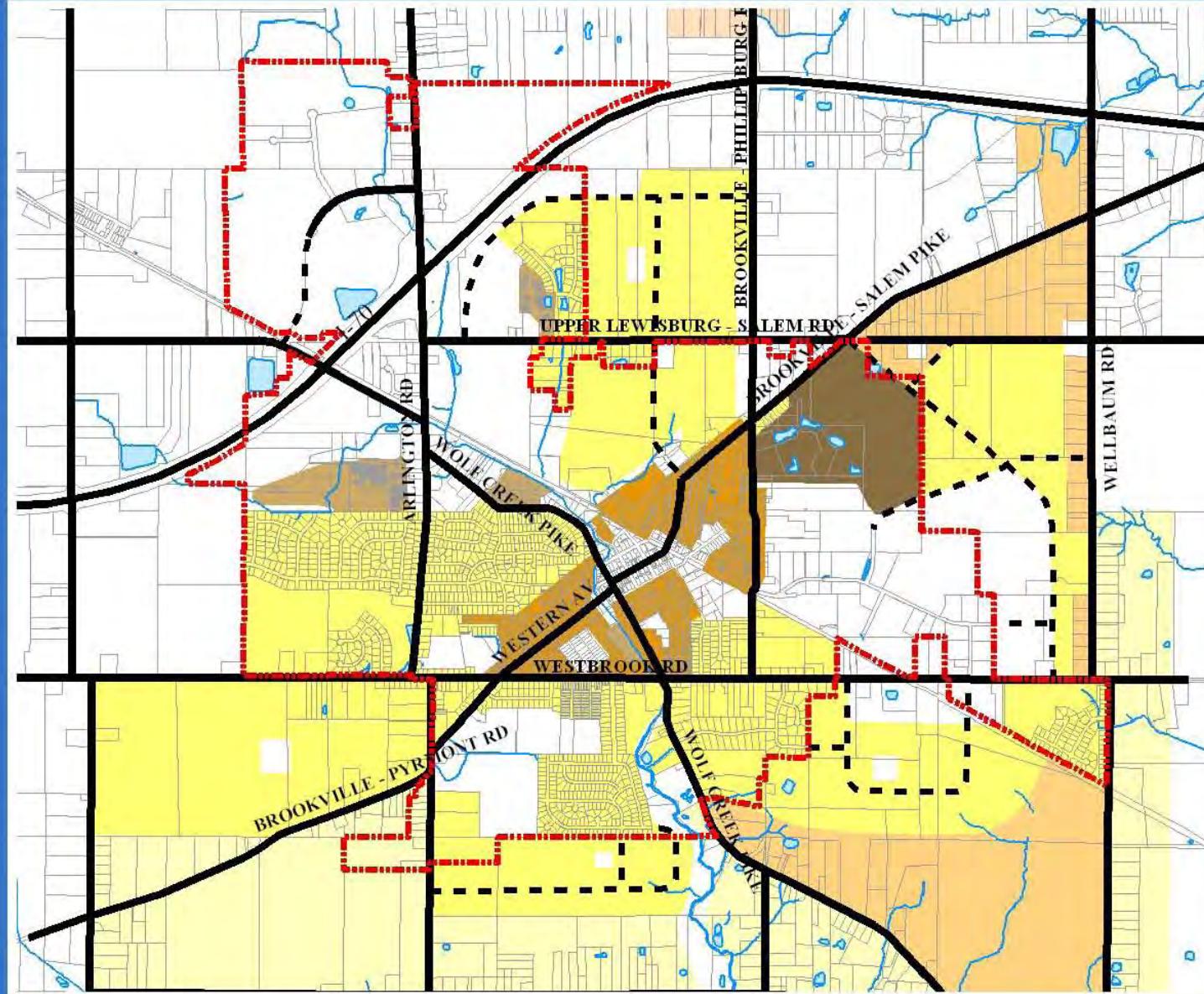
This designation represents an institutionally-oriented retirement community being developed within the larger community. It is the intent of this plan to recognize such developments separately from other residential uses because of the institutional-residential mix and overall master planning capability resulting from single ownership. Because of the various stages of senior citizen residents within this area, connection to the overall community pedestrian and bicycle network should remain an important design feature. Appropriate recreational facilities should be encouraged, especially when compatible with the overall recreation system of the community. Utility services, including central water and sewer, are required. Some expansion of the existing retirement community is

recommended within the planning period, occupying most of the area north of the Mosier Industrial Park. Access to the proposed community pathway system from the independent living units is recommended.



