

Approved and Adopted

**RUSTIC ROADS FUNCTIONAL  
MASTER PLAN,  
CLARKSBURG MASTER PLAN &  
HYATTSTOWN  
SPECIAL STUDY AREA,  
BOYD MASTER PLAN &  
GAITHERSBURG VICINTY  
MASTER PLAN  
AMENDMENT**



February 2004

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

8787 GEORGIA AVENUE SILVER SPRING, MARYLAND 20910

**APPROVED AND ADOPTED**

**RUSTIC ROADS FUNCTIONAL MASTER PLAN  
CLARKSBURG MASTER PLAN & HYATTSTOWN SPECIAL STUDY AREA  
BOYDS MASTER PLAN  
AND GAITHERSBURG VICINITY MASTER PLAN  
AMENDMENT**

An Amendment to the *Master Plan of Highways within Montgomery County*, as amended; the *Rustic Roads Functional Master Plan*, December 1996, as amended; the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space*, October 1980, as amended; the *Damascus Master Plan*, June 1982, as amended; the *Clarksburg Master Plan & Hyattstown Special Study Area*, June 1994, as amended; the *Boys Master Plan*, February 1985, as amended; the *Gaithersburg Vicinity Master Plan*, January 1985, as amended; and the *General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended.

Prepared by

The Maryland-National Capital Park and Planning Commission

The Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

February 2004

## **ABSTRACT**

**TITLE:** Approved and Adopted Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment

**AUTHOR:** The Maryland-National Capital Park and Planning Commission

**SUBJECT:** Master Plan Amendment to the Master Plan of Highways, the Rustic Roads Functional Master Plan, the Functional Master Plan for the Preservation of Agriculture and Rural Open Space, the Damascus Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan.

**DATE:** February 2004

**PLANNING AGENCY:** The Maryland-National Capital Park and Planning Commission  
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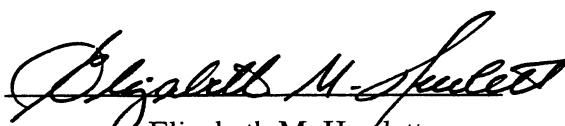
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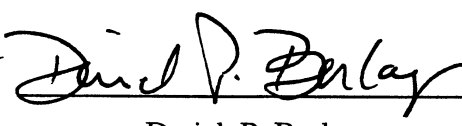
**ABSTRACT:** This document contains the text, with supporting maps, for the Master Plan Amendment for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan, and the Gaithersburg Vicinity Master Plan Amendment. An evaluation and recommendation of Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road and Warfield Road from the interim rustic road list and Slidell Road and Shiloh Church Road by request of the County Council and Rustic Roads Advisory Committee.


## Certificate of Approval and Adoption

The Amendment to the Master Plan of Highways within Montgomery County, as amended; Rustic Roads Functional Master Plan, December 1996, as amended; the Clarksburg Master Plan & Hyattstown Special Study Area, June 1994, as amended; the Boyds Master Plan February 1985, as amended; and the Gaithersburg Vicinity Master Plan Amendment, January 1985, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution 15-518 on February 24, 2004; and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 04-05 on April 21, 2004, after duly advertised public hearings pursuant to Article # 28 of the Annotated Code of Maryland.

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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's Counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its parks jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*.
- (2) The acquisition, development, operation, and maintenance of a public park system.
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each County through a Planning Board appointed by and responsible to the County government. The Planning Boards are responsible for preparation of all local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, (301) 495-4600 or TTY (301) 495-1331.

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An area master plan, after approval by the County Council and adoption by the Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Functional master plans are developed through a process similar to that of an area master plan and are also considered amendments to the General Plan for the County. Functional master plans provide guidance for the preparation and update of area master plans. Unlike area master plans, functional master plans do not typically recommend changes in existing zoning and are not accompanied by sectional zoning map amendments.

## The Master Plan Process

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING (PRELIMINARY) DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD (FINAL) DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

**ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

## The Master Plan Process in Brief

Planning Board submits and County Council approves:

### Annual Work Program

Park and Planning staff initiates community participation and prepares:

### Purpose and Outreach Report

Park and Planning staff reviews Purpose and Outreach Report with Planning Board and then prepares:

### Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing.

### Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board worksessions, and adjusts Public Hearing Draft to become:

### Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

### Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

### Approved and Adopted





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## Purpose and Background

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### PURPOSE OF THE MASTER PLAN AMENDMENT

The purpose of this Amendment is to evaluate and recommend permanent roadway classification designations for Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road and Warfield Road, all roads listed in the Interim Rustic Roads List, and Slidell Road and Shiloh Church Road at the request of the County Council and the Rustic Roads Advisory Committee. This amendment also reconsidered the existing rustic road classification of Piedmont Road and White Ground Road at the request of the County Council. Figure 1 shows the location of each road.

This amendment will affect the:

- Master Plan of Highways within Montgomery County
- Rustic Roads Functional Master Plan
- Functional Master Plan for the Preservation of Agriculture and Rural Open Space
- Damascus Master Plan
- Clarksburg Master Plan & Hyattstown Special Study Area
- Boyds Master Plan
- Gaithersburg Vicinity Master Plan
- General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties

### BACKGROUND OF THE RUSTIC ROADS PROGRAM

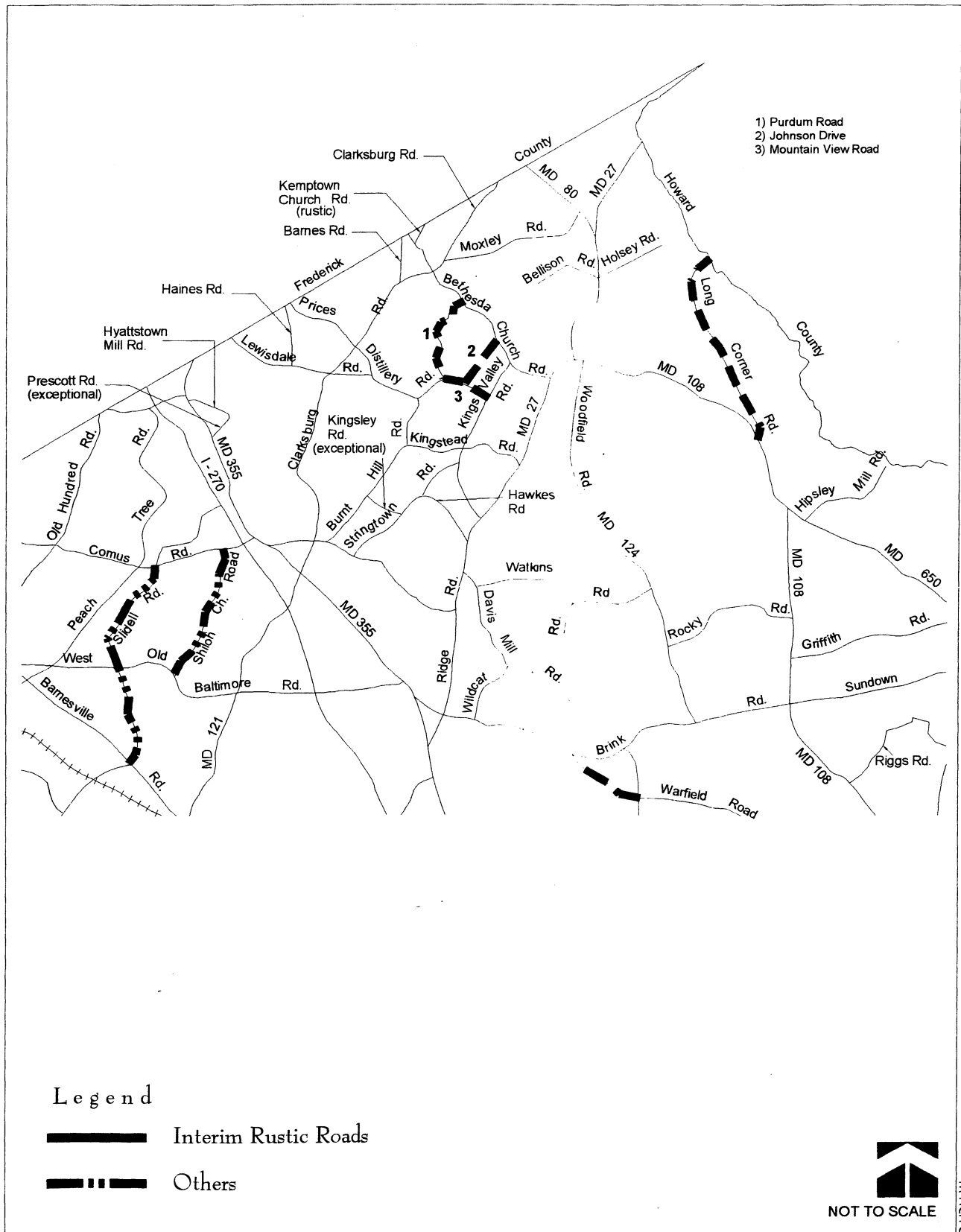
In 1989, a County Council Task Force studied the potential of establishing a rustic roads program for Montgomery County. In March 1990, the Task Force produced a report entitled: *Proposal for a Rural/Rustic Roads Program*. The report defined a rural road as “a road within the Agricultural Reserve or adjoining rural areas in Montgomery County, which enhances the rural character of the area due to its particular configuration, alignment, scenic quality, landscaping, adjacent views, and historic interest, and which exemplifies the rural and agricultural landscape of the county.” What the Task Force identified as “rural roads” became identified as “rustic roads” in the legislation and the term rural road was dropped, partly because there is already a rural road classification in the Montgomery County Road Code.

