

# COMPREHENSIVE PLAN

## TOWN OF ACCIDENT GARRETT COUNTY, MARYLAND

DECEMBER 1995

*The Town of Accident's Mayor and Town Council  
adopted this Plan on December 4, 1995.*

### Comprehensive Plan Advisor

URBAN RESEARCH & DEVELOPMENT CORPORATION

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## **ACKNOWLEDGEMENTS**

Accident's Mayor and Town Council and Urban Research & Development Corporation express their appreciation to the many people, agencies and organizations who provided information, ideas and input for this report.

### **ACCIDENT MAYOR AND TOWN COUNCIL**

Richard Carlson, President  
Thomas Georg  
Charles Hahn  
Dale Rodeheaver, Mayor  
Michael Smith  
Becky Smith, Town Clerk

### **ACCIDENT PLANNING COMMISSION**

Corey Bergstrom  
Rev. William E. Carlson, Chairman  
Thomas Georg  
Charles Hahn  
H.B. Martz

### **GARRETT COUNTY PLANNING AND ZONING OFFICE**

### **FUNDING SOURCE**

The preparation of this Plan was funded in part by a grant from the Appalachian Regional Commission as administered by the Maryland Office of Planning and the Local Transportation Planning Assistance Program as administered by the Maryland Department of Transportation.

*DEDICATED TO THE MEMORY OF*

*MARJORIE K. FRATZ*

*WHO SERVED ADMIRABLY FOR  
MANY YEARS AS THE TOWN MANAGER.  
MRS FRATZ PASSED AWAY IN 1993.*



# The Town Of Accident



MAYOR AND TOWN COUNCIL  
P.O. Box 190  
ACCIDENT, MARYLAND 21520

## RESOLUTION

WHEREAS, Article 66B of the Code of Public General Laws of Maryland authorizes and empowers towns to make and adopt a Plan for the general purpose of guiding and accomplishing the coordinated, adjusted and harmonious development of the town; and

WHEREAS, Accident has by duly adopted resolution of the Mayor and Town Council appointed a Planning Commission to exercise the powers and duties conferred by said Article 66B; and

WHEREAS, Said Accident Planning Commission, acting with the advice and assistance of the citizens of the town has caused to be prepared an update to the Town Comprehensive Plan entitled A NEW DEVELOPMENT PLAN FOR ACCIDENT; and

WHEREAS, Said Development Plan is designed and intended to promote the health, safety, morals, order, convenience, prosperity and general welfare of the present and future residents of Accident; and

WHEREAS, Said Development Plan has been subject to public review and to public hearings pursuant to said Article 66B; and

WHEREAS, The Accident Planning Commission has thereafter approved said Plan and has recommended that it be adopted by the Mayor and Town Council; and

WHEREAS, The Mayor and Town Council have carefully considered said Plan together with the comments and suggestions regarding said Plan and find that said Plan constitutes a suitable rational and timely plan to guide the future development of Accident into the next century.

NOW, THEREFORE, BE IT RESOLVED that the document dated December, 1995 consisting of text and maps and entitled "A NEW DEVELOPMENT PLAN FOR ACCIDENT" is hereby adopted as the Plan for Accident pursuant to said Article 66B; and

BE IT FURTHER RESOLVED that the Accident Planning Commission shall cause said plan to be published and a copy thereof to be certified to the Clerk of the Circuit Court of Accident.

DULY ADOPTED BY A VOTE OF THE MAYOR AND TOWN COUNCIL OF ACCIDENT MARYLAND THIS 4th DAY OF December, 1995.

Dale E. Rodeheaver  
MAYOR DALE E. RODEHEAVER

Richard Carlson  
COUNCILMAN RICHARD CARLSON

Thomas Georg  
COUNCILMAN THOMAS GEORG

Michael Smith  
COUNCILMAN MICHAEL SMITH

Charles Hahn  
COUNCILMAN CHARLES HAHN

I certify the forgoing resolution was duly passed and adopted by the Mayor and Town Council at a regular meeting held December 4, 1995; I further certify this reproduction is an accurate facsimile of the said resolution; and I further certify I am the Clerk of the said Mayor and Town Council charged with the responsibility of keeping and recording all minutes, records and acts of the said Mayor and Town Council; and I further certify Mayor Dale Rodeheaver, Councilman Richard Carlson, Councilman Thomas Georg, Councilman Michael Smith, and Councilman Charles Hahn, to be the appropriate officials to sign the said resolution.

Becky Smith  
Becky Smith - Clerk  
Accident Mayor and Council

ACCIDENT PLANNING COMMISSION

P.O. Box 190  
Accident, MD 21520

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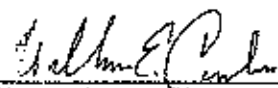
WHEREAS, Said Development Plan has been subject to public review and to public hearings pursuant to said Article 66B; and

WHEREAS, The Accident Planning Commission has thereafter approved said Plan and has recommended that it be adopted by the Mayor and Town Council; and

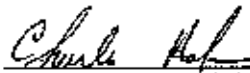
WHEREAS, The Mayor and Town Council have carefully considered said Plan together with the comments and suggestions regarding said Plan and find that said Plan constitutes a suitable rational and timely plan to guide the future development of Accident into the next century.

NOW, THEREFORE, BE IT RESOLVED, that the Accident Planning Commission is hereby submitting its recommended A NEW DEVELOPMENT PLAN FOR ACCIDENT, consisting of maps and text, pursuant to the requirements of Article 66B, to the Mayor and Town Council for that Body's consideration and adoption.

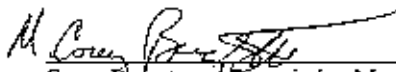
DULY ADOPTED BY A VOTE OF THE ACCIDENT PLANNING COMMISSION THIS 13<sup>th</sup> DAY OF NOVEMBER 1995.



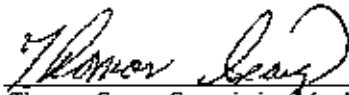
William Carlson, Chairman



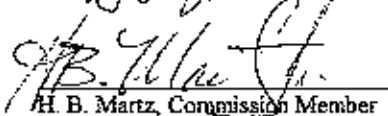
Charles Hahn, Commission Member



Corey Bergstrom, Commission Member




Thomas Georg, Commission Member



H. B. Martz, Commission Member

I certify the foregoing resolution was duly passed and adopted by the Accident Planning Commission at a special meeting held by the Commission on November 13, 1995.

  
Becky Smith, Town Clerk

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## FOREWORD

The Town of Accident recognizes that planning is the way to achieve a better tomorrow. Planning for Accident as well as for the rest of Garrett County reaches back to the early 1970's when Garrett County, many of its municipalities including Accident adopted their first Comprehensive Plans. These forward thinking governments could foresee that change was going to occur. Rather than merely waiting passively for the future to happen, they chose to plan for the future. Accident updated their Comprehensive Plan in 1988 in response to the many changes that had occurred since the Plan's original adoption in 1970. But seven years have passed and new directions are needed to meet new challenges.

This Comprehensive Plan represents Accident's commitment to guide the future development and preservation of the town and to enhance the current and future quality of life. Its value to Accident will be in evaluating each proposed change in the community. For every proposed change, there should be an affirmative answer to the question: "Does it conform to our Comprehensive Plan", or "Does it carry out the objectives of the Plan".

### THE NEW PLANNING ACT

The need for more up-to-date information and the desirability of reevaluating the ideas in a previous Comprehensive Plan are not the only reasons why Accident is embarking in this effort to update the Comprehensive Plan. Accident is now required to update its Comprehensive Plan to comply with the provisions of the Economic Growth, Resource Protection and Planning Act of 1992.

New and updated information was obtained and examined to address the following seven visions in the Maryland Planning Act of 1992:

- **Concentrate development in suitable areas.**

*Providing development opportunities near existing and planned population centers where existing and/or planned water and sewer service exist is important.*

- **Protect sensitive areas.**

*Providing open space to protect streams and stream buffers, steep slopes, 100-year floodplains and habitats of endangered and threatened species is important.*

- **In rural areas, direct growth to existing population centers and protect resource areas.**

*Providing development opportunities within and around Garrett County's towns and other concentrations of development such as Accident, protecting unique natural resources and retaining rural areas are important.*

- **Demonstrate stewardship of the Bay and the land.**

*Identifying and protecting environmentally sensitive areas that residential or nonresidential development could damage while educating government officials and local residents to the issues and concerns of the Chesapeake Bay area is important.*

- **Conserve and reduce the consumption of natural resources.**

*Protecting key parcels of land can help protect larger sections of resource areas.*

- **Encourage economic growth and streamline land use regulatory measures to encourage the achievement of the preceding five visions.**

*Providing economic development opportunities to existing businesses, seeking new businesses and enhancing other activities such as tourism are important as well as amending existing land use regulations and providing new provisions that will assist Accident to achieve this vision in the State Planning Act.*

- **Address funding mechanisms to achieve the previous policies.**

*Appropriating funds, continuing public and private cooperative ventures, seeking creative financing techniques and promoting volunteerism and cooperation are important.*

## THE PLAN

This Plan represents Accident's commitment to planning for its future. The Plan is visionary, provides foresight, and is practical. It emphasizes community oriented goals and recommendations and provides a framework from which they can be carried out. The Plan, when adopted by the Mayor and Town Council, will represent the official local policy on the future development and conservation of the Town of Accident.

This Comprehensive Plan includes two major chapters:



- **Conditions and Trends** - Natural features, demographics, existing land use, economic conditions, transportation, community facilities and services and other important topics are closely examined in this chapter. The findings and conclusions provide the basis for establishing goals and formulating recommendations in the Comprehensive Plan.
- **Comprehensive Plan** - The Comprehensive Plan contains goals recommendations on land use, community facilities and services, transportation, mineral resources and sensitive natural areas. The Plan also describes short and long-term actions to implement these recommendations.

# CONDITIONS AND TRENDS

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This chapter explains how the existing physical characteristics of the Town came about and what social, economic and physical factors influence the possibilities for future development. Eight subjects are discussed following a summary of major findings:

- Location and History
- Natural Features
- Sensitive Areas
- Population and Housing
- Existing Land Use
- Economy
- Transportation
- Community Facilities and Services

The information and insights gained from carefully evaluating these subject areas guided the Accident Planning Commission in the development of this Plan.

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## SUMMARY OF MAJOR FINDINGS

This section summarizes the significant conditions and trends from studying and evaluating eight subject areas.

### LOCATION AND HISTORY

- *Location*--Accident is located in the north-western portion of Garrett County, the State's westernmost County.
- *History*--Accident traces its origin as far back as the early 1700's when Indians often hunted and sometimes camped in the area. The first white men to discover the area were also hunters and trappers. Although it is somewhat of a mystery, Accident most probably received its name from this time period when two land speculators laid claim to the same tract of land "by accident." James Drane and his wife Priscilla were the first white settlers of the land circa 1800. The James Drane House is still standing and is known as the oldest standing residence in Garrett County.

### NATURAL FEATURES

- *Hydrology*--The Town of Accident lies at the center of the Bear Creek Drainage Basin. Accident is at the headwaters of Bear Creek and the South Branch of Bear Creek, both known for their wild and scenic qualities.
- *Soils*--Soils in and around the Town of Accident vary quite noticeably with respect to their suitability for development. Nearly 75 percent of the land in the Accident area contains soils which are relatively well suited to all types of development.
- *Topography*--Accident is situated in a gently rolling valley with some steep areas east and west of town. Elevations range from a low of 2,265 feet above sea level in the extreme southern portion of the Accident planning area, to a high of 2,946 feet on George Hill southeast of Town.
- *Mineral Resources*--Coal is the principal mineral found in the northwestern portion of Garrett County. There are also scattered deposits of limestone, sandstone, clays and

shales in the general area. Vast natural gas fields and gas storage wells also exist beneath the Town and are currently being developed by a large natural gas transmission corporation.

- *Prime Agricultural Lands*--The Town of Accident contains some of the most productive soils in all of Garrett County. Prime agricultural lands comprise over 1,000 acres in and around Accident.

### SENSITIVE AREAS

- *Streams and Their Buffers*--Bear Creek, the South Branch of Bear Creek, their tributaries and the land adjoining them are valuable and sensitive resources warranting protection.
- *100-Year Floodplains*--100-year floodplains exist along both Bear Creek and the southern branch of Bear Creek.
- *Habitats of Rare, Threatened and Endangered Species*--Certain areas near Accident provide desirable habitats for the maintenance, expansion and long term survival of rare, threatened and endangered species.
- *Steep Slopes*--Accident is located in a rolling valley surrounded by the hills and ridges of the Allegheny Mountains. Although there are some rugged areas east and west of Accident, the Town rests on flat to gently sloping terrain.
- *Historic Resources*--The history of Accident is long and rich, reaching back to the mid-1700s. Reminders of this heritage can be found throughout the scenic farming valley from which Accident belongs, including historic homesteads, churches, schools and a variety of other sites and structures.

## POPULATION AND HOUSING

- *Population Change*--Accident's population increased 42% between 1980 and 1990 (246 persons to 349 persons), a contrast to the towns stagnant growth before 1980. Accident's population will decline to 315 by 1995 and increase to 350 by the year 2000 according to population projections in Garrett County's Water and Sewer Master Plan.
- *Age and Gender*--People ages 18-44 and youth 17 and under are clearly the two largest age groups in Accident. While the 113 young adults in the first group represent 31% more people than in 1980, the 108 youth represents a 77% growth rate during the last decade. The third largest group with 70 persons 65 and over in 1990, grew 59% between 1980 and 1990. The Town of Accident has a growing percentage of females: 52% of the Town's population in 1980 and 56% in 1990.
- *Households*--The size of Accidents growing number of households between 1980 and 1990 (101 to 138) increased from 2.4 persons to 2.5 persons--a reflection of the increasing number of younger families with children.
- *Income*--Accident's median annual household income of \$21,250 in 1990 was slightly lower than Garrett County's \$22,733 and almost half the amount of Maryland's income of \$39,386.
- *Housing*--Accident had 155 housing units in 1990, 11% of which were vacant. Single-family homes have historically been the most common housing type in Accident. However, between 1980 and 1990 the percentage of single homes decreased from 75% to 61% and the number of housing units in buildings with two or more units increased from 6% to 20%. The number of owner occupied homes also decreased from 83% to 67% during the last decade. The median value of an owner-occupied home in Accident was \$64,200 in 1990, compared to \$60,200 in Garrett County overall.

## EXISTING LAND USE

- The Town of Accident can be characterized as a small rural community along a major transportation route (U.S. Route 219). Most of the developed land in Accident is residential except for Main Street where almost all of the Town's commercial areas are located. Industrial areas are confined to the Central Garrett Industrial Park located in the southeastern portion of the Town. The Municipal Building, a library, the post office, a volunteer fire company and senior citizen center are the semi-public and public buildings in Accident.

## ECONOMY

- The vast majority of Accident's residents who worked in the labor force (71%) in 1990 were working in the private sector. The manufacturing sector and the health, education and other professional services sector were the two largest employment sectors in Accident in 1990. Nearly 75% of Accident's labor force was employed in three occupations in 1990:
  - :: Technical Sales and Administrative Support (28%)
  - :: Managerial and Professional (25%)
  - :: Operators, Fabricators and Laborers (21%)

## TRANSPORTATION

- *Major Highways and Local Roads*--The Town of Accident sits astride the major highway corridor of U.S. 219. The street system was developed in a rectangular "grid" pattern with U.S. Route 219, also known as Main Street, through the center of Town. The State's ongoing Highway Needs Inventory proposes a bypass around Accident because of the high volume of traffic on U.S. 219, among other reasons.
- *Public Transportation*--The Garrett County Community Action Committee provides a variety of public transportation services which are available to the residents of Accident.

- *Passenger Rail Service*--While passenger rail service ended in Garrett County in 1971, AMTRAK provides daily service between Washington D.C. and Cumberland.
- *Freight Rail Service*--The main line of the former B&O Railroad (now CSX) runs westward to Parkersburg and crosses Garrett County from Bloomington, through Deer Park and Oakland to Hutton.
- *Health Services*--The Garrett County Memorial Hospital in Oakland is the closest significant health facility. The Garrett County Health Department, which is located in the hospital, provides environmental health, mental health and nursing services.
- *Social Services*--The Garrett County Department of Social Services administers a wide variety of social services for the residents of Accident as well as Garrett County.