Residential Use Concepts Brookville, Ohio

- Existing Multi-Family Residential
- Suburban Residential
- Urban Core Residential
- Retirement Community Residential
- Residential Low Density - Township
- Residential Low to Med Density - Clay Twp.
- Residential Med Density - Township



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MIXED/TRANSITIONAL USE CONCEPTS

DOWNTOWN TRANSITIONAL

This designation represents areas where older structures or vacant properties exist within the original part of the community on the fringes of the historic downtown. As these structures and properties change use or become abandoned, the community will have the opportunity to convert, retrofit or rebuild these properties to uses compatible with both the downtown and the older residential sections of town. Institutional uses serving the community, lower-impact office and service uses and additional residential uses should be encouraged. If the community library plans ever call for relocation, this area or the downtown should be considered.



Four areas are designated Downtown Transitional on the plan map. The area west of downtown should be considered for transition to convenience, office and possibly some small higher-density residential uses. The area north of downtown should be considered for redevelopment focused on a mix of downtown-compatible uses and landscaped parking for visitors using downtown businesses and the Wolf Creek Trail. Some small-scale higher-density residential should also be considered, possibly as second-story uses. The area southeast of downtown along Sycamore Street should be redeveloped to a more modern look such as that provided by the Brookville Municipal Offices. Landscaping and façade treatments along Sycamore should present a pleasant front against the residential neighborhood to the west. The area east of the downtown should be eventually rehabilitated to an area with a more pleasant environment for the pedestrian and a more modern look with landscaping and façade treatments to buildings. In the event a commercial structure is removed, consideration should be given to small-scale higher density residential uses and/or possible second-story residential use on commercial or office structures.

MIXED USE

Usually found near higher-intensity activity nodes in the community, this designation represents areas between existing land uses of different intensities where a mix of uses can provide a suitable transition or buffer. New development in these areas should only be developed using an overall master site plan to insure good urban design principles are applied. Residential portions of such areas may include single-family, two-family and small-scale multi-family

structures at a density not to exceed eight (8) dwelling units per acre. Non-residential portions should only include uses compatible with any residential portions of the site, surrounding land uses and the overall land use pattern in that portion of the community. The concept of transitional areas between uses of different intensity is emphasized. Accommodation of pedestrian and bicycle transportation to key destinations in the community should remain an important design feature, as well as preserving natural site features and connection to the community open space/recreation system. Utility services, including central water and sewer, are required.



The only mixed use designation in the plan is found between the existing Golden Gate Estates residential development and the service commercial designation at the I-70 and Arlington Road interchange. This designation represents a

desire to have a high-quality development that will transition between these two highly-different uses. The mixed use area should orient any higher-intensity uses and auto-oriented segments toward its frontage along a roadway proposed to extend north from Upper Lewisburg-Salem Road and have lower-density uses and a high-quality landscaping buffer along the east side adjacent to existing residential uses.

PUBLIC & INSTITUTIONAL

This designation represents areas used by public and private institutions for schools, local, state and federal government facilities and other community-serving institutions. The uses within this category are distributed community-wide, based upon the type of service provided and the most appropriate balance in delivering such services.



The Public & Institutional areas on the plan map are two school sites, one north and one south of Westbrook Road, the wastewater treatment plant along Wolf Creek Pike and a small electric substation along Upper Lewisburg-Salem road. Other public and institutional uses such as the municipal offices, the post office and fire headquarters have been included within the downtown and downtown transitional designations, as appropriate.