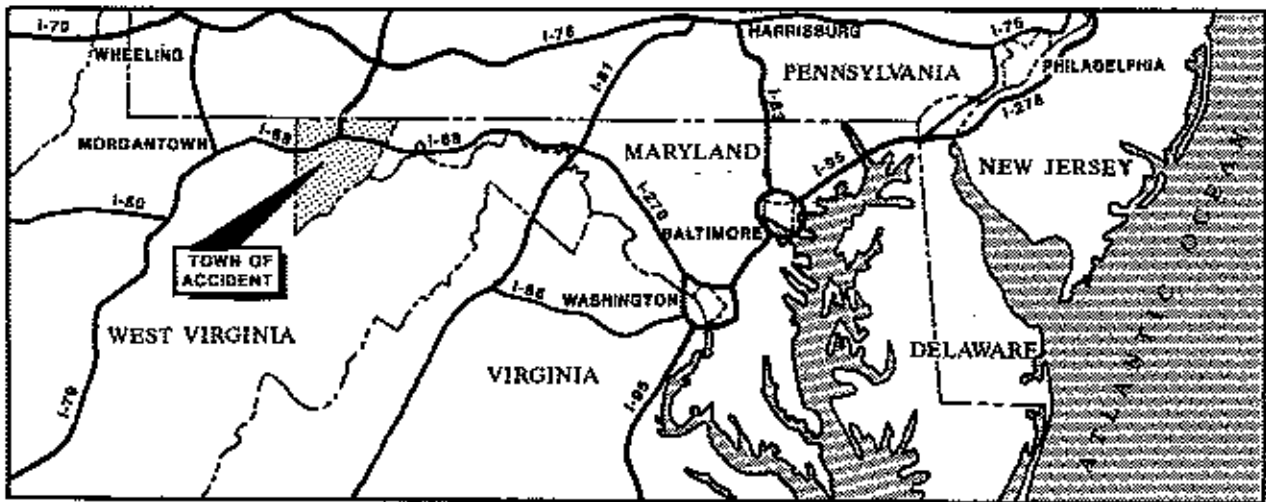
#### COMMUNITY FACILITIES AND SERVICES

- *Water and Sewerage Services*--The Town of Accident has a public water and sewerage system which serves the uses within its boundaries as well as the Accident Elementary School and the Central Garrett Industrial Park. While the water system is in good condition and has adequate capacity, the sewerage system's capacity is relatively limited and improvements are underway to eliminate the use of chlorine and to accommodate large flows of infiltration and inflow into the plant during periods of heavy rainfall.
- *Emergency Management*--The County Sheriffs Office in Oakland and the Maryland State Police in McHenry provide police protection. The volunteer fire department located on South Street provides fire protection. The Northern Garrett County Rescue Squad also provides emergency services to the residents of Accident.
- *Government Facilities*--The Town of Accident owns and maintains a variety of government facilities. The current municipal building which houses the Town Hall and maintenance garage and a branch of the Ruth Enlow Library are both located along Accident/Friendsville Road. There are currently 20 acres of land within the Town designated as park and recreation areas including Community Park East, Community Park West and the community fishing pond. Accident residents also have access to the new Accident Elementary School and the former elementary school which is now a senior citizen and community center.
- *Solid Waste Management*--Trash collection is handled by a private collector who hauls the material to a County landfill.

## LOCATION AND HISTORY

Accident is located in the northwestern portion of Garrett County, the State's western most County. Situated on U.S. Route 219, the community is seven miles south of the intersection with U.S. Route 40 at Keyzers Ridge, and approximately 20 miles north of Oakland, the county seat. The Town is nestled in a rolling valley long noted for its rich agricultural lands. It is not surprising, therefore, that farming has had a dominant role in the historical development of Accident.

## REGIONAL LOCATION



Hunters and trappers were the first white men to discover what is now the Accident Valley, located on the plateau of the Allegheny Mountains in Maryland's western uplands. The vale and surrounding hills in the year 1800 were an area of gigantic growth of virgin timber. Here was a wilderness of beautiful broad-leaved trees and hemlocks. Under the thick growth of hardwoods and evergreens were the lush bushes of flowering rhododendrons and many species of ferns. The valley is drained by little streams flowing from its southern part into South Bear Creek and from its northern part into the mainstream of Bear Creek.<sup>1</sup>

The Indians hunted here, camped here, and passed through, but never chose the site to build a village. There was one barely passable "road" known as Seneca Trail, a few other Indian trails used for foot travel and pack horses, and a small house that probably was built by the Lamars sometime before 1798.

1. Source: Flowery Vale, Mary Miller Strauss, 1986

How did this spot get the name "Accident?" To this very day it remains somewhat of a mystery. There are numerous stories advocating the name's origin, but the following is probably the most nearly correct story of the "accident." At least it checks with the land records.

In 1774 Lord Baltimore, Proprietor of the Maryland Colony, opened his lands "westward of Fort Cumberland" for settlement and among the speculators who hastened to Western Maryland with their surveyors to secure choice tracts of land were Brooke Beall and William Deakins, Jr., both of Prince George's County. William Deakins and his brother Francis had warrants for several tracts, and on April 14, 1774, they surveyed a fine tract of 682 acres between the branches of Bear Creek, including an old indian camp ground on the trail to Braddocks Road. But when the survey was completed, Brooke Beall and his party appeared on the scene, and Beall claimed that he had selected the same tract for his survey, calling attention to his ax marks on the trees to prove his claim. Deakins replied that it appeared that they had selected the same land "by accident." Since he and Beall were friends and land was abundant, he proposed that Beall take over the survey already made. To this Beall agreed, although his warrant called for 778 acres. John Hanson, Jr., Deputy County Surveyor, made out the survey to Beall, and the named the tract "Accident."

The following August, Brooke Beall assigned his warrant and survey of Accident to William Deakins, Jr., who secured the patent of the land from the state in 1786. Deakins sold Accident to Captain David Lynn of Cumberland. It was later included in a re-survey called "Flowery Vale," 970 acres sold by Captain Lynn to Colonel William Lamar, who appears to have begun to clear the land prior to 1798 when he was charged with Accident, and assessed there with 19 cattle and other property. Colonel Lamar settled his sister, Priscilla, wife of James Drane of Prince George's County, their family, and slaves in Accident about the year 1800 or soon thereafter. The Dranes were the first permanent settlers at Accident. Their frontier home is just east of the Town limits, the oldest standing residence in Garrett County. The residence and about three fourth acre of land has been purchased by the Mayor and Town Council of Accident. With the help of contributions and grants, the Town of Accident is restoring the Drane House. The house was entered on the National Register of Historic Places on January 11, 1985.

By 1830, many European immigrants, particularly from Germany, had settled in the area. These people could well claim to be the founders of Accident, since they were the most influential in shaping the community. They created an agricultural village surrounded by relatively small "family farms." In the early nineteenth century, this represented a sharp break from the traditional English manor or large "plantation farm" which especially prospered in the South. In recent years, Accident has been one of the leading areas of the State of Maryland in terms of agricultural productivity. The Town, itself, is basically a residential community with some commercial and industrial development.

## NATURAL FEATURES

This section describes natural features in Accident. This includes climate, hydrology, soils, topography, mineral resources and prime agricultural lands. These unique natural areas are the foundation of Accident's rich natural heritage...a heritage that has significantly contributed to the quality of life in Accident. Conserving these unique natural areas is an important objective of this Comprehensive Plan.

### Climate

The climate of Accident is basically the same as that for the rest of Garrett County. Its relatively high elevation and interior continental location combine to produce both the greatest mean annual precipitation (47") and the lowest mean annual temperatures (47.9°F) in the state.

Generally, the area receives approximately 82 inches of snowfall per year and experiences between 150 and 160 rainy days each year. Overall precipitation is 46-48 inches, about 6 inches more than the eastern portion of the County receives (east of Backbone Mountain and Big Savage Mountain). Heaviest rainfall occurs in midsummer, with autumn and early winter being the driest seasons.

West and northwest winds are dominant in Garrett County throughout the year. Most of the County experiences 150 days annually with below-freezing temperatures. Average winter temperature is 28 degrees and average July temperature is 66 degrees. The Garrett County growing season averages 122 days.

### Hydrology

The Town of Accident lies at the center of the Bear Creek Drainage Basin. There is little or no surface water in the area, since Accident is at the headwaters of two small streams, Bear Creek and the South Branch of Bear Creek. The South Branch of Bear Creek is known for its scenic and natural qualities and shows possibility for being designated a State Scenic River. Bear Creek, which is located north of Accident is also very wild and scenic. The Maryland Department of Natural Resources maintains a fish hatchery along Bear creek just north of Accident. Both of these streams empty into the Youghiogheny River at Friendsville, about seven miles west of Accident. Other smaller tributaries of Bear Creek flow in and around the Town of Accident.

Unlike most other towns in Garrett County, residents of Accident rely on groundwater resources for their water supply. The Pocono, Hampshire and Jennings Geologic formations which underlie Accident and its surrounding areas are important water bearing formations. Their steeply dipping sandstone and shale beds have many fractures and openings which are ideal conditions for storing water. These geologic formations are a source of water for both the Town of Accident and the rural areas surrounding the Town.

## Soils

Soils in the vicinity of Accident vary quite noticeably with respect to their suitability for development. Some soils possess characteristics which make them adaptable to both farming and construction, whereas other soils are really not suitable for either. These soil characteristics stem from two factors, the quality of the soils themselves and the degree of slope. Soil quality from a development viewpoint relates to the suitability of a particular soil for such uses as septic tank installation, highway and building construction and the installation of underground utilities. Soils which are well suited to physical development are normally ideal agricultural soils, and conversely, poor developmental soils are usually not suited for agriculture. The slope factor, of course, is related to the topography. The greater the degree of slope, the more such considerations as drainage, erosion, and access become developmental obstacles.

The Soil Conservation Service of the U.S. Department of Agriculture completed a soil survey for Garrett County in 1974. Information in that survey has been utilized to develop the soil data contained in this report for the Accident area. See accompanying Land Development Potential map which graphically depicts this soil data.

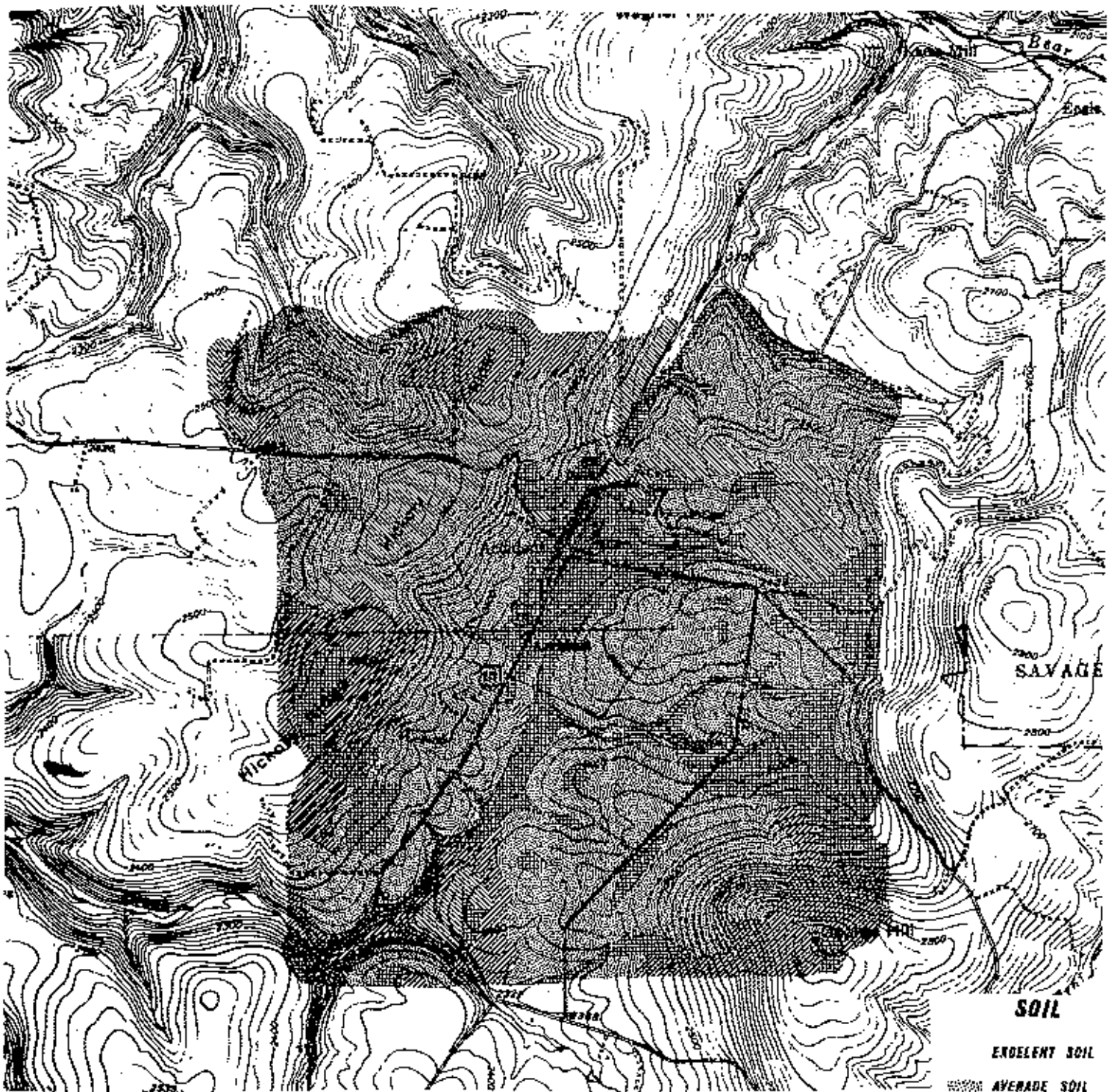
Twenty (20) separate soils in the Accident area have been grouped into four categories according to their developmental characteristics. The first category, labeled "excellent," contains soils thoroughly suitable for septic tanks and construction, and are classified as "prime" agricultural land. These areas offer the best sites for physical development while requiring the least in terms of site improvements, such as sewerage and drainage facilities, to accommodate this development.

The second category, "average," is composed of soils which are somewhat less suitable for septic tank installation, but are completely adequate for construction and farming. Where slopes are not a detrimental factor, areas containing these soils have a high development potential, but sewerage should be installed where possible. In areas where sewerage is not feasible, development should be limited to low-density residential construction.

The third category, "limited," is made up of soils whose suitability for septic tank installation is doubtful at best. However, these soils are adequate for most types of construction and are also fairly adaptable to agricultural use. Where slopes do not prohibit building, these soils have a limited or questionable development potential. Sewerage should be a prerequisite in these areas for all but the lowest density development. In areas where sewerage is not feasible, development should be discouraged.

The final category, "poor," contains soils which are not suitable for septic tank installation and, without appropriate compaction and drainage, are not adaptable to construction of any kind. Furthermore, these soils in their natural state are not even suitable for farming. Areas containing these soils in the undeveloped sections well removed from the existing built-up area of Accident have no real development potential and should be reserved as permanent

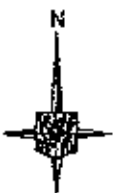
# LAND DEVELOPMENT POTENTIAL



SOURCE: Accident Comprehensive Plan, 1970

## Accident Comprehensive Plan Garrett County, Maryland

ACCIDENT PLANNING COMMISSION



The preparation of this map was funded in part by a grant from the Appalachian Regional Commission as administered by the Maryland Office of Planning and the Local Transportation Assistance Program as administered by the Maryland Department of Transportation.



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open space. No construction should be permitted in these areas. In locations containing these soils within or close to the built-up area of Town, sewerage and where necessary, compaction should be development prerequisites.

The following Table indicates the individual soil types, by number, included in each development category, and the appropriate acreage of each category, measured as a percentage of the total planning area. Appendix A provides a complete description of soil characteristics in the Accident Area.