OFFICE-RESIDENTIAL

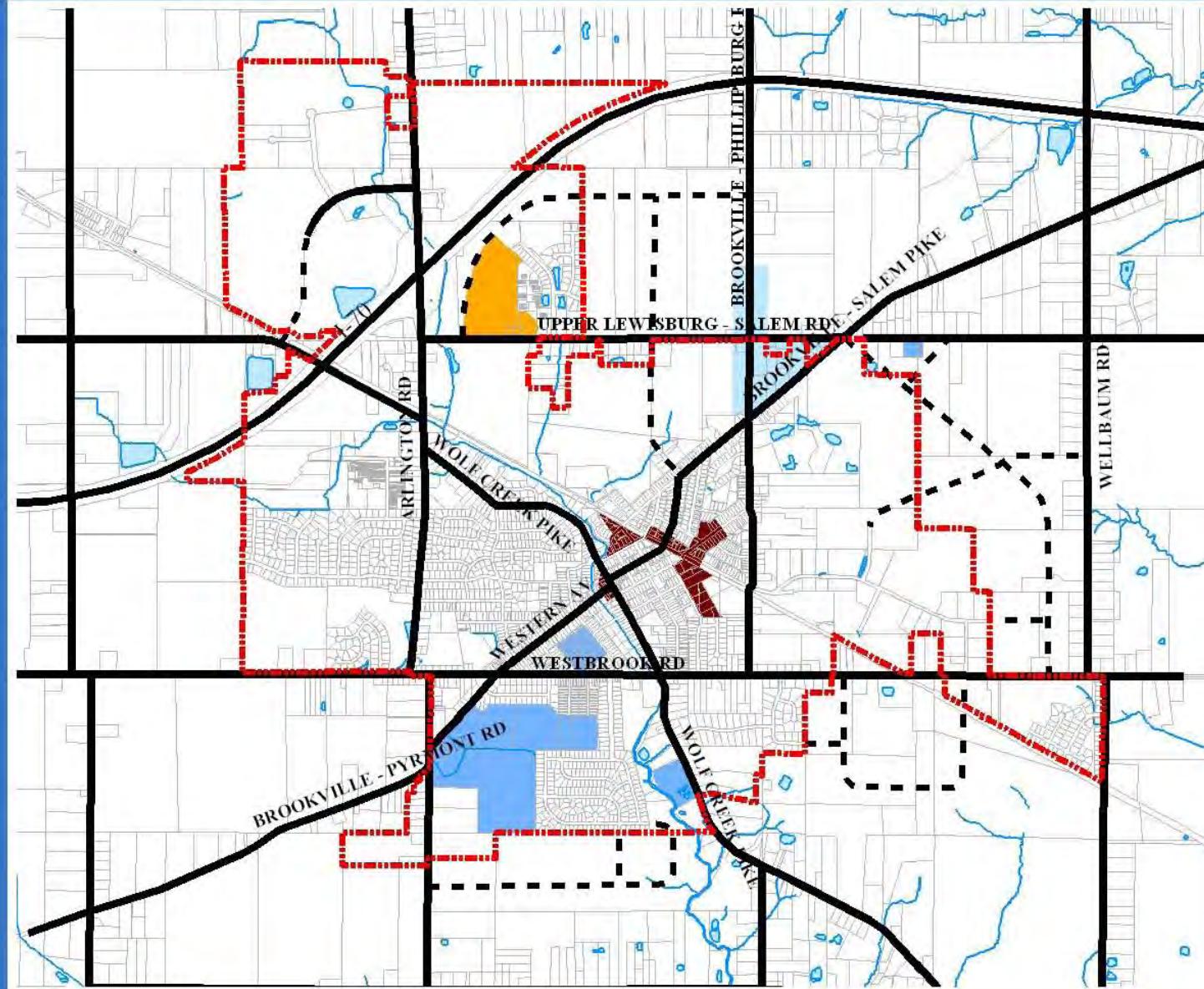
This designation represents areas in which a mixture of residential, small-scale office and professional service establishments are desired. It is intended both for transition areas adjacent to residential neighborhoods and for areas along major thoroughfares where the community desires an appearance and character compatible with residential areas. It is intended the conduct of uses not generate a great amount of traffic and noise detrimental to adjoining residential neighborhoods.

The area within the triangle formed by Brookville-Salem Road, Brookville-Phillipsburg Road and Upper Lewisburg-Salem Road is designated Office-Residential. This designation also extends along the west side of Brookville-Phillipsburg Road north of Brookville-Salem Road and along the east side of Brookville-Phillipsburg Road for a short distance north of Upper Lewisburg-Salem Road. Lower-impact uses at a scale and intensity compatible with surrounding residential areas are intended. The existing funeral home is a representative example of such types of uses. An attractive streetscape with some on-street parking, as well as small landscaped off-street lots, is recommended.



**Mixed/Transitional
Use Concepts
Brookville, Ohio**

- Downtown Transition
- Mixed Use
- Public and Institutional
- Office-Residential



COMMERCIAL/INDUSTRIAL USE CONCEPTS

DOWNTOWN ACTIVITY CENTER

This land use designation represents the original center for all commercial activity in the community which now serves a more unique function. It contains a compact arrangement of small scale service, retail and office enterprises together with financial, governmental, and some residential uses.

The Downtown planning area includes a combination of attached and detached buildings - most having zero or minimum lot setback and range from one-to-three stories in height. Most buildings also have extensive lot coverage, which results in a greater percentage of on-street parking compared to other commercial areas.



Downtown has convenient pedestrian access via local sidewalks, and also the Wolf Creek Trail. Vehicular access is provided on local roads within and proximate to the planning area. The combination of pedestrian sidewalks and local-road vehicular access creates strong, attractive, physical links to contiguous Urban Residential neighborhoods. Wolf Creek Pike provides the most convenient vehicular access to other parts of the community and beyond.

Site orientation is balanced between the needs of the pedestrian and the convenience of the motorist. It is intended that once a user has parked, they can circulate throughout the downtown on foot. The development is compact and walkable connections to adjacent areas exist via public streets and sidewalks.

Downtown is a mixed use activity center serving both community-wide and neighborhood markets. A mix of office, commercial, civic, high-density residential and cultural land uses are recommended for this area. Downtown should be a compact, walkable, and architecturally distinctive area that serves as the heart of Brookville while providing land use choices to accommodate visitors, business, shoppers and residents.

Parking must be dealt with in a manner to not discourage or harm the pedestrian nature of the downtown while at the same time providing ample parking to support the employment, commerce and service nature of the downtown. Downtown must continue to be developed at a human scale, with pedestrian amenities such as street trees,

sidewalks, and lighting. New construction in the downtown should conform to historic patterns of building mass, scale, and placement within a given site. Blank wall controls should be enacted to prevent large stretches of walls without architectural features (such as windows, doors, or other elements) at ground level. Downtown green space should be improved by encouraging plazas and a common streetscape theme, including the Wolf Creek Bikeway.

Development regulations should be updated to shift the focus from high buffering to a greater emphasis on quality site and structure design, thus providing a more pleasant experience for the pedestrian in the community.

COMMUNITY COMMERCIAL ACTIVITY CENTER

This designation represents medium-scale commercial development accessible to multiple neighborhoods and functioning as a major destination for the entire community. The community commercial center should utilize a distinctive urban design style, as well as a unique streetscape to help to define it as a distinct node of activity.

The community commercial activity center should be designed to serve not only a community-wide group of users that may drive a personal vehicle to the center, but accommodate pedestrian/bike traffic from nearby neighborhoods. Parking is important in this area, but should still be kept to reasonable levels and skillfully designed to avoid large open areas of asphalt and provide a barrier to pedestrian circulation. Users who have parked their vehicles should be offered a choice to circulate throughout activity center on foot.