<u>Soil Category</u>	<u>Percent of Total Soil Acreage</u>	<u>Soil Types Included in Categories*</u>
Category One (excellent)	12%	12, 33 and 163
Category Two (average)	60%	20, 30 and 331
Category Three (limited)	13%	21 and 110
Category Four (poor)	15%	15, 17, 45, 54, 56, 57, 66, 111, 131, 157, 166 and 407

\* - See Appendix A

It is interesting to note from the above chart that nearly seventy-five (75%) percent of the land in the Accident area contains soils which are relatively well suited to all types of development. The highest concentration of "Category Four" (poor) soils is found in the built-up area of Town, where sewerage is currently provided. Since most of the land immediately surrounding this built-up area contains "Category One and Two" soils, Accident is in an excellent position for future growth in terms of soil quality.

### Topography

Accident is situated in a gently rolling valley with some steep areas east and west of Town. The land immediately west of Town presents the biggest problem from a development standpoint, although the slopes are not so steep as to preclude all types of construction. Special attention will have to be given to drainage in this area. Topography should not be a limiting developmental factor immediately east of Accident, since most of the ground is either level or moderately hilly. Further east, however, development is precluded by very steep mountainous terrain. Elevations range from a low of about 2,265 feet above sea level in the extreme southern portion of the Accident area, to a high of 2,946 feet on George Hill southeast of Town. The elevation in the center of Accident is approximately 2,390 feet above sea level.

### Mineral Resources

Coal is the principal mineral found in the northwestern portion of Garrett County. Vast quantities of this mineral are deposited along the entire Youghiogheny River Basin immediately west of Accident. There are also scattered deposits of limestone, sandstone, clays and shales in the general area. Beneath the Town of Accident, there are vast natural gas fields and gas storage wells which are currently being developed by a large natural gas transmission corporation. With the exception of natural gas resources, it is most unlikely that minerals found near the Town of Accident will have a significant impact on the future development of the community.

### Prime Agricultural Lands

The United States Department of Agriculture, Soil Conservation Service defines Prime Agricultural Land as land that has the best combination of physical and chemical characteristics for producing food, forage, fiber and oil seed crops and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land or other land, but not urban built up land). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity and alkalinity, acceptable salt and sodium content and few or no rocks.

The land in and around the Town of Accident has some of the most productive soils in all of Garrett County. Prime agricultural land comprises over 1,000 acres in Accident and its vicinity (within 1-mile distance of Accident). Although much of the 120 acres of prime agricultural land that exists within the Town limits is already developed, some of it in the northeastern portion of the Town is being farmed. Virtually all of the prime agricultural land outside Accident (approximately 900 acres) is being farmed.

### **SENSITIVE AREAS**

The Maryland Economic Growth, Resource Protection and Planning Act of 1992 identifies models and guidelines for the protection of four specific natural resource sensitive areas. The intent of the act is to include/use these models and guidelines in the preparation of county and municipal Comprehensive Plans. The four types of sensitive areas are:

- Streams and their buffers
- 100 - year floodplains
- Habitats of rare, threatened and endangered species
- Steep slopes

In addition to protecting these sensitive areas, local jurisdictions may choose to protect other types of sensitive areas including natural and cultural resources such as scenic vistas, historic properties and archeological sites. The sections that follow describe sensitive areas in and around the Town of Accident. The map depicting these areas is shown on the following page.

### Streams and Their Buffers

Bear Creek, the South Branch of Bear Creek and its many tributaries flow in and around the Accident Area. These waterways and the land adjoining them are valuable and sensitive resources. Although they are not used as a source of drinking water, they are a source of recreation and a vital habitat for aquatic and plant communities and wildlife in the area.

Equally important to protecting the waterways is to protect their associated buffer areas. Stream buffers are the blanket of vegetation along the stream banks which help to shield the bank against erosion and collapse. Vegetative stream buffers can function to protect the biological and hydrological integrity of streams by protecting water quality, reducing peak storm discharges and providing valuable riparian habitats that can serve as greenway corridors for wildlife movement and migration. The Savage River State Park which protects a small area along Bear Creek from development, essentially serves as the only stream buffer in the Accident area. However, the steep slopes along Bear Creek, the Southern Branch of Bear Creek and their tributaries have deterred development, thereby protecting the streams and their buffers.

### 100-Year Floodplains

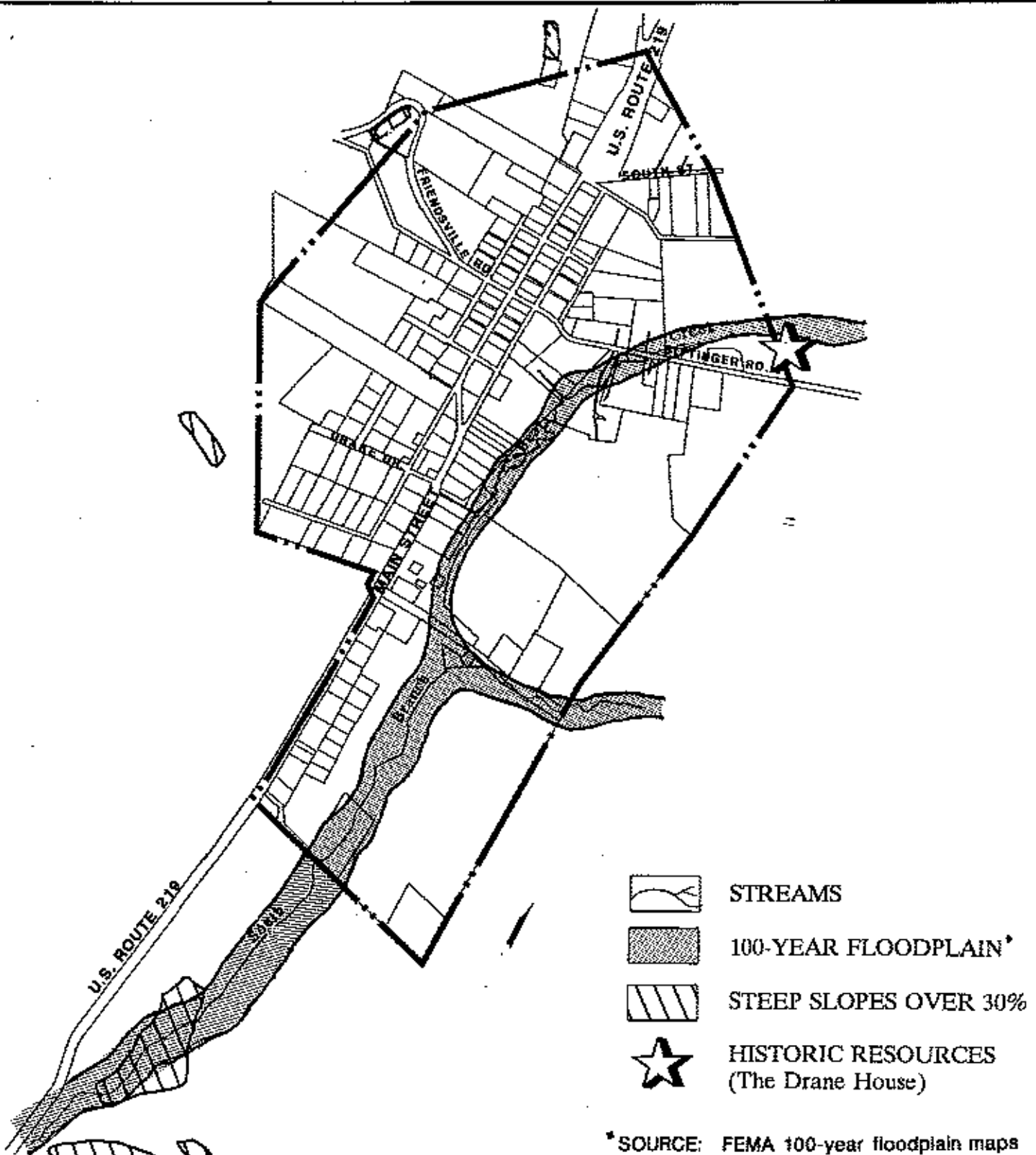
100 year floodplains which are subject to catastrophic flooding and the potential for loss of life and property often support important natural resources such as wetlands and riparian forests--resources which provide vital habitats, protect water quality and reduce flooding. Floodplains are also marvelous, natural open space areas for recreation and scenic beauty which, when linked and managed properly, can create greenway corridors which provide the same benefits as stream buffers. 100-year floodplains exist along both Bear Creek and the Southern Branch of Bear Creek.

Garrett County has adopted, with slight modifications, the State's model ordinance for floodplain protection. Hence this element of the Maryland Economic Growth, Resource Protection and Planning Act has already been met.

### Habitats of Rare, Threatened and Endangered Species

Habitats of rare, threatened and endangered species are unique natural areas that have certain physical and biological characteristics which are essential to the long term survival of rare, threatened or endangered species. Habitats may include but are not limited to breeding, feeding, resting, migratory, or overwintering areas. The physical or biological

# SENSITIVE AREAS



## Accident Comprehensive Plan Garrett County, Maryland

OAKLAND PLANNING COMMISSION



The preparation of this map was funded in part by a grant from the Appalachian Regional Commission as administered by the Maryland Office of Planning and the Local Transportation Assistance Program as administered by the Maryland Department of Transportation.



characteristics that make these places so unique may include soil characteristics, water quality, vegetation as well as geologic and climate characteristics. These habitats may need special management or protection because of their importance to the conservation of rare, threatened or endangered species. The Maryland Natural Heritage Program is responsible for monitoring and documenting the well-being of rare, threatened and endangered species. No sites of rare, threatened or endangered species exist within or near to the Town of Accident according to State and Federal inventories.

### Steep Slopes

Steep slopes are inherently unstable natural land forms. When disturbed, they are highly susceptible to accelerated soil erosion--a characteristic that underscores the importance of protecting these slopes. The sediment from erosion can be destructive: it can degrade the water quality, stream flow and the width of a stream channel. This is especially true when steep slopes are disturbed next to streams. Even the water quality of distant lakes and the storage capacity at reservoirs can be adversely affected.

Steep slopes that have trees and other vegetation are especially important to protect since this vegetation will typically minimize erosion. Experience proves that once removed from steep slopes, trees are often difficult to re-establish. Building on/disturbing steep slopes has other drawbacks: they are more costly to build on than flatter lands and they are typically unsuitable for septic systems because of their shallow soils. Maryland regulations prohibit septic systems on slopes greater than 25%.

Accident is located in a rolling valley surrounded by the hills and ridges of the Allegheny Mountains. Although there are some rugged areas east and west of Accident, the Town rests on flat to gently sloping terrain.

### Other Important Sensitive Areas

*Historic Resources*-The history of Accident is long and rich reaching back to the mid-1700's. Reminders of this heritage can be found throughout the scenic farming valley from which Accident belongs including historic homesteads, churches, schools, and a variety of other sites and structures. The Drane House is the oldest known structure in Garrett County and is one of the very few original frontier plantation homes remaining in Maryland's tableland. The restored Drane House was recently dedicated and will be a very interesting tourist attraction. Stone markers in the Zion Cemetery and St. Pauls Cemetery mark the existence of two of the earliest frame structures used by the Lutheran congregation for church services. The 73 year old yellow brick school house in the center of Accident has been remodeled and is now being used as the Flowervale Senior Center and Valley View Apartments. Finally, the historic Kaeses Mill still stands along Bear Creek-Fish Hatchery Road, appearing much as it did when constructed in 1868.

These important pieces of the past help to define what is uniquely the Town of Accident providing windows through which its residents can see the lifestyles and cultures of days gone by. The locations of these historical structures and others are noted on the Sensitive Areas Map. Only some of these sites are located within the Town limits of Accident.

## POPULATION AND HOUSING

Understanding Accident's population and housing characteristics and how they have changed over time will determine planning and zoning policies to help guide the Town's growth. These characteristics include total population, age and gender, the number and size of households, income and the type, value and concentration of housing.

### Population Change

The Town of Accident is the smallest, yet fastest growing municipality in Garrett County. The total population in Accident has grown from 246 persons in 1980 to 349 persons in 1990...a 42% increase in population over the past decade. Accident is expected to continue to grow through the turn of the century.

While Accident's population has experienced great increases over the past decade, population growth for Accident prior to the 1980's has been less than dynamic. Since 1940, Accident's population has experienced small increases and decreases. Its population remained unchanged between 1960 and 1970 as shown in Table II.

<b>TABLE II POPULATION TRENDS 1940-1990 ACCIDENT &amp; GARRETT COUNTY</b>			
<u>Year</u>	<u>Total Accident Population</u>	<u>PERCENT CHANGE</u>	
		<u>Accident</u>	<u>Garrett County</u>
1940	236	-	10.4%
1950	242	2.5%	3.3
1960	237	-2.1	-3.9
1970	237	0	5.2
1980	246	3.8	23.4
1990	349	41.9	6.2

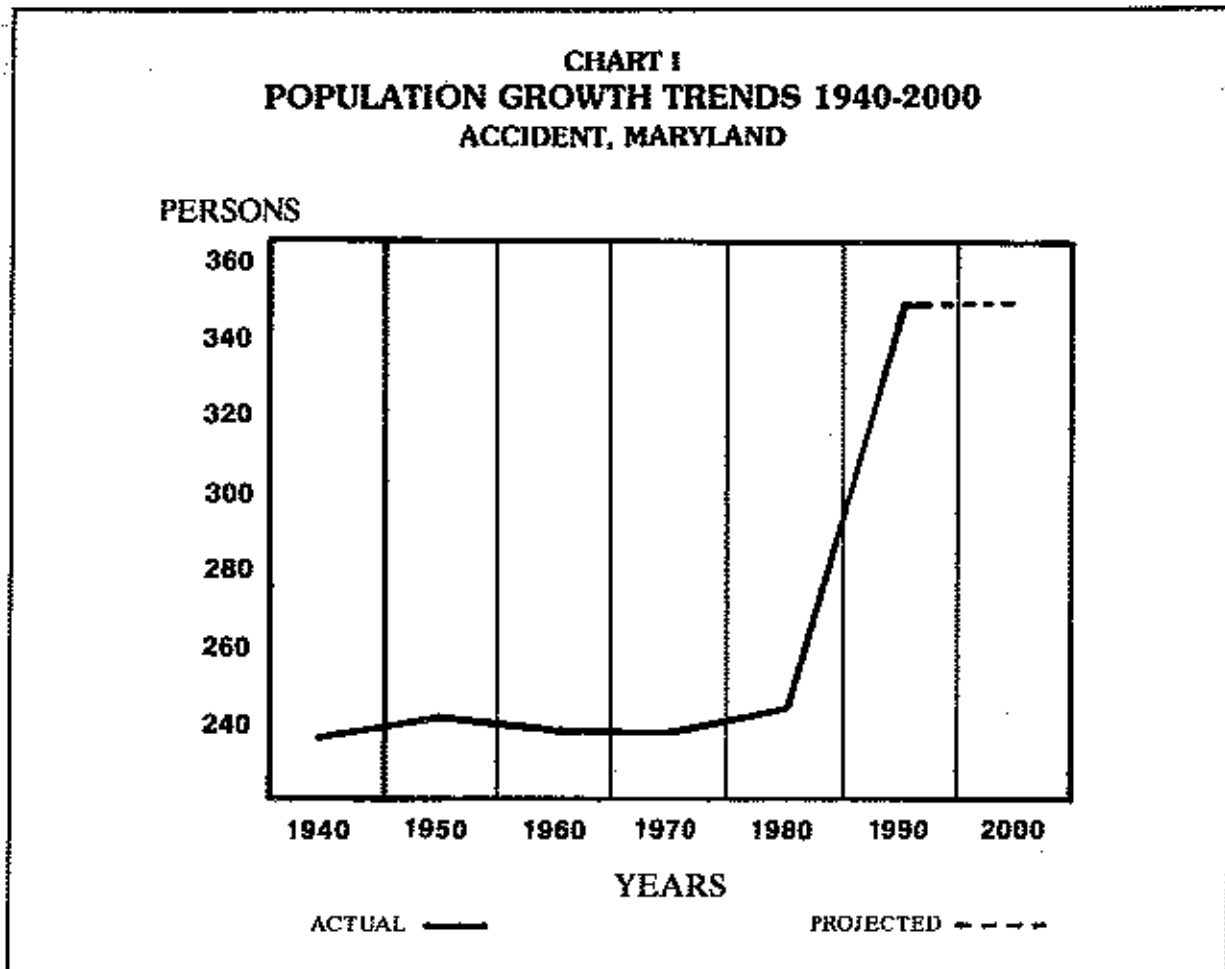
SOURCE: U.S. CENSUS

### Future Population

One of the necessary and challenging tasks of planning is estimating the number of people who will live in a community in the future. New residents create a need for additional homes and services such as schools, roads, water and sewer lines, parks and other facilities.