The community commercial activity center should consist of a medium-scale shopping center that offers goods and services for a market area including the community and its surrounding residential market. Grocery stores, drug stores, dine-in restaurants, barber and beauty shops, self service laundries, hardware stores, gift shops are some examples of intended uses.



The only area designated Community Commercial Activity Center on the plan map is found around the intersection of Arlington road and Wolf Creek Pike. This area contains Brookside Plaza Shopping Center, a grocery, a pharmacy and some auto-oriented uses along Arlington Road. Many of the items provided by a big-box retailer are found within this center and additional businesses to provide some of the missing services should be sought, especially if some existing auto-oriented uses are relocated towards I-70.

Brookville should strive to have this area eventually transform into a more unified center with a single image. The overall design of the area should have a pedestrian-friendly environment where local residents can access the services provided by foot or bike as well as by car, thus strengthening its market hold. Landscaping improvements should also be considered. Access to the Wolf Creek Trail from this area would also strengthen its local market hold, providing safer non-auto access from the neighborhoods surrounding downtown and potential new customers in the residential areas proposed east of Golden Gate Park.

CONVENIENCE BUSINESS ACTIVITY CENTER

This designation represents smaller scale commercial development accessible to surrounding neighborhoods and functioning as a convenience destination for a subsection of the community. Structures should be scaled to complement the surrounding residential neighborhoods. Site designs for such areas should encourage non-auto access while still providing smaller scale off-street parking than in other commercial activity centers. Neighborhood-scale uses such as convenience groceries, small dine-in restaurants with outdoor eating areas, laundries, offices and personal services are intended, rather than auto-oriented larger facilities.

Two areas are designated Convenience Business Activity Center on the plan map, one at each end of the proposed Market Street extension between Salem Street and Upper Lewisburg-Salem Road. Only very low impact uses, such as those mentioned above, should be considered.



HOSPITALITY AND SERVICE COMMERCIAL

This designation represents areas in which uses and site orientation include the needs and convenience of the traveling motorist as well as the need to provide employment associated with an attractive gateway into the community. The area on the south side of the I-70 interchange will probably remain a more traditional hospitality center with many of the traditional hospitality uses such as hotels, restaurants and fuel stations. The area north of the I-70 interchange should be developed with a different concept, including office employment and those retail uses compatible with a high-quality community gateway concept. Good urban design principles should be applied to this mix of gateway uses. They should be designed as a "place to stay"

and a destination. These developments will have a strong orientation to motorists, but should also be designed with accommodations on site for pedestrians and bicycle users.



Areas designated Hospitality and Service Commercial are found along I-70 both east and west of the Arlington Road interchange. Access to such areas should be oriented towards Arlington Road. The area southwest of Wolf Creek Trail should have its vehicular access oriented towards Upper Lewisburg-Salem Road.

LOCAL BUSINESS

This designation represents a category on the Clay Township Comprehensive Plan. It includes smaller retail commercial uses that support the local Township population and, to a lesser extent, residents of adjacent and

surrounding communities. Generous buffering and screening are recommended to protect residential areas in close proximity. The only area designated Local Business is at the intersection of Upper Lewisburg-Salem road and Wellbaum Road.



BUSINESS/INDUSTRIAL CAMPUS

The Business/Industrial Campus designation is appropriate for areas with uses typically larger in scale than those within other sections of the community. Adjacent to I-70, and relatively isolated from residential areas, this area is appropriate for distribution, small to medium-sized manufacturing, recreational/destination activities and other uses generating trucks and other traffic at volumes inappropriate for the in-town thoroughfare system.



Three areas are designated Business/Industrial Campus on the plan map. The largest such area is found west of Arlington Road north of I-70, wrapping around the west side of the hospitality and service commercial area and extending south back to I-70. Access to this area is recommended via Arlington Road, Campus Boulevard extension, and Upper Lewisburg-Salem Road. The other two areas designated Business/Industrial Campus are found along both sides of I-70 east of areas designated hospitality and service commercial along Arlington Road. Access to the northern area should be via an extension of Campus Boulevard. South of I-70, access should be via a proposed road between the western segment of Upper Lewisburg-Salem Road and Brookville-Phillipsburg Road. This proposed road would serve as a break between the Business/Industrial Campus and residential area to the south.

LIMITED INDUSTRIAL PARK

This designation represents areas with compatible mix of light industrial, office and service which do not need high a visibility location and generate trucks and traffic volumes

appropriate for the in-town thoroughfare system. These areas have a use intensity that is more compatible with other land uses in the community than Business/Industrial Campus areas. Buildings should be scaled complementary to surrounding land uses and placed within a landscaped atmosphere.

The only area designated Limited Industrial Park on the plan map includes the Mosier Industrial Park in the southeastern part of the community and proposed expansions to the north, east and south. A transition zone and screening is recommended along the eastern edge. It should have high-quality site planning, uses and landscaping, offering a compatible transition between the more intense uses to the west and residential uses along Wellbaum Road. A proposed road along the eastern boundary of the area would provide access to Upper Lewisburg-Salem Road without routing traffic through town. This road, if designed as a well-landscaped boulevard, could provide the aforementioned transition function.



Commercial/Industrial Use Concepts

- Business/Industrial Campus
- Convenience Business Activity Center
- Community Commercial Activity Center
- Downtown Activity Center
- Hospitality and Service Commercial
- Limited Industrial Park
- Local Business - Clay Twp.



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OPEN SPACE/RECREATION USE CONCEPTS

OPEN SPACE/RECREATION

The Open Space/Recreation designation represents areas that provide opportunities for both active and passive recreation accessible to people throughout the community. Ownership of open space areas may be public or private. The open space system includes a system of parks of appropriate sizes, including large community parks and smaller neighborhood-sized parks that focus on serving the immediate surroundings. This land use designation also applies to passive areas to protect natural resources and areas with unique environmental characteristics such as wetlands, floodplains, woodlands and prairies. In addition to their sensitive nature, these areas provide the community with natural functions such as flood storage and conveyance, pollution control, and wildlife habitat.



The main open space/recreation feature on the plan map is Golden Gate Park, situated in the northwestern part of the community center. It serves a community-wide function. A small existing play area, Westbrook Park, is shown north of Westbrook Road between Western Avenue and Arlington Road, servicing the western and southern neighborhoods within the community. Five additional small neighborhood open space areas are proposed. These proposed areas provide recreation opportunities for residents in expanding neighborhoods where access to Golden Gate Park or Westbrook Park requires crossing a major roadway. Each of these proposed neighborhood areas could have a distinct theme and design to add a sense of place to each neighborhood. In addition, a green corridor is recommended along Wolf Creek to recognize the importance of maintaining its integrity through town. The Wolf Creek Trail is another important feature, providing a linear public open space through town.

GREENWAYS AND PATHS

Brookville has an opportunity to utilize greenways and paths to link various areas of the community together into a unified open space system. With the Wolf Creek Trail immediately adjacent to downtown, the core of this system is already centrally located within the community. This system will also allow connection to major parks and open spaces in the community such as Golden Gate Park and via bike paths to major shopping and employment centers such as downtown and the Arlington Road commercial area. Greenways have also been designed to connect to surrounding communities and the region through an extensive bikeway system.