Accident's population of 349 in 1990 will decline to 315 persons by 1995 and increase by 11% to 350 persons by the year 2000 according to a population projection in Garrett County's most recent Water and Sewer Master Plan (see Chart I).

Population growth for Garrett County is expected to continue to increase for good reasons. The completion of Interstate 68 through the northern part of the County will undoubtedly continue to spur new growth as will the new economic development opportunities from a growing visitor industry and from the development of new industrial areas, such as the Northern Garrett Industrial Park. The completion of water and sewage facilities and other planned infrastructure improvements will also stimulate growth and population increase.

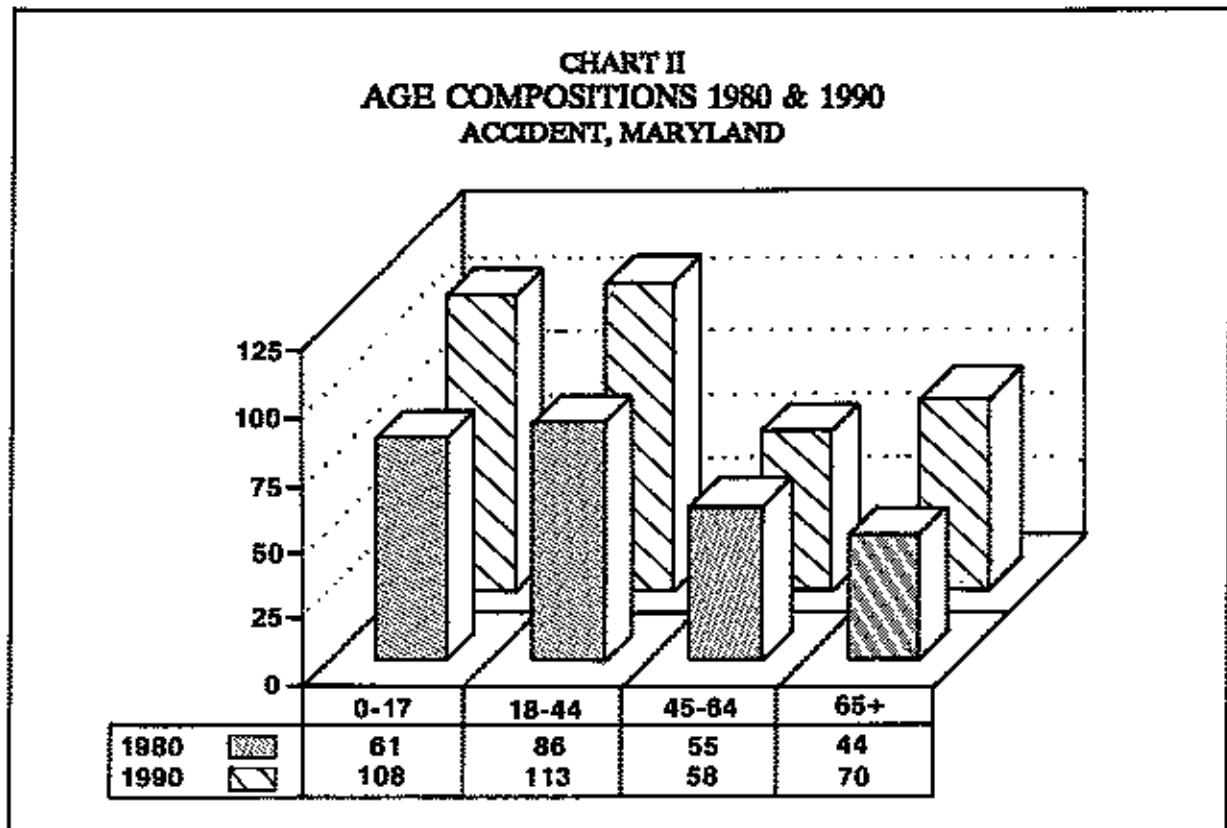


SOURCE: U. S. Census and Garrett County Water and Sewer Master Plan, 1992.

### Age and Gender

Information on age is provided for four age groups: children and youth (ages 0-17), young adults (ages 18-44), middle-aged adults (ages 45-64) and elderly (ages 65+). Chart II compares the 1980 and 1990 populations for each age group.

Every age group increased in population between 1980 and 1990. Young adults represented the largest age group during both those time periods (35% of the total population in 1980 and 32% in 1990), followed by children and youth (25% of the total population in 1980 and 31% in 1990). In addition, children and youth were the fastest growing age group in Accident between 1980 and 1990 increasing its population by 77%. The elderly increased their population by 59% between 1980 and 1990...the second fastest growing age group.



SOURCE: U.S. Census

More females lived in the Town of Accident than males in both 1980 and 1990 according to the U.S. Census. Females represented a higher proportion of the population in both years from 129 females (52% of the population) and 117 males (48%) in 1980 to 195 females (56%) and 154 males (44%) in 1990.

### Households

The total number of households in Accident increased between 1980 and 1990 from 101 households in 1980 to 138 households in 1990...a 37% increase. This is understandable when considering that the total population increased by 42% during that time period. Accident's household size increased from 2.44 persons per household in 1980 to 2.53 persons per household in 1990. This indicates an increase in families with school age children which is also reflected in the increase of a large number of children and youth (77% of the population) during that same time period.

The 138 households that lived in Accident in 1990 were comprised of 94 family households and 44 non-family households (e.g. single person households or households with unrelated persons living together). Of the family households, 73 were married couple families, 15 were families with female heads of the household and 6 were families with male heads of the household.

### Income

This section discusses income for 1989 and 1979, since the U.S. Census reports income statistics for the year previous to the actual census.

According to the 1990 U.S. Census, Accident had an annual median household income of \$21,250 in 1989...slightly lower than Garrett County's \$22,733 and almost half of Maryland's \$39,386. Accident's annual average per-capita income of \$9,655 in 1989 was also lower than the County's \$10,124 and considerably lower than Maryland's \$17,730. Accident's income levels have also not risen as rapidly as the rest of Garrett County and Maryland. While Garrett County and Maryland's median household income increased by 74% and 94% respectively between 1979 and 1989, Accident's median household income increased by only 19% during that decade.

In addition to knowing the income levels of a community, it is equally important to understand the way in which the community receives its income. Table III not only shows this information but indicates what percentage of the population falls below the poverty level.

Only 64% of the households in Accident had wage and salary incomes compared to 72% in Garrett County and 83% in Maryland. However, consistent with the relatively high proportion of elderly living in Accident (20% of the total population), 35% of the households received social security income and 22% received retirement income...a higher percentage than the rest of Garrett County and Maryland.

**TABLE III  
SELECTED 1989 INCOME DATA  
ACCIDENT, GARRETT COUNTY AND MARYLAND**

<u>Item</u>	<u>Accident</u>	<u>Garrett County</u>	<u>Maryland</u>
% of Households with Wage and Salary Income	63.6	72.2	82.6
% of Households with Social Security Income	34.9	31.5	22.2
% of Households with Retirement Income	21.7	17.7	17.1
% of Households with Public Assistance Income	7.0	7.9	6.0
% of Population Below Poverty Level	13.8	14.7	8.3

SOURCE: U.S. CENSUS

Although the percentage of persons that fell below the poverty level in Accident is nearly the same as Garrett County (virtually 14%), only eight percent of the population State-wide fell below the poverty level. Seven percent of the households in Accident received public assistance income as compared to eight percent in Garrett County and six percent in Maryland.

### Housing

Table IV on the following page compares selected housing characteristics for Accident, Garrett County and Maryland. These housing characteristics include total housing units, occupancy and tenure, housing type, median value and housing conditions. In addition to comparing Accident with Garrett County and Maryland, the table also shows the trend in housing for Accident by providing housing information for 1980 as well as 1990. The following paragraphs summarize Table IV.

*Housing Units*--Accident had 41 more housing units in 1990 (155) than it did in 1980.

*Occupancy and Tenure*--The percentage of owner occupied housing units decreased from 83% of Accident's housing in 1980 to 67% in 1990. This primarily reflects the new 20 multi-family units added to the town's housing stock during the past decade.

A consistent percentage (11%) of the dwelling units in Accident were vacant in 1980 and 1990: or 8.6% when excluding the four seasonal units. This compares to Maryland's 8% housing vacancy rate (5.4% when excluding the seasonal units) and Garrett County's inordinately high 28% total housing vacancy rate which drops dramatically to 9% when the 3,022 vacant seasonal units are excluded from the total vacant units.

**TABLE IV  
SELECTED HOUSING CHARACTERISTICS 1980 & 1990  
ACCIDENT, GARRETT COUNTY & MARYLAND**

Housing Characteristics	Accident		Garrett County	Maryland
	1980	1990	1990	1990
Total Housing Units	114	155	14,119	1,891,917
<b>Occupancy &amp; Tenure</b>				
Occupied Units (%)	101 (89%)	138 (89%)	10,110 (72%)	1,748,991 (92%)
• Owner Occupied (%)	84 (83%)	93 (67%)	7,998 (79%)	1,137,296 (65%)
• Renter Occupied (%)	17 (17%)	45 (33%)	2,112 (21%)	611,695 (35%)
Vacant Units (%)	13 (11%)	17 (11%)	4,009 (28%)*	142,926 (8%)
• For Seasonal, Recreational or Occasional Use	NA	4	3,022	42,268
<b>Units in Structure</b>				
# of Single Family Unit Structures (%)	85 (75%)	95 (61%)	10,831 (77%)	1,332,744 (71%)
# of Units in 2 to 9 Unit Structures (%)	7 (6%)	10 (7%)	704 (5%)	208,015 (11%)
# of Units in 10 or More Unit Structures (%)	0 (0%)	20 (13%)	184 (1%)	294,964 (16%)
# of Mobile Home & Other Structures (%)	22 (19%)	30 (19%)	2,400 (17%)	54,194 (3%)
<b>Median Value</b>				
Owner Occupied Unit	\$38,000	\$64,200	\$60,200	\$116,500
Renter Occupied Unit	\$138	\$225	\$230	\$473
<b>Housing Conditions</b>				
% of Units Without Complete Plumbing	1.8%	0%	2.3%	Less Than 1%

NA - Not Available

SOURCE: U.S. Census

\* - This vacancy rate is 9% when the 3,022 vacant seasonal units are excluded from the total vacant units.

*Units in Structure*--Single family homes were the most common housing type in 1980 (75% of all housing units). While single family homes remained the most common housing type in 1990 (61% of all housing units), 20 units in multi-family complexes of ten or more units were added by 1990 representing a larger percentage of the housing in Accident (13% of all housing units). The distribution of units in multi-family complexes (from two to nine units) and mobile homes remained virtually the same between 1980 and 1990.

*Median Value*--The median value of an owner occupied home in Accident was \$64,200 in 1990, compared to \$60,200 in Garrett County overall. The median monthly rental cost in 1990 was \$225 compared to \$230 a month county-wide. The cost of owner occupied housing elsewhere in Maryland was nearly twice the cost of a home in Accident in 1990, Monthly rents were also higher: over twice as much for the Town of Accident.

*Housing Conditions*--One of the most common ways of identifying substandard housing conditions is to identify the percentage of homes lacking complete plumbing facilities. According to the 1990 US Census, virtually all homes in Accident had plumbing facilities compared to the 2% of homes in Accident in 1980 that were without complete plumbing facilities. Over 2% of Garrett County's homes and less than 1% of Maryland's homes lacked complete plumbing facilities in 1990.

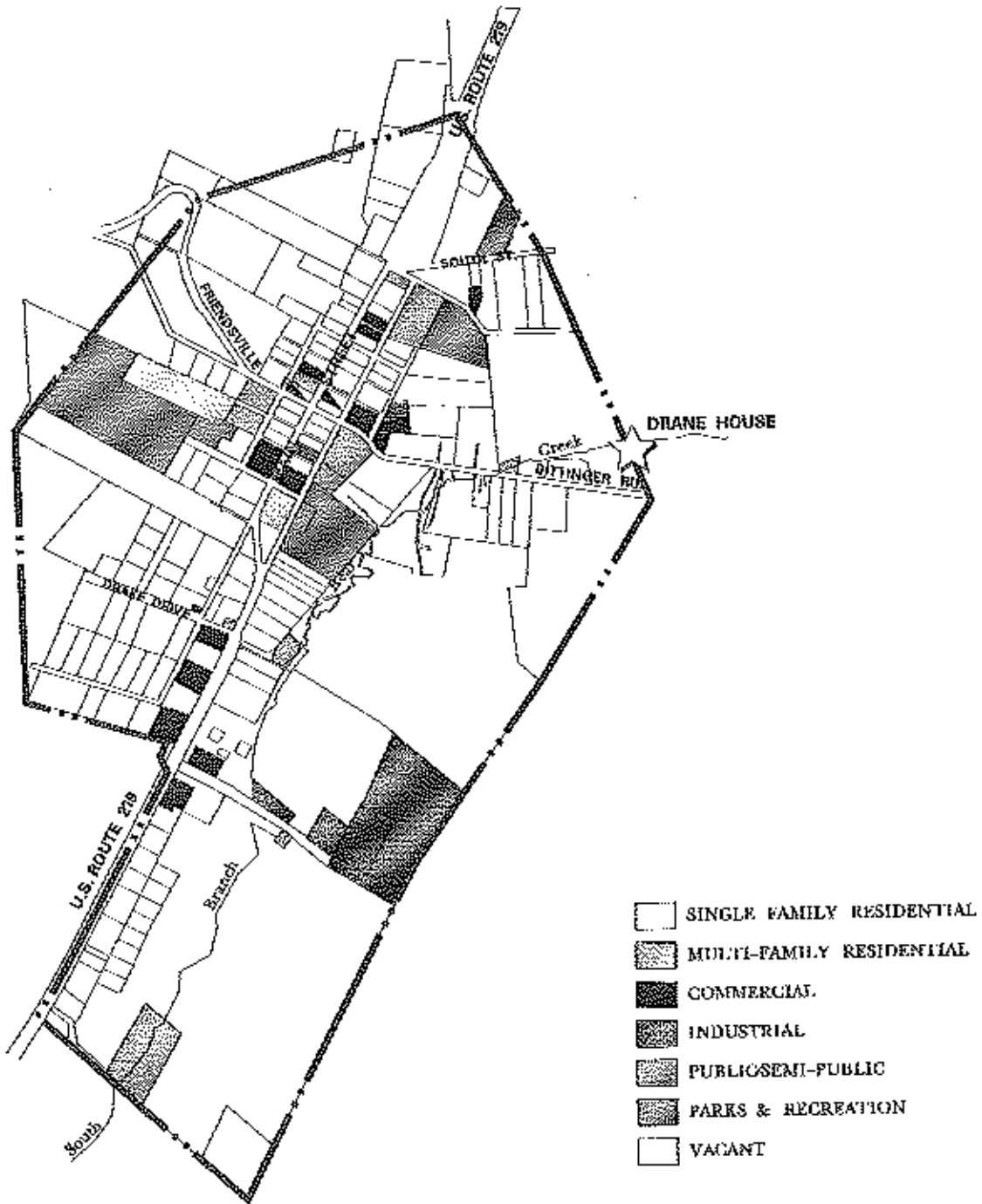
## EXISTING LAND USE

Town of Accident can be characterized as a small rural community developed along a major transportation route. U.S. Route 219, which passes through the center of Town linking Accident with the National Freeway and Deep Creek Lake, has significantly influenced the development of Accident. While development has been confined to a narrow strip along U.S. Route 219 in the past, it is beginning to spread east and west. The Maryland State Highway Administration has documented in its highway needs inventory the need to construct a bypass which would re-route U.S. Route 219 around the Town. The undertaking will materially affect the future development pattern of the Accident area, including the pattern of local highway access.