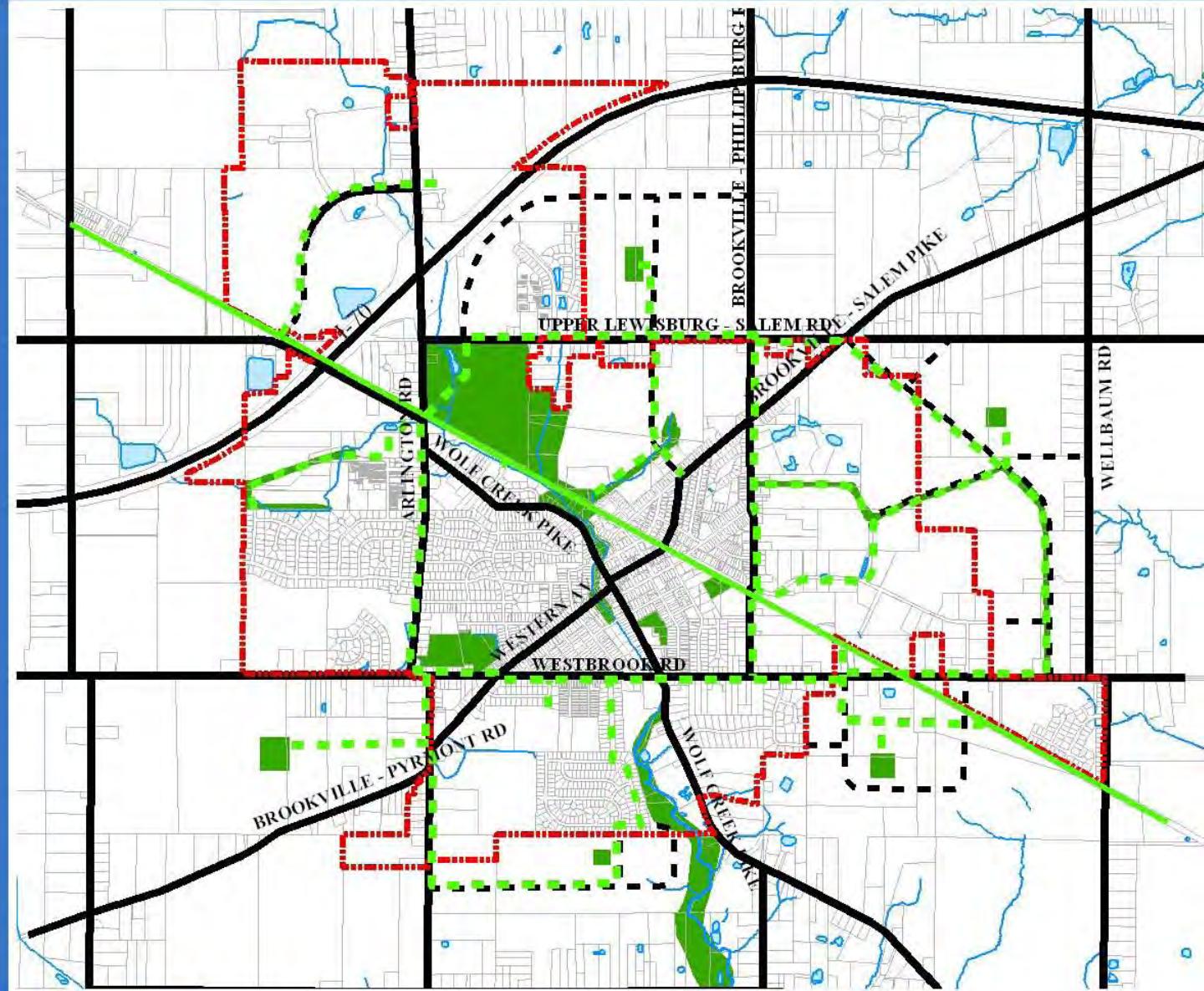
A system of greenways and paths is shown on the plan map. This system is intended to provide a seamless pedestrian and bicycle transportation network throughout the community, thus offering residents a choice of transportation mode as appropriate for the circumstances. With such a system in place, not only recreational trips possible by foot or bike, but work, school or shopping trips are also possible.

Wolf Creek Trail also offers an opportunity to provide a unique educational experience through town. Plaques denoting historical events or locations and unique wayfinding signage should be considered. An historic timeline could also be designed into the path. This is important near the downtown area, where the opportunity is there to attract clientele to downtown businesses. A boulevard treatment along the proposed northward extension of Market Street would provide a pleasant, safe pedestrian connection from residential areas in the northern part of the community to the downtown area.