Most of the developed land in Accident is residential and is used mainly for single-family homes (see Existing Land Use--1995 Map); some multi-family units and mobile homes are also located throughout the Town. Most of the single-family development surrounds the central business areas on the north, east, and west sides. Residential development outside the Town limits consists of scattered homes and farm houses along U.S. Route 219 and along the several County roads leading out of Accident.

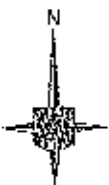
Commercial areas within Accident exist almost exclusively along Main Street. Many of these commercial areas such as a service station, a restaurant, auto dealer and a branch bank provide for highway oriented uses. However, other retail establishments in Accident provide for a full range of goods and services for the local residents including a bridal shop, laundromat, market, hardware store, lumber company and some professional offices.

# EXISTING LAND USE — 1995



## Accident Comprehensive Plan Garrett County, Maryland

ACCIDENT PLANNING COMMISSION



The preparation of this map was funded in part by a grant from the Appalachian Regional Commission as administered by the Maryland Office of Planning and the Local Transportation Assistance Program as administered by the Maryland Department of Transportation.



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Columbia, Maryland



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Industrial activity has increased over the past 20 years since Accident's first comprehensive plan was adopted in 1971. The Central Garrett Industrial Park, which is located in the southeastern portion of Town just off Main Street, was initiated in 1976 and is still being developed. Presently, two manufacturing companies are operating in the park: Garrett Container Systems and Phenix Technologies. Much of the land to the east of these companies is undeveloped and zoned for industrial use.

Semi-public and public buildings in Accident include the Accident Municipal Building and a branch of the Ruth Enlow Library which are both located along North Street in the middle of Town. The post office, Accident Volunteer Fire Department and the Senior Citizen Community Center are all located along South Street.

## **ECONOMY**

The vast majority of Accident's residents who worked in the labor force (71%) were working in the private sector in 1990; 19% worked in the public sector and the remaining 10% were self employed. Of the 25 public sector workers, 17 were local government workers, six were state government workers and two were federal government workers.

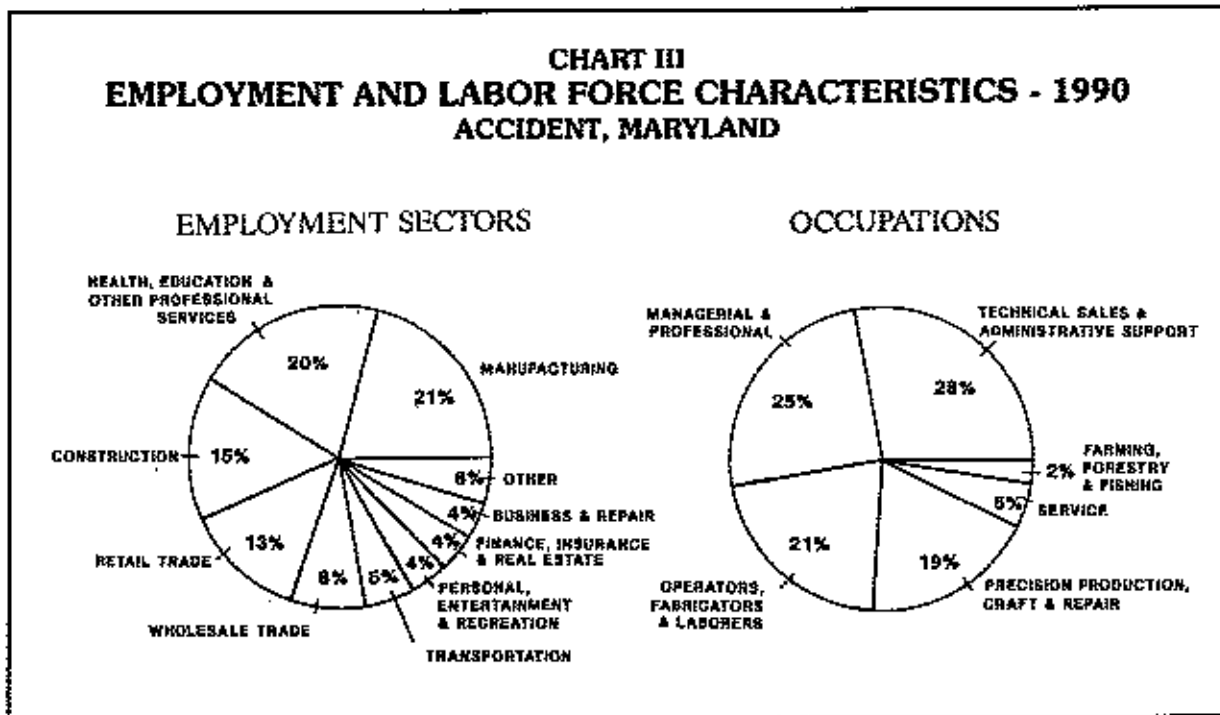
Manufacturing and the health, education and other professional services were the two largest business sectors employing Accident's residents in 1990. This is not surprising when considering the close proximity of the Central Garrett Industrial Park and three schools: Accident Elementary, Northern Middle and Northern High schools. The accompanying chart shows the distribution of businesses and other employment sectors that employed Accident's residents in 1990.

The major manufacturing employers inside the Town of Accident are Phenix Technologies, Greater MD Tool and Manufacturing, Master Casting and Garrett Container Systems. Other significant employers within the town are Texas Eastern and G&W Lumber.

In addition to the major manufacturing employers within Accident that provide employment opportunities, the following major employers outside of Accident also provide employment for area residents:

- Flushing Shirt Manufacturing Company
- Beitzel Corporation
- Harbison Walker Refractories
- Yoders Inc.

Technical sales and administrative support jobs represented the largest occupation among Accident's employed civilian labor force (28% of the labor force) followed by managerial and professional jobs (25%) and operators, fabricators and laborer jobs (21%). Collectively, these occupations employed three quarters of Accident's labor force in 1990.



SOURCE: U.S. Census

## TRANSPORTATION

Transportation refers to the movement of people and goods through and within an area. A transportation system provides a framework which ties together and supports a wide variety of land uses and community activities. This section describes the major highways and local roads affecting Accident. It also describes the many other forms of transportation that are provided throughout Garrett County and used by the Accident residents.

### Major Highways and Local Roads

The Town of Accident sits astride the major highway corridor of U.S. 219. The street system was developed in a rectangular "grid" pattern with U.S. Route 219, also known as Main Street, through the center of Town. Severe topography west of Town acts as a barrier to further construction of streets beyond North Avenue. MD 52 crosses Accident in an east-west direction intersecting U.S. 219 at Friend and Main Streets.

The Maryland State Highway Administration (SHA) has identified a need to construct a bypass around Accident. The proposal, which was originally suggested in the late 1960's, is still appropriate today since U.S. 219 has such a high volume of traffic (especially during the summer months). U.S. 219 through Accident also has several horizontal and vertical curves,

several entrances and high pedestrian activity, all of which limit smooth traffic flow and create a potentially hazardous situation. SHA is presently considering two alternatives for by-passing Accident which would involve re-routing U.S. 219 to either the east or to the west of the Town.

### Public Transportation

The Garrett County Community Action Committee, a non-profit organization, provides a unique public transportation service to the residents of Accident as well as Garrett County. This service is provided through the Garrett Transit Service (GTS) which operates 25 vehicles (primarily vans). GTS currently offers four types of transportation services:

- general public transportation
- transportation for senior citizens and disabled persons.
- medical transportation for Medicaid recipients
- group charter trips

GTS provides approximately 300 rides each weekday as part of its "People Mover Program" which began in late 1993. People who want to use this program call several days in advance to arrange a time to be picked up and taken to and from that person's destination; requests for immediate transportation can sometimes be met. The cost of a public transit trip is based on the destination. The base rate is \$1.50 one-way for a trip of approximately 15 miles or less. Each additional 15 miles costs \$1.00. Senior citizens, disabled persons and children under 12 years of age receive a \$0.50 reduction from the regular fare. Medicaid recipients travel free of charge if their trip is for medical purposes.

The service carries senior citizens to special events outside the County. It also provides out-of-County transportation for Medicaid recipients who must travel to get medical care. Charter trips are made on a contract basis.

### Passenger Rail Service

Passenger rail service in Garrett County ended in September 1981 when AMTRAK discontinued the "Shenandoah" which ran between Washington, D.C. and Cincinnati. This train had provided daily service with a stop at Oakland. Currently, in 1995, the closest passenger rail service available to Garrett County is a daily Amtrak train that stops at Cumberland. It runs east to Washington, D.C. and west to Pittsburgh and Chicago.

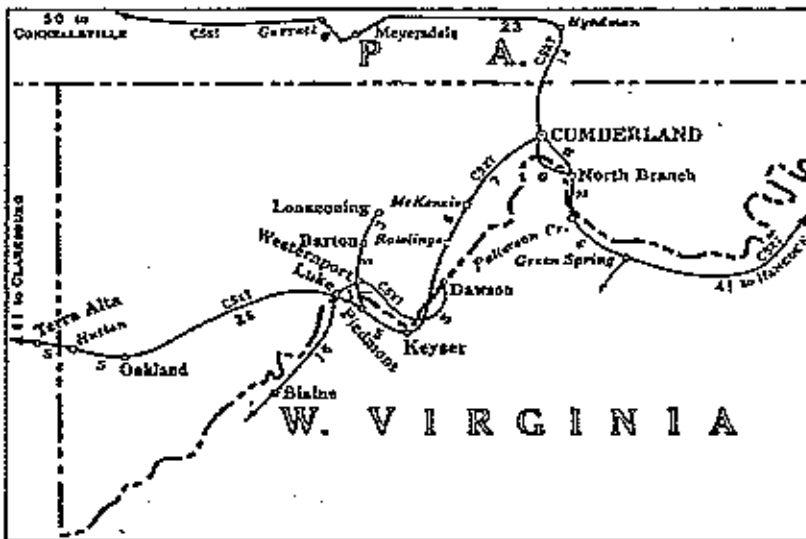
The possibilities of weekend and/or seasonal recreation-oriented passenger runs have always been an enthusiastic topic of conversation among many persons. However, only one such train has been operated. A ski train from Baltimore and Washington, D.C. to Oakland ran one winter weekend in 1992 (February 28 - March 1, 1992).

### Freight Rail Service

The CSX mainline between Cumberland and Grafton, West Virginia crosses Garrett County from Bloomington through Deer Park, Mountain Lake Park and Oakland to Hutton. This line which is heavily travelled by through freight trains, also accommodates local freight traffic serving several industrial and commercial facilities in the County.

A second CSX mainline connects with the Cumberland to Grafton mainline near Luke. It runs southwestward into the West Virginia coal territory passing through Garrett County along the North Branch of the Potomac River. Through freight service on this line averages one round trip daily, with local service as necessary to the mines in that area. Currently Mettiki Coal Mine is the only business in Garrett County that is provided freight service from this line. See accompanying map which illustrates the location of these two freight lines through Garrett County.

### **FREIGHT RAIL SERVICE IN WESTERN MARYLAND**



### Air Transportation

One public airport is located in the County: The Garrett County Airport on 200 acres of land that the County owns off Bumble Bee Road northeast of McHenry. While the airport is County-owned, it is operated on a contractual basis with a base operator. This resident operator can arrange for private charter flights to and from the airport. Although scheduled commercial airlines do not currently serve the Garrett County Airport, U.S. Air Express does serve the Cumberland Regional Airport and the Morgantown Airport from the Pittsburgh International Airport.

Originally, the Garrett County Airport was constructed to encourage public use of the recreation resources in the Deep Creek Lake Area. Today, however, the airport assumes a larger role as the County's economy continues to grow. The airport currently has the following facilities:

- One 3,000' runway, a 300' long taxiway and a 250' by 200' apron area
- One County-owned four-unit T-hanger and three corporate hangers which can also accommodate four aircrafts
- 18 aircraft positions in the tie-down area
- An administration building which serves as a combination waiting area and living quarters and office for the fixed base operator

The 1981 Garrett County Airport Master Plan has guided the development of the airport, including the installation of equipment that allows pilots to use instruments that help them land and take-off from the airport. A number of improvements are desirable at the airport to accommodate a slow but steady increase in air traffic and to handle larger corporate aircraft. Replacing the T-hanger with a larger and more modern facility(ies) and improving road access within the airport are examples of needed improvements. However, perhaps no other improvement is as important as gradually lengthening the runway from 3,000' to its planned length of 4,300'.

The following current and long range considerations point to the importance of making gradual improvements to the Garrett County Airport:

- Automobile access to the airport is enhanced with the U.S. 219 interchange on I-68 only 11 road miles north of the airport. Access would also be enhanced when Route 219 is eventually upgraded to four lanes between the Deep Creek Lake Area and Oakland, 15 miles south of the airport
- Developable land exists nearby for industries and other businesses that may be attracted by the availability of an airport, particularly land in the McHenry and Accident areas and along the National Freeway corridor.

## **COMMUNITY FACILITIES AND SERVICES**

Residents of Accident are provided with a variety of community-oriented facilities and services either through Garrett County or Accident itself. These include:

- public water and sewer;
- police, fire and rescue;
- government facilities such as municipal buildings, parks and other recreation areas; and
- health and social services.

In addition, the Town also maintains interest in Garrett County School District decisions affecting educational services to the Town's residents.

### Water Supply

The Town of Accident has had a water system since 1976. It serves all structures within Accident as well as the Accident Elementary School and the Central Garrett Industrial Park outside the town.

The Accident water system consists of 14,000' of 6", 8" and 10" water mains, two wells and pumping stations with a production capacity of some 108,000 gallons per day. The system also has a 265,000 gallon capacity ground storage reservoir tank (the system's design population is 500... about 150 more people than existed in the town in 1990).

The Town of Accident extended its water lines outside the town to serve two important facilities in the 1980's:

- In 1982 when the Accident Elementary School was built along the Accident-Bitteringer Road just outside the Town boundaries, a water line was extended about 600' to service this facility.
- In 1987, a 2,000', eight-inch water line was extended to provide water service to the Central Garrett Industrial Park from the Town of Accident.

### Sewerage

Accident's public sewerage system, like its water system, has been operational since 1976. The Town has recently completed a major inflow/infiltration program, which eliminated significant amounts of extraneous water from the collector system. four additional line segments will be replaced in the spring of 1996 utilizing a 'shiplining' process. These repairs represent a \$150,000.00 investment in the Town's infrastructure system.

Improvements to the sewerage treatment plant are also scheduled in 1995. This project will help reduce the hydraulic overloading at the plant. Upon completion of these activities, the Town expects the sewer moratorium to be lifted or at least modified, depending on the success of the collector system improvements and the new control system at the treatment plant.

### Emergency Management

*Police Protection*--Accident relies on the County Sheriff's Office and the Maryland State Police in Oakland for police protection. The Maryland State Police has 32 officers assigned to Barrack "W" at McHenry. The State Police are mainly responsible for traffic patrolling throughout the County.

The Sheriff's Office in Oakland has a full-time staff of 28 including 15 deputies , 10 conventional officers, two civilians and a sheriff; the Maryland Police Training Commission certifies all officers. Included are two criminal investigators, one drug investigator and one crime prevention officer. The Sheriff's Office handles all police matters except traffic. Besides dealing with prisoners, civil processes and crime investigation, the office receives fire calls for the Oakland, Deer Park and Deep Creek fire companies, is linked with burglar alarm systems for banks and stores, and answers evening and night calls for the Oakland Police Department.

The County Jail in Oakland has a capacity of 44 prisoners. Since the jail is overcrowded at times, plans are underway to expand the jail.

While these two sources of police protection, plus the Maryland Department of Natural Resource Police which patrols Deep Creek Lake and other Natural Resource areas provide valuable services to Accident and the County, the Sheriff's Office has a major responsibility for law enforcement. This task will continue to become more challenging as Accident and Garrett County grow more popular as a place to live, a place to visit and a place to locate new businesses.

*Fire Protection*--The volunteer fire department, located along South Street, provides fire protection. The Accident Fire Company as well as other fire companies throughout the County support themselves by holding carnivals, raffles and fund drives for special equipment. Since operating and maintenance costs exceed income from these sources, the County collects a tax amounting to five cents per \$100 of real estate value and distributes the funds to each of the fire companies. Accident receives about \$27,300 per year. The volunteer fire department is well equipped and adequately provides Accident with fire protection that meets State standards.

*Rescue Squads*--The Northern Garrett County Rescue Squad, which has a base of operations in Accident, Friendsville and Grantsville, is one of two well equipped, well trained and dedicated rescue squads located in Garrett County. Rescue squad crews provide emergency services at the scene of medical emergencies and transport patients who need medical care to hospitals in LaVale, Cumberland or Oakland, Maryland, or Meyersdale Pennsylvania. The rescue squads receive funding from alcohol and tobacco revenues. The two rescue squads are working together to recruit more volunteers to cover the daytime hours for emergency rescue operations in Garrett County. The Accident based rescue squad has five of the 24 paramedics in the Region I area (Garrett and Allegany County). This is a significant number and speaks highly of this squad.

Government Facilities

*Municipal Building*--The current municipal building located along Accident/Friendsville Road just north and west of Main Street houses the Town Hall and the Town's municipal maintenance garage. The facility is considered adequate and there are no plans for expansion. A permanent branch of the Ruth Enlow Library, Garrett County's public library system, is located next to the municipal building.

Accident's residents have access to the former Accident Elementary School which was converted to the Senior Citizen and Community Center in 1987. In addition to providing a focal point for recreation and meals for senior citizens, the center also provides the Town with a facility for community-wide events, including the use of the existing stage area for performances and Town meetings.

*Parks and Recreation*--There are approximately 20 acres of park and recreation land within the Town including Community Park East, Community Park West and the community fishing pond. Both of the community parks have been developed under the auspices of Program Open Space, a popular state-wide program that provides funding to acquire land for parks and develop recreation facilities.

Accident Community Park West is located behind the municipal building along Wood Street. The 14-acre site was opened in 1984 and has the following recreation and support facilities:

- sled riding trails
- picnic tables
- barbecue grills
- playground area
- pavilion with two fire places
- arboretum
- restrooms
- volleyball court

The Accident Community Park East was opened in 1987 and is located along South Street on what was the old elementary school playground. This four-acre park includes a little league/softball field, basketball court, tennis court, regulation horseshoe pitching court, restrooms, play equipment and a parking area. The Town of Accident also owns a two-acre site just north of the park along South Street where the community fishing pond is located. Many residents use this park for fishing or just strolling.

In addition to the municipally owned parks within Accident, local residents also use the Historic Drane House and the outdoor recreation areas associated with the Accident Elementary School. The Accident Elementary School site has a little league/softball field and a playground area on approximately four acres. The Drane House is the oldest structure still standing in Garrett County and, therefore of considerable historic significance. Program Open Space funds were used to restore the Drane House property (approximately four acres).

*Schools*--The Garrett County Board of Education is responsible for the public school system serving Accident. Children from Accident enter Accident Elementary from kindergarten to fifth grade, Northern Middle School from sixth to eighth grade, and Northern High School from ninth to twelfth grade. Table V shows a variety of characteristics associated with the three schools, including enrollment. Obviously, the total enrollment for all these schools includes students from areas other than incorporated Accident.

<b>School</b>	<b>Site (Acres)</b>	<b>Date(s)*</b>	<b>Size (Sq.Ft.)</b>	<b>Grades</b>	<b>Capacity</b>	<b>Enrollment 9/30/92</b>
Accident Elementary	11.93	1982(E)	34,815	k-5	275	292
Northern Middle	19	1978(E)	67,646	6-8	600	475
Northern High	38	1952(E) 1967(A) 1968(A) 1986(A,R)	102,133	9-12	608	507

**SOURCE:** Superintendent's Office, Garrett County Board of Education, April 1993

**NOTES:** \* E - Indicates date building was erected  
A - Indicates date(s) of additions  
R - Indicates date(s) of renovations

### Health Services

The Garrett County Memorial Hospital in Oakland is the closest health facility to Accident. The hospital is a Level II emergency facility offering emergency care 24 hours a day, with physicians experienced in emergency care. The hospital emergency room offers state of the art equipment and is staffed by nursing personnel specifically trained in trauma. Currently (1994), 31 doctors are affiliated with the hospital. The hospital monitors health needs on a continuous basis. A Master Site Development Plan has been prepared to guide the future development of the hospital.

The Garrett County Health Department provides services in three major areas: environmental health, mental health and nursing. Activities in the environmental health field include sanitation inspections of public facilities, water supplies and sewerage systems, the control of insects and rodents and monitoring air pollution. The Department's mental health role includes psychological, alcoholism, drug abuse and youth counselling. Department nurses staff the health clinics, provide school health services, and visit private homes. The Health Department operates from offices and a clinic at the hospital and also staffs health clinics in Friendsville, Grantsville and Kitzmiller on a part-time basis. Accident now has a physician and a dentist that services the community from a town location.

Social Services

The Garrett County Department of Social Services, which has its main office in Oakland, administers a wide range of social service programs. These include child and adult protective services, foster care, adoption, purchase of child day care, services to the elderly, in home aid services, child support enforcement, public welfare grants, food stamps, and medical assistance.

Solid Waste Management

Trash collection is handled by a private collector who hauls the material to a County landfill. Under a 1988 State Law, the County must soon develop plans to recycle 10-15 percent of its solid waste. Accident will be included in these County plans.



# COMPREHENSIVE PLAN

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This chapter is the heart of this Comprehensive Plan. It summarizes the challenges and opportunities that are likely to influence the future development and conservation of Accident. It also features the Plan's overall goal as well as policies that describe the Town's vision for its future. The Plan's recommendations are designed to help implement the goal and policies. The following subject areas are discussed:

- Sensitive Areas
- Future Land Use
- Community Facilities and Services
- Circulation
- Mineral Resources
- Carrying Out The Plan

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## CHALLENGES AND OPPORTUNITIES

Existing conditions in Accident, as described in the previous chapter of this Plan, present specific challenges and opportunities the Town must address in planning for its growth and conservation. This Plan attempts to capitalize on Accident's assets and overcome or mitigate its constraints. This is a logical approach to planning for the future. The following summary reflects the themes most frequently cited by the municipal officials, community leaders and other residents who participated in preparing this Plan.

### Challenges

**Peak Time Traffic Congestion** and associated parking shortages in the Main Street area will remain a concern until an Accident Bypass is constructed for Route 219.

**The Continued Economic Viability of Main Street** after a Route 219 Bypass is built around Accident is a long range challenge the Town residents and business persons must confront.

**More Business Investment**, particularly development of the Central Garrett County Industrial Park, is needed to create additional jobs and enhance local tax revenues.

**Major Sewer System Improvements** now underway must be completed before new residential and business customers can connect to the Town's public sewer system.

**A Resident Deputy Sheriff** is needed now and will become more essential in the future as Accident continues to become a more popular place to live, work and visit.

### Opportunities

**Route 219** provides excellent highway access to Deep Creek Lake and to Washington D.C. and Baltimore via the National Freeway (I-68).

**Regional Attractions** such as Garrett County Airport, Garrett Community College and Frostburg State University are also within convenient driving time of Accident.

**Quality of Life** in Accident is a genuine advantage due to the area's combination of scenic beauty, rural environment and friendly, small town character.

**A Strong Sense of History** and respect for local heritage prevails throughout the Accident area.

**Affordable Housing** in the Town supplies ample choice and opportunity to both prospective homeowners and renters.

The Central Garrett Industrial Park provides significant undeveloped industrial land that is well-served by public utilities.

Excellent Recreation Facilities at Accident Community Park East, Accident Community Park West, the community pond and the nearby Accident Elementary School offer Town residents a wide variety of recreation opportunities.

## **THE PLAN'S OVERALL GOAL AND POLICIES FOR DEVELOPMENT AND CONSERVATION**

Accident is an example of the settlement pattern that first shaped development in Garrett County: a rural village that served as a marketplace and population center for the surrounding countryside. The major underlying aim of this Comprehensive Plan is to maintain the environmental resources and man-made amenities that make Accident the attractive location it remains today. Local officials and other residents are committed to ensuring that future change in Accident will enhance, rather than detract from, their Town. This Comprehensive Plan, the Town's land use regulations and future actions to expand community facilities and services should each aim to accommodate desirable levels of growth in appropriate locations without compromising Accident's unique character and heritage.

This Comprehensive Plan update reaffirms the overall goal of the 1988 Accident Comprehensive Plan: *"To create a healthy, attractive and pleasant living environment for its residents"*.

The following policies, which reflect the overall goal describe this Plan's vision for the future of Accident. Subsequent sections of this Plan contain recommendations that suggest the best ways to achieve these policies. Both policies and recommendations are described in the following five subject areas:

- Sensitive Areas Plan
- Future Land Use Plan
- Community Services and Facilities Plan
- Circulation Plan
- Mineral Resources Plan

### Sensitive Area Policies

- Avoid development that will be harmful to sensitive natural areas such as stream corridors, 100-year floodplains, rare wildlife habitat and steep slopes, among others.
- Conserve woodlands, productive farmlands and other natural features that contribute to the rural environment of the Accident area.

- Ensure Town land use regulations facilitate, rather than discourage, preservation of scenic, historic and cultural resources.
- Ensure permanent open space is established in conjunction with future land development, wherever feasible.

#### Future Land Use Policies

- Concentrate future growth within or immediately adjacent to existing developed areas, in conformance with Garrett County's land use policy.
- Facilitate residential and non-residential development that will help maintain the viability of the Main Street corridor.
- Increase housing opportunities by continuing to encourage housing rehabilitation and providing land for a variety of new affordable housing types at various densities.
- Continue to cooperate with the Garrett County Development Corporation in developing Central Garrett Industrial Park.
- Recognize development opportunities presented by Accident's proximity to Deep Creek Lake and other aspects of Garrett County's tourism industry.

#### Community Facilities and Services Policies

- Expand existing public sewer and water service, as needed, to support and facilitate future development consistent with the Town's Comprehensive Plan
- Ensure other municipal-related functions such as police, fire, library and parks and recreation services remain adequate in view of growing demands.
- Cooperate with regional health providers and social service providers to help ensure Accident residents remain adequately served.
- Look for opportunities to improve the cost effectiveness of public services by cooperating with neighboring localities wherever feasible.
- Assist Garrett County, where appropriate, in developing plans to implement mandatory recycling in Accident.

- Continue to participate in Garrett County Board of Education decisions that affect the greater Accident area, such as those involving the nearby Accident Elementary School, among others.

#### Circulation Policies

- Continue to work for implementation of the Route 219 Bypass around Accident, preferably following the proposed western route.
- Work to alleviate local safety concerns, such as improper road alignments, inappropriate speed limits and hazardous access points onto Route 219 (Main Street).
- Continue to establish priorities among routine road maintenance demands.
- Continue to support the Garrett Transit Service's "People Mover Program", which provides paratransit services to Accident residents, among others.
- Work to ensure sidewalks are constructed where needed throughout the Town, starting in business areas.

#### Mineral Resources Policies

- Recognize that, with the exception of natural gas development, mineral extraction is unlikely to have an impact on the future growth and conservation of Accident.

The remainder of this chapter describes recommended ways to achieve these policies. This description is done through five Plans which collectively represent Accident's Comprehensive Plan.

- Sensitive Areas Plan
- Land Use Plan
- Community Facilities and Services Plan
- Circulation Plan
- Mineral Resources Plan

## **SENSITIVE AREAS PLAN**

The Maryland Economic Growth, Resource Protection and Planning Act of 1992 contains guidelines for counties and municipalities to consider in formulating local policies to protect the following four types of sensitive areas:

- Streams and their buffers
- 100-year floodplains
- Habitats of rare, threatened and endangered species
- Steep slopes

Under the Act, local jurisdictions may also adopt policies to protect other kinds of sensitive areas, such as historic properties, among others. This section describes Accident's plans to help preserve each of the above-named sensitive areas that exist in the Town.

### Streams and Their Buffers

South Branch of the Bear Creek flows in and around the Accident area. Steeply sloped, undevelopable lands adjacent to parts of local waterways afford the only existing protection to the Accident area's vegetative stream buffers. The Town desires to protect stream buffers because they help protect water quality and provide wildlife habitat. Accident will take the following actions to help preserve these important natural areas:

- Continue enforcing the Garrett County Erosion Control and Grading Ordinance.
- Continue enforcing the Town's floodplain regulations, which restrict development within designated floodplain area.
- Consider adopting regulations that prohibit construction and other soil disturbance within 25-foot corridors measured from either side of the stream banks.
- Designate the South Branch of the Bear Creek corridor within Accident as a recreation and open space area on the Town's future land use plan (see Land Use Plan section of this document).

### 100-Year Floodplains

100-year floodplains exist in Accident along the South Branch of the Bear Creek. The Town recognizes the need to restrict development in floodplains to reduce potential flood damage and to preserve open space corridors. Accident's floodplain regulations are consistent with the State's model ordinance. The Town will continue to enforce these regulations and has designated a recreation and open space area along the South Branch of the Bear Creek, as noted above. These actions will directly assist in conserving the 100-year floodplain in these areas.

### Habitats of Rare, Threatened and Endangered Species

Neither the State nor Federal inventory of rare, threatened or endangered species habitats lists such areas within or near Accident. The Town will consider actions to help protect these sites if any are identified in the future.

### Steep Slopes

Steep slopes in Accident are almost entirely limited to the South Branch of the Bear Creek corridor. The Town should, however, amend its zoning ordinance to adopt the Garrett County policy of restricting development on slopes of 30% or greater. This will help prevent erosion and potential degradation of water quality in the South Branch of the Bear Creek.

### Historic Resources

Accident is committed to preserving remnants of its unique heritage. The Town has acquired and restored the Drane House, a National Register historic site which is now open to the public. Accident will remain open to the possibility of undertaking similar projects in the future, particularly if these projects have the potential to increase tourism (and hence economic development) in the Town. Accident should also consider establishing a Town museum at the Accident branch library, among other potential locations.

## **LAND USE PLAN**

The Garrett County Comprehensive Plan identifies policies for the development and conservation of three types of areas:

- Rural Areas
- Growth Areas
- Sensitive Areas

These areas, and the proposed future land use categories within each area, represent Garrett County's commitment to accommodating growth while conserving the region's rural and natural heritage. The County's future land use scheme is also compatible with the vision statements contained in the Maryland Planning Act of 1992 about providing land for development and preserving the environment. The Garrett County Comprehensive Plan considers Accident a Growth Area. The County views the Town as the major location in the Bear Creek Drainage Basin to which people and businesses are likely to migrate in the foreseeable future. The Land Use Plan proposed in this section is consistent with the Garrett County Land Use Plan for the Bear Creek Drainage Basin.

The Land Use Plan is a general, conceptual guide for the future growth and conservation of Accident. It is not intended to set fixed boundaries or govern the specific details of land development on individual parcels, especially in an established community like Accident where mixed uses proliferate. Major considerations behind the Land Use Plan include the following, among others:

- Accident's regional location
- Existing land use and circulation patterns
- The proposed Route 219 Bypass around Accident
- Land needed to continue providing for a variety of housing types and densities
- Commercial potential along the Route 219 corridor
- Prime farmlands adjacent to Town boundaries
- Available land in the Central Garrett Industrial Park
- Sensitive natural features along the South Branch of the Bear Creek
- Existing parks and historic amenities

The Land Use Plan describes policies for residential and non-residential areas. The Town of Accident requires that all homes and businesses be served by public water and sewerage facilities. See the accompanying comprehensive plan map for the proposed boundaries of each land use category.