**Open Space/Recreation
Use Concepts
Brookville, Ohio**

Open Space/Recreation



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WALKABLE COMMUNITY CONCEPT

Brookville hosted a Walkable Communities Workshop on June 18, 2004 to explore ways to keep the community's small-town feel and improve its non-auto connections. The workshop, attended by approximately 30 people, focused on finding ways to bring traffic from the bike trail to downtown and to the commercial district on Arlington Road. The community also wanted to create more connections to the trail from residential neighborhoods and the surrounding commercial districts. The Chamber of Commerce volunteered to sponsor a Walkable Community follow-up community meeting to form an action plan.

Some walkable community ideas from the workshop:

- Possibly constructing a bridge over Wolf Creek to connect the bike trail to the shopping center on Wolf Creek Pike and the residential neighborhoods
- Creating an identity that can be used to market Brookville
- Improving the aesthetics along the bike trail and possibly adding public art and other amenities
- Add an auxiliary bike loop through Brookville along Wolf Creek Pike connecting back to the Wolf Creek trail
- Place signage on the bike trail to indicate to trail users what local businesses and landmarks exist and where they are located
- Construct a bridge over Wolf Creek to the bike trail from Karrland Drive. This will connect the trail to surrounding neighborhoods
- Use stamped concrete and art at places where the bike trail crosses streets
- Add an auxiliary northwest bike loop
- Establish an adopt-a-trail program
- Create volunteer programs for trail and bridge development (potential liability issues were discussed)
- Create more options to leave the bike trail (especially at the mid-point near Karrland Drive)
- Add landscaping, picnic benches, and an auxiliary path (berm) along the trail for walkers and runners
- Create a community motif (perhaps a bicycle motif?)
- Promote the bike trail and physical fitness and create a name for the program
- Close Market Street for festivals, farmers markets, and walking events

Some walkable community ideas from the workshop (cont'd):

- Have a good plan in place
- Design a bike loop from Wolf Creek bike trail through Golden Gate Park, up to Upper Lewisburg-Salem Rd, continuing down by the BMX park and community theater, and connecting back to the trail
- Add a secondary bike lane on Wolf Creek Pike (not a main trail)
- Add workout stations along the bike trail
- Add bike loops and walkways through the downtown connecting to the trail
- Clean up downtown and make it more friendly and vibrant
- Create murals on some of the buildings along bike trail
- Redevelop the caboose, similar to what Yellow Springs did with theirs
- Add outdoor seating at cafés
- Involve MetroParks in planning and implementation
- Establish a walkability committee
- Close Market Street downtown on Saturdays during summer months to permit pedestrian activity on the streets (Have vehicles park in lots or on side streets)
- Promote Brookville through bicycling events, picnics, and etc.
- Develop a short or long term plan to help funnel people into the downtown area and promote Brookville shopping
- Refurbish the bike trail between Golden Gate Park and downtown
- Add additional trees close along the bike trail



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DISCLAIMER

The purpose of the Comprehensive Land Plan is to serve as a framework for making development and zoning decisions, planning and implementing public improvements, and generating private investment. The Comprehensive Land Plan outlines a vision for the future of Brookville, and provides recommendations for achieving that vision. However, the Comprehensive Land Plan is not intended to be determinative of future zoning decisions, and zoning decisions may deviate from the recommendations of the Comprehensive Land Plan. The general land use categories described in the plan document and shown on the future land use map are intended as concepts. Properties within the community are subject to the specific development standards of adopted zoning regulations, which may allow specific uses which differ from the general land use categories depicted in the plan. The Comprehensive Land Plan should be considered in making future zoning decisions, but other factors, including, but not limited to, provisions of the applicable zoning district, the merits of the proposed use, and changes in circumstance since the adoption of the 2004 Comprehensive Land Plan Update, should also be considered in making future zoning decisions. The Comprehensive Land Plan is also not intended to be determinative of any decision to accept or reject proposed annexations of additional territory to the City of Brookville. The Comprehensive Land Plan is only one of many factors that City Council may consider in making a decision to accept or reject a petition for annexation of territory to the City of Brookville.



Brookville: Future Land Use

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