### Residential Areas

The Comprehensive Plan designates three areas to provide for a variety of housing types and densities.

*Rural Development* would accommodate single-family detached homes that are compatible with an agricultural environment. Densities of up to 1 home per acre would be appropriate in this part of the Town, which is largely undeveloped. Conserving the prime agricultural soils in this area of Accident will help maintain farming, protect open space and reserve undeveloped land for future growth. Low density growth in the Rural Development area will also be most compatible with the agrarian nature of the land adjoining this area just beyond the Town's corporate limits.

*Suburban Residential* areas would accommodate single-family detached homes and twin homes in a suburban setting. Minimum lot size of 20,000 square feet for single-family homes and 12,500 square feet per unit for twin homes are recommended. This planning area will help ensure that open space is incorporated into future development by accommodating only lower density single-family residential development. It will also provide land for larger homes and allow flexibility in placement of homes on lots. The suburban residential areas attempt to balance the desire to avoid inappropriate high density development and the desire for more efficient use of the land, compatible with current residential preferences.

*Town Residential* would provide land for single-family detached homes on minimum 10,000 square foot lots, twin home units on minimum 9,000 square foot lots, townhouses and apartments at a minimum of 4,000 square feet per unit. The Town Residential area will provide area for strictly residential development, yet one that is convenient to services provided in Accident's Town Center.

**Note:** This Plan endorses the concept of cluster style development, under which higher densities and smaller lots may be allowed in residential areas in exchange for substantial common open space instead of traditional subdivision layout where the entire tract is devoted to house lots and streets. Accident's zoning regulations can specify how much density can be increased and how much lot sizes can be reduced under cluster development.

#### Mixed Use and Non-Residential Areas

The Plan designates three land use categories intended for either mixed use or non-residential development.







*Town Center* is an area where single-family detached homes and twin home units would each be provided on minimum 5,000 square foot lots. Townhouses and apartments would be permitted at a minimum of at least 3,600 square feet per unit. Retail, service, office and other appropriate non-residential uses would also be directed to the Town Center for the purpose of perpetuating this area as Accident's "business district".

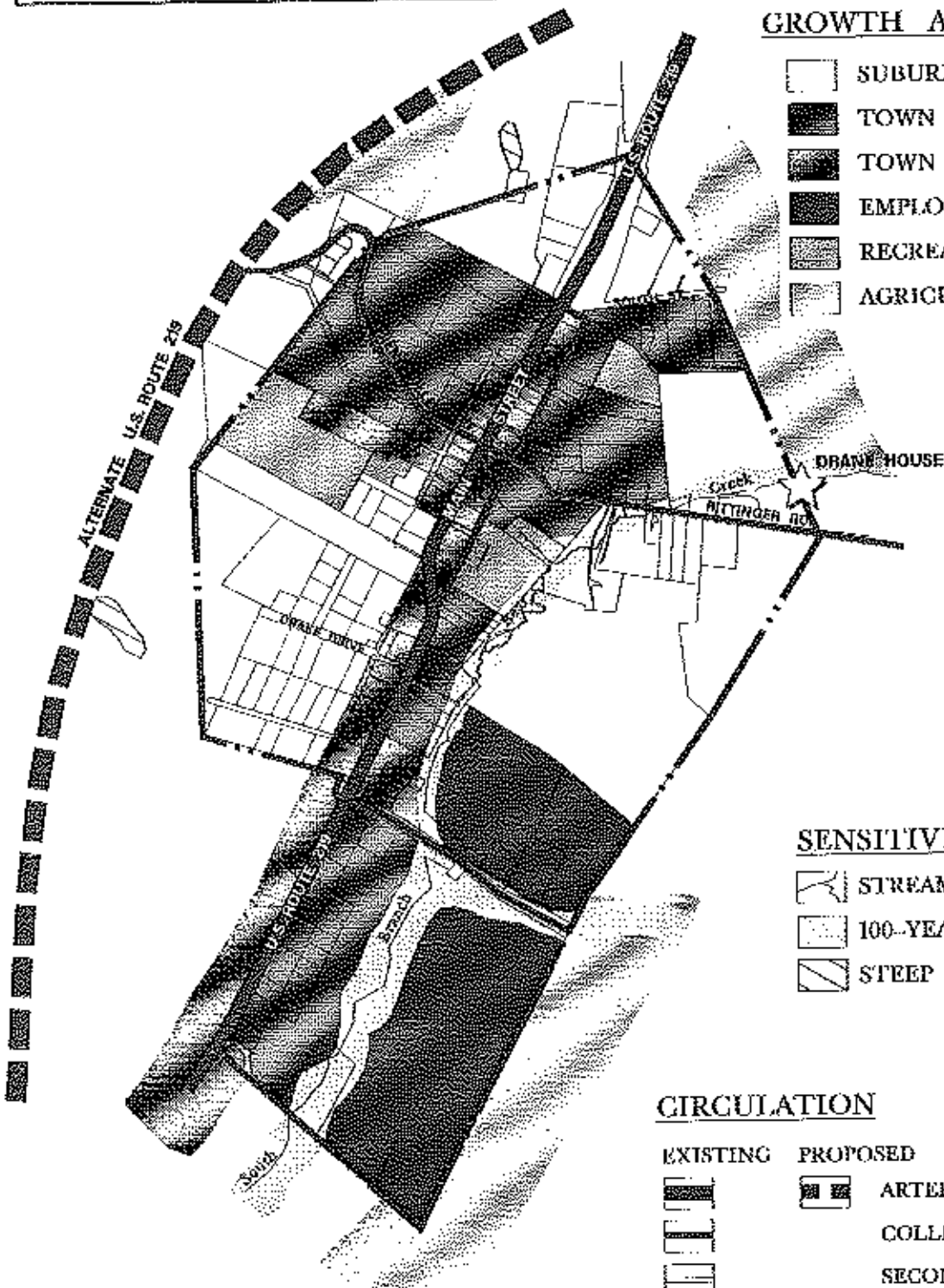
The mixed use growth provided for in this area recognizes the existing pattern of development along the Main Street corridor and will encourage the diverse investment required to keep this area economically viable. Available sites within the Town Center should be sufficient to meet Accident's commercial needs into the foreseeable future. New development on vacant land and redevelopment of underutilized parcels in this area should prevent the need for commercial land uses to spread into other, residentially-oriented sectors of the Town.

*Employment Center* is a large area in the southeastern sector of the Town designed to attract environmentally responsible industry and other forms of economic development that will create jobs and enhance local property tax revenues. The Employment Center includes the partially developed, 65-acre Central Garrett Industrial Park which has vacant land, is served by public water and sewerage, and features direct access road to Route 219. Accident will continue to cooperate with the Garrett County Development Corporation, the Tri-County Council for Western Maryland, Inc. and other economic development organizations in an attempt to target grants, loans and other incentives to prospective investors in this area of the Town.




# COMPREHENSIVE PLAN

## GROWTH AREAS







-  SUBURBAN RESIDENTIAL
-  TOWN RESIDENTIAL
-  TOWN CENTER
-  EMPLOYMENT CENTER
-  RECREATION & OPEN SPACE
-  AGRICULTURAL RESOURCE AREAS



## SENSITIVE AREAS

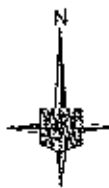
-  STREAMS
-  100-YEAR FLOODPLAIN
-  STEEP SLOPES OVER 30%

## CIRCULATION

- | EXISTING  | PROPOSED  |  |
|---|---|--|
|  |  | ARTERIALS                              |
|  |  | COLLECTORS                             |
|  |  | SECONDARY STREETS<br>(ALL OTHER ROADS) |

## Accident Comprehensive Plan Garrett County, Maryland

### ACCIDENT PLANNING COMMISSION



The preparation of this map was funded in part by a grant from the Appalachian Regional Commission as administered by the Maryland Office of Planning and the Local Transportation Assistance Program as administered by the Maryland Department of Transportation.



URBAN RESEARCH  
& DEVELOPMENT  
CORPORATION  
Bethesda, Maryland

**LDR**  
International  
College Park, Maryland



DATA CHROMATICS, INC.

*Recreation and Open Space* is a land use category that recognizes Accident's existing public properties, including the Community Park West, the Community Park East, the community fishing pond and the historic Drane House. The Recreation and Open Space area also includes all land within Accident adjacent to the South Branch of the Bear Run and its tributaries. The Town will continue to promote environmental conservation along this corridor, which includes both public and privately held property. Development of this area would be very difficult and is not advisable because of existing steep slopes, floodplains and other sensitive natural features. Permanent open space in this location will also provide a physical buffer between the Employment Center area and other adjacent uses.

### Potential Annexation Area

The Town of Accident currently does not have any formal plans for annexing any adjoining lands although there is a potential for future expansion on the east side of Town. Since water and sewerage service has been extended out to the Accident Elementary school east of Town, this would be the most logical candidate for future expansion.

## **COMMUNITY FACILITIES AND SERVICES PLAN**

Accident is committed to providing essential municipal facilities and services to its residents in a cost effective manner. The Town will also continue to cooperate with other entities that provide services to Accident residents such as Garrett County and the Garrett County Board of Education, among many others. The Community Facilities and Services Plan describes the Town's intentions in each of the following areas:

- Public Water
- Public Sewerage
- Storm Drainage
- Emergency Management
- Government Facilities
- Recreation and Open Space
- Schools
- Health Services
- Social services
- Solid Waste Management

### Public Water

Accident's public water system serves all residents and businesses in the Town. The system has been operating since 1976 and was extended twice during the 1980's, to serve the Accident Elementary School and the Central Garrett Industrial Park. The Town has no immediate plans to further enhance its water system, which is designed to serve about 40% more connections than are currently served by the system. The 1992 Garrett County Comprehensive Water and Sewerage Plan does not include any improvements for the Accident water system among its immediate, 5-year or 10-year priorities for water development.

### Public Sewerage

Accident's public sewerage system, like its water system, has been operational since 1976. The Town has recently completed a major inflow/infiltration program, which eliminated significant amounts of extraneous water from the collector system. Four additional line segments will be replaced in the spring of 1996 utilizing a 'sliplining' process. These repairs represent a \$150,000.00 investment in the Town's infrastructure system.

Improvements to the sewage treatment plant are also scheduled in 1995. This project will help reduce the hydraulic overloading at the plant. Upon completion of these activities, the Town expects the sewer moratorium to be lifted or at least modified, depending on the success of the collector system improvements and the new control system at the treatment plant.

### Storm Drainage

Accident's existing storm drainage system is old, undersized and limited in its service area. A separate storm drainage system is needed, in accordance with the 1987 study undertaken by Garrett County's stormwater engineer and Town employees and officials.

### Emergency Management

This Plan refers to police, fire and rescue services as emergency management.

### *Police Protection*

The Garrett County Sheriff's Office and the Maryland State Police now provide police protection to Accident. These two entities perform their duties well; Accident will continue to renew its cooperative agreements with both the County Sheriff's Department and the State Police. At the same time, the Town will continue trying to replace the resident deputy sheriff it lost in the 1980's.

### *Fire Protection*

The Town plans on the Accident Volunteer Fire Company continuing to provide fire protection to Accident residents and businesses.

### *Rescue Service*

The Town will continue to rely on the Northern Garrett County Rescue Squad for its emergency rescue needs. One of the squad's three bases of operation is located in Accident at the volunteer fire company station.

### Government Facilities

Accident's current municipal building contains both the Town Hall and the municipal maintenance garage. These facilities are considered adequate for municipal government needs into the foreseeable future.

### Recreation and Open Space

The Community Park East, Community Park West and Community Fishing Pond provide an adequate level of active and passive recreation opportunities to Accident residents. Accident will continue to maintain and improve these properties. The historic Drane House, the branch of the Ruth Enlow Library adjacent to the municipal building and the Accident Senior Citizen and Community Center are also important leisure assets. Local officials and other interested parties are now considering alternative sites for a potential Town museum, including constructing an addition to the library to accommodate it.

Garrett County adopted a Land Preservation & Recreation Plan in November of 1993. The Plan analyzes regional recreation trends and needs and incorporates many of Maryland's new policies designed to a) encourage the protection of our natural and open space resources and b) further the acquisition and development of recreation areas. With regard to Garrett's municipalities, the Plan emphasizes the need for close-to-home recreation facilities, such as community and neighborhood parks. The Plan also identifies the need for year-round recreation facilities.

### Schools

Accident students attend Garrett County Board of Education facilities, including the Accident Elementary School just outside of Town limits. The Town will continue trying to make this elementary school a more integral part of its community life. A sidewalk along Accident Bittering Road would make the site more accessible to pedestrians. Development of publicly-accessible recreation facilities at the school also needs to be promoted. Accident

will continue cooperating with the Garrett County School District to address enrollment/capacity problems at the school. The Accident Elementary School is currently serving a student population that exceeds the building's design capacity.

### Health Services

The Garrett County Memorial Hospital in Oakland will continue to serve Accident's emergency medical care needs. The Garrett County Health Department will continue providing environmental health, mental health and nursing services. Accident now has a physician, and a dentist located within the Town but still needs a convenient pharmacy.

### Social Services

The Garrett County Department of Social Services will continue to provide a wide range of social services to residents of Accident, including public welfare, food stamps and several other forms of assistance to children, adults and the elderly throughout Garrett County.

### Solid Waste Management

Accident will continue to contract with a private solid waste disposal firm to collect trash from Town residents and businesses and dispose of it in a County landfill. Accident will also cooperate with Garrett County in helping to implement a 1988 State-imposed mandate to begin recycling 10 to 15% of all solid waste in the County.

## **CIRCULATION PLAN**

Accident's street and highway network should provide for safe and efficient movement of people and goods. This network should help bring Accident closer to other portions of Garrett County and the surrounding area where opportunities exist for employment, services, cultural and recreational resources. Within the Town, streets should facilitate internal movement of both vehicles and people while recognizing that businesses and others need easy access to and from their properties. The background information contained in this Plan describes the grid pattern street and highway system in Accident, which features U.S. 219 (Main Street) running north to south through the center of Town, bisected by MD 52 in an east-west direction.

### Functional Classification

Streets and highways in and around Accident serve different roles in carrying traffic. Some routes carry higher speed through traffic and others provide access to and from local neighborhoods. Each traffic route in Accident has been classified into one of the following four categories based on its primary function: Arterials, Major Collectors, Minor Collectors and Secondary Streets. The functional classification of streets and highways has important implications. Rights of way should be wider, speed limits higher and access more limited on roads designed to carry higher traffic volumes. The four functional classifications and examples of each category are described below and illustrated on the Comprehensive Plan map.

#### *Arterials*

Arterials carry large volumes of traffic and higher speeds to and from the freeway system, major shopping areas and regional employment centers. Where possible, access to arterials is controlled to allow safe and efficient through traffic movement. Development along arterials should be carefully planned to avoid potentially dangerous conflicts between vehicles traveling at higher speeds and traffic entering or exiting these highways.

U.S. Route 219 just north and south of Town is the only arterial in the Accident area. This two lane highway passes directly through Accident and provides an important north-south route to Deep Creek Lake, the National Freeway and the Pennsylvania Turnpike.

#### *Major Collectors*

Major collectors carry relatively high volumes of traffic to arterials or freeways. Major collectors also provide access to employment centers in Town such as the business district and industrial park. That portion of U.S. Route 219 within Town limits (Main Street) is the only major collector identified in this Plan.

#### *Minor Collectors*

Minor collectors assist with circulation both within Town and on an area-wide basis by providing a system of internal access within the Town; they receive traffic from secondary streets and distribute it to the major collector and arterial system. Minor collectors can also serve as the internal circulation system for intensive land developments such as apartments, shopping centers and industrial parks. Seven minor collectors are identified in this Plan:

- Accident-Friendsville Road
- Bretheran Church Road
- Accident-Bittinger Road
- South Street
- Pud Miller Road
- Aiken-Miller Road
- Hickory-Ridge Road

**Secondary Streets**

Secondary streets provide direct access, usually at low speeds, to homes and other abutting properties. Secondary streets also carry traffic from local neighborhoods to the collector system. All streets in Accident not identified as belonging to one of the other three functional classifications described above are considered Secondary Streets.

**Design Standards**

The design standards described in the following table should be used in constructing new streets and, wherever possible, in street improvement projects within Accident.

<b>TABLE VI STREET DESIGN STANDARDS BY FUNCTIONAL CLASSIFICATION ACCIDENT, MARYLAND</b>				
	Secondary	Minor Collector	Major Collector	Arterial
Jurisdiction	Town	Town or County	State	State
Right-of-Way (feet)	50	60	80	200
Number of Lanes	2	2	2-4	2-4
Paving (feet)	30	36	40-48	48 minimum
Parking	One Side	One or Both Sides	Discouraged prohibition desirable	Not Permitted
Access	Unrestricted	Unrestricted	Driveway access minimized and controlled	Street intersections limited and driveway access minimized and controlled

Accident's subdivision and land development ordinance currently requires a 50' right-of-way width for all new roads. The subdivision ordinance should be amended to allow some flexibility for developers who wish to develop narrower roads as part of an environmentally sensitive design aimed at maintaining the area's small town character. Sidewalk design standards should also be included to accommodate pedestrian circulation.

**Proposed Circulation Improvements**

While the roads in Accident are generally considered to be in good condition, some improvement needs have been identified for State and local roads.

### *State Highway Improvements*

The Maryland State Highway Administration (SHA) recommended that a bypass be constructed for U.S. Route 219 around Accident in their ongoing Highway Needs Inventory and in a US 219 corridor study that SHA conducted in 1989. These recommendations were based on the need to alleviate traffic congestion and potentially hazardous situations that occur along US 219 through Accident due to on-street parking, two horizontal curves and several vertical curves. There are also many entrances and substantial pedestrian activity within Accident which poses a concern. While widening the existing road alignment would displace many residences and businesses, a by-pass would have a much less impact on the Town.

This Plan endorses the proposed bypass and concurs with the Garrett County Comprehensive Plan in supporting the proposed western alignment over an alternative that would carry the bypass around the eastern side of Town. The western alignment is more compatible with Accident's existing land use pattern and longer range planning goals because it would have less impact on the Town's proposed long range growth area. It would also better facilitate traffic circulation and involve less disruption of the areas natural environment. The Town looks forward to completion of the Route 219 Bypass to relieve traffic congestion and parking problems on Main Street, particularly during the spring through fall tourist season. The Town should become more involved in the design and development process as the by-pass becomes more of a reality. The following paragraphs describe a comparison of the two alternatives.

### ALTERNATIVE ALIGNMENTS FOR THE PROPOSED ACCIDENT BYPASS

URDC objectively compared two alternative alignments for the proposed Accident Bypass: Alternative One - the Eastern Alignment and Alternative Two - the Western Alignment.

Alternative One is located on the east side of Accident. It starts approximately 1,300' south of the Bear Creek Branch and ends on the north of the town approximately 400' north of Pud Miller Road. Alternative Two is located west of Accident. It starts approximately 1,300' south of Aiken Miller Road and ends on the north side of town approximately 1,700' north of Pud Miller Road.

### Summary Conclusion

URDC's analysis concludes that Alternative Two is more compatible with existing and future land uses in the Accident area and less likely to disturb the region's scenic and natural environment.

### Approach

URDC has evaluated the two alternative alignments according to the following criteria:

- Environmental Considerations
- Visual Influence on the Landscape
- Traffic and Circulation
- Compatibility With Existing and Future Land Uses

URDC's evaluation is based on extensive review of the U.S. Route 219 Corridor Study, previous Town of Accident comprehensive plans and U. S. Geological Survey maps. URDC also closely examined field conditions along each proposed alignment.

### Analysis

The table on the following page ranks each alignment alternative for the proposed Accident Bypass according to several aspects of the criteria identified above. Ranking is on a 1 to 5 scale. A score of 1 indicates a potentially strong negative impact; a score of 5 suggests a strong positive impact. All criteria are weighted equally for the purposes of this analysis.

### Conclusions and Comparisons

Although each of the two alternative routes has certain strengths and weaknesses, our analysis indicates that Alternative Two (western alignment) presents the best overall opportunity for by-passing the Town of Accident. According to the following table, Alternative Two outranks Alternative One in all the major criteria. The following paragraphs summarize these findings.

*Environmental Considerations*--While Alternative Two would potentially disrupt more steep slopes, Alternative One crosses over three tributaries of the South Branch of Bear Creek--posing more of an environmental concern because some of the tributaries have wetlands and other wet soils. The environmental risks and the potential degree and cost of mitigation involved in constructing the by-pass in this area are of much greater concern than Alternative One.

*Visual Influence on the Landscape*--Alternative Two presents less of a visual presence and its potential views of the pastoral Accident Valley would contribute to the scenic quality of U.S. Route 219. This alternative meanders through clumps of wooded areas along the Hickory Ridge overlooking the Accident Valley while not intruding upon it. Alternative One is located in closer proximity to the town and would be more of a visual disruption of the town.

*Traffic and Circulation*--Alternative Two scored slightly higher than Alternative One with regard to traffic and circulation. According to the Maryland State Highway Administration's U.S. Route 219 Corridor Study, Alternative One would intersect with two local roads and would involve cul-de-sacing existing U.S. Route 219 south of Aiken Miller Road. This compares to Alternative Two intersecting with one local road (Accident-Friendsville road) and resulting in one local road becoming a cul-de-sac. Alternative One would be slightly more accessible to and from Accident's downtown area, since Alternative Two would intersect with one local road rather than two. Like Alternative One, Alternative two would provide for more free flowing and unimpeded traffic flow. However, Alternative one would give the much needed access to the Accident-Friendsville road.

*Compatibility with Existing and Future Land Uses*--Alternative two is least likely to have a negative impact on existing land uses as well as potential future land uses within its viewshed. The vast majority of this alternative does not conflict with any existing land uses except for some scattered farm areas and some houses that would need to be displaced along the northern portion of the bypass. Furthermore, the land adjacent to where the route alignment is less susceptible to development than the land adjacent to alternative one. Alternative One, on the other hand, would pass through and be adjacent to several farming areas including agricultural preservation areas, the historic Drane House, Accident Elementary School, and the Central Garrett Industrial Park. Alternative One would present itself as a visual and sound disruption to these areas and any future residential development that is likely to occur in these areas.

**TABLE VII  
ANALYSIS OF ACCIDENT BYPASS - 1994  
ACCIDENT, MARYLAND**

CRITERIA	ALTERNATIVE 1 "EASTERN ALIGNMENT"	ALTERNATIVE 2 "WESTERN ALIGNMENT"
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
<i>Relates to which of the two alternatives would least likely have a negative impact on any of the following existing natural areas:</i>		
• Waterways	2	5
• 100-Year Floodplain	2	5
• Steep Slopes	4	2
• Habitats of Rare, Threatened and Endangered Species	5	5
• Woodlands	4	3
• Other Unique Natural Areas such as High Water Table, Hydric and Alluvial Soils	3	5
Subtotal	20	25

<b>VISUAL INFLUENCE ON THE LANDSCAPE</b>		
<i>Relates to which of the two alternatives would least likely have a negative impact and/or are most likely to enhance the following viewsheds:</i>		
• U.S. Route 219 Scenic Corridor	3	4
• Pastoral Landscape of Accident	1	4
Subtotal	4	8
<b>TRAFFIC AND CIRCULATION</b>		
<i>Relates to which of the two alternatives would least likely have a negative impact and/or are most likely to enhance the following local transportation concerns:</i>		
• Existing Roads	2	3
• Accessibility to and from Accident	4	3
• Safe and Free-Flowing Movement Along U.S. Route 219	3	4
Subtotal	9	10
<b>COMPATIBILITY WITH EXISTING AND FUTURE LAND USES</b>		
<i>Relates to which of the two alternatives would least likely have a negative impact and/or are most likely to enhance or be compatible with the following types of existing and potential land uses:</i>		
• Residential Areas	2	3
• Commercial Businesses	5	5
• Industries	2	4
• Schools and Other Institutions	2	5
• Agricultural Lands	1	4
• Agricultural Preservation Areas (Agricultural Easements and Agricultural Preservation Districts)	1	5
• Historic Sites	2	5
• Recreation Areas	5	5
Subtotal	20	36
<b>TOTAL</b>	<b>53</b>	<b>79</b>

The proposed bypass will have a significant impact on the future of Accident. Accident should develop a plan for retaining the economic viability of the Town once the by-pass has been constructed. This plan should address strategies for attracting people into the Town including the treatment of key entryways into the Town.

### *Local Road Improvements*

The following improvements were identified for local roads within Accident:

- A new minor collector street should be constructed between U. S. Route 219 and Bretheran Church Road. This collector street would utilize the existing Central Garrett Industrial Park access road and provide additional access to the Park from the east.
- The Town should continue its program of street improvements, including pavement widening, curbs, gutters and storm sewers. Priority should be focused on major and minor collector streets. The Town should also require these same new improvements before accepting dedication of new streets from developers.
- Sidewalks need to be constructed on all streets in the business section of Accident that need them and along all streets that lead to schools, parks and shopping centers. In the longer range, all residential streets should also have sidewalks to increase pedestrian safety in neighborhoods.

### **MINERAL RESOURCES PLAN**

Maryland's Article 66B requires that all comprehensive plans include a mineral resources element. Accident's 1988 Comprehensive Development Plan concluded that mineral extraction within the Town will not have an impact on the future community development or conservation. The 1988 Plan considered existing mineral resources in the area, environmental conditions and current and proposed land use patterns in reaching this conclusion.

The only mineral extraction in Accident involves subsurface natural gas fields and natural gas wells currently being tapped by a private natural gas supply company. Other mineral extraction continues to be limited by environmental constraints, existing development and the presence of ample resources, such as coal, elsewhere in northwestern Garrett County. The Town does not expect mineral resource exploration or extraction to become an important planning concern in Accident.

### **CARRYING OUT THE PLAN**

This updated Comprehensive Plan contains the policies Accident will use to guide its future development and conservation. The Plan should influence all public sector decisions concerning land use and public improvements. Additionally, residents of Accident should become familiar with the Plan, as their support will be necessary to carry it out. The Plan is not a legal document; certain regulatory and administrative actions will be required to implement the Plan. These actions are described below.

### Zoning Ordinance

A zoning ordinance is a legal tool to regulate the use of land. Its regulations apply to:

- permitted use of land
- the height and bulk of structures
- percentage of a lot that may be occupied, and
- the density of development.

A zoning ordinance contains a map which delineates zoning districts. It also includes text which sets forth the regulations that apply in each district and general information about administering the ordinance. Accident has an adopted zoning ordinance but it should be revised to reflect existing conditions and conform with the policies endorsed in this Comprehensive Plan. It should be used as a means to preserve the unique small town character and heritage of Accident. The zoning ordinance should be a major means of carrying out this Comprehensive Plan, particularly future land use policies.

### Subdivision Regulations

Subdivision regulations can be a very effective way of controlling the layout of streets, lots and infrastructure, such as utilities, curbs and sidewalks. The objectives of subdivision ordinances are to:

- coordinate street patterns
- assure adequate infrastructure is provided
- facilitate safe, efficient traffic flow
- provide good design standards that will promote environmental conservation

Accident's existing subdivision ordinance, like its zoning ordinance, should be updated to reflect current conditions and the policies of this Comprehensive Plan. The subdivision and land development ordinance like the zoning ordinance should be used as a means for preserving the unique small town character and heritage of Accident.

### Capital Improvement Programming

Accident should enhance its practice of undertaking improvements to parks, streets, storm-water systems and other major physical facilities. These capital improvements, which involve the expenditure of funds over and above those needed for normal operations and maintenance, should be prioritized over a five year period in the form of a capital improvements program which is recommended to the Town Council.

A capital improvements program has many benefits:

- It helps assure projects are based on ability to pay and on a schedule of priorities determined in advance.
- It helps assure capital improvements are viewed comprehensively.
- It promotes financial stability by scheduling projects at proper intervals.
- It facilitates proper allocation of community resources.

The Town should annually update its capital improvements program and annual capital budget once these are established. The following are examples of the kinds of projects that could be financed in part with capital improvement funds:

- park improvements
- library improvements
- selected road widening and road reconstruction projects
- sewage treatment and water purification improvements, and
- a future site for a Town Museum.

#### Role of the Planning Commission

The Accident Town Planning Commission has a lead role in assuring that this Comprehensive plan is followed and updated as needed. The planning commission should periodically review the Plan in accordance with Article 66B and recommend any changes to reflect current conditions and changing priorities.

#### Role of the Town Council

The Accident Town Council will also play a vital role in implementing this Comprehensive Plan. The Town Council has the final decision on any action that requires an ordinance or expenditure of funds. The Town Council should maintain a relationship of trust and confidence with the Town Planning Commission. The two entities should continually keep one another informed of important planning related matters in the Town.

#### Regional Cooperation

The Garrett County School Board, Garrett County Commissioners, Garrett County Planning Commission and Maryland State Highway Administration System, Maryland Department of Natural Resources and the Maryland Office of Planning are among the many outside entities whose decisions affect Accident. The Town will continue to cooperate with all regional, county, and state organizations who have a role in the future development and conservation of the area in and around Accident.

## APPENDIX A SOIL CHARACTERISTICS IN THE ACCIDENT AREA

<u>Soil Type</u>	<u>Drainage Characteristics</u>	<u>Septic Tank</u>	<u>Building Construction</u>	<u>Road Construction</u>	<u>Corrosion Steel Pipes</u>	<u>Potential Concrete Pipes</u>	<u>Agriculture</u>
Clymer Loam (12)	Deep, well drained	Suitable	Suitable	Suitable	Low	High	Prime
Cockport Silt Loam (15)	Wet	Unsuitable	Doubtful	Suitable	Moderate	High	Fair
Nolo Loam (17)	Wet	Unsuitable	Unsuitable	Unsuitable	Moderate	Moderate	Fair
Gilpin Silt Loam (20)	Septic systems fail after use	Doubtful	Suitable	Suitable	Moderate	Moderate	Good
DeKalb Stony Loam (21)	Rocky	Doubtful	Suitable	Suitable	Low	High	Poor
Calvin Silt Loam (30)	Septic systems fail after use	Doubtful	Suitable	Suitable	Moderate	Moderate	Good
Ungers Loam (33)	Deep, well drained	Suitable	Suitable	Suitable	Low	High	Prime
Ernest Silt Loam (45)	Moderately wet	Unsuitable	Doubtful	Doubtful	Moderate	High	Fair
Stony Alluvial Soils (54)	Flood plain	Unsuitable	Unsuitable	Unsuitable	Moderate	High	Poor
Cavode Silt Loam (56)	Wet	Unsuitable	Unsuitable	Doubtful	High	High	Poor
Armagh Silt Loam (57)	Wet	Unsuitable	Unsuitable	Unsuitable	High	High	Poor
Ernest Stony Loam (66)	Moderately wet	Unsuitable	Doubtful	Doubtful	Moderate	High	Poor
DeKalb Loam (110)	Shallow	Doubtful	Suitable	Suitable	Low	High	Fair
DeKalb Stony Loam (111)	Shallow and stony	Unsuitable	Suitable	Suitable	Low	High	Poor
Lehew-DeKalb Stony Loam (131)	Shallow and stony	Unsuitable	Suitable	Suitable	Low	High	Poor
Atkins Silt Loam (157)	Wet	Unsuitable	Unsuitable	Unsuitable	Moderate	Moderate	Poor
Manch Silt Loam (163)	Deep, well drained	Suitable	Suitable	Suitable	Moderate	Moderate	Prime
Kedron Silt Loam (166)	Moderately wet	Unsuitable	Unsuitable	Doubtful	Low	High	Fair
Calvin-Gilpin Silt Loam (331)	Septic systems fail after use	Doubtful	Suitable	Suitable	Moderate	Moderate	Good
Brinkerton Silt Loam (407)	Wet and shallow	Unsuitable	Unsuitable	Unsuitable	Moderate	Moderate	Poor

1. Data obtained from the Soil Conservation Service of the U. S. Department of Agriculture, Oakland, Garrett County, Maryland

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