#### Legislation Adopted

The County Council adopted the *Legislation Establishing Rustic Roads Program and Subdivision Regulation Concerning the Rustic Roads Program [Bill 20-92]*, effective May 31, 1993. The Council also adopted at that time an interim list of rustic roads that included roads already identified in the Task Force report and those suggested by local residents. However, the County Council did not evaluate their appropriateness for designation as rustic roads at that time.

# Roads Studied as Potential Rustic Roads

Figure 1



The adopted legislation identified criteria that must be met to designate a road as a “rustic” or an “exceptionally rustic” road. Before classifying a road as rustic, the County Council must find that an existing public road or road segment:

- “1) is located in an area where natural, agricultural, or historic features are predominate, and where master planned land use goals and zoning are compatible with a rural/rustic character;
- 2) is a narrow road intended for predominately local use;
- 3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;
- 4)
  - A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;
  - B) provides outstanding vistas of farm fields and rural landscape or buildings; or
  - C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and
- 5) the history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.

An exceptional rustic road must:

- 1) be considered a rustic road, as described above;
- 2) contribute significantly to the natural, agricultural or historic characteristics of the County;
- 3) have unusual features found on few other County roads; and
- 4) be more negatively affected by improvements or modifications to the physical characteristics of the road than would be other roads in the Rustic Roads Program.”

#### Master Plan Adopted

In June 1994, the *Clarksburg Master Plan & Hyattstown Special Study Area* was approved and adopted with the first recommendations for rustic roads as part of the comprehensive update of the *Clarksburg and Vicinity Master Plan*. Subsequently, a *Rustic Roads Functional Master Plan* was adopted by the County Council in 1996 to: 1) permanently designate certain roads as “rustic” or “exceptionally rustic” roads, 2) examine travel needs in the Agricultural Reserve, and 3) establish master plan designations for those roads that carry non-local traffic.



## Rustic Roads Evaluation

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### DESCRIPTION, EVALUATION AND RECOMMENDATION

The section provides a description, evaluation and recommendation for Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road, Warfield Road, Slidell Road and Shiloh Church Road. The evaluation follows the criteria stated in the Montgomery County Council's legislation. These six roads are evaluated in this Amendment.

- Figure 2 and Table 1 summarize the recommendations.
- Table 2 quantifies the criteria used to evaluate the roads.
- Table 3 presents the recommended roadway classification table that provides the revised classification limits and minimum master plan right-of-way for the roads reviewed in this amendment.
- Table 4 provides a detailed roadway comparison including traffic volume and accident data for 1999, the year the original amendment was drafted, and updated data for 2002.

During the Planning Board's public hearing on the *Rustic Roads Functional Master Plan* in July 1995, County residents recommended adding more roads to the Interim List for consideration as rustic. In the interest of time, these roads were evaluated to determine if they might meet the basic rustic road criteria. Four roads—Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road—appeared to meet the basic criteria and the Functional Master Plan recommended their addition to the Interim List until they could be fully evaluated in the future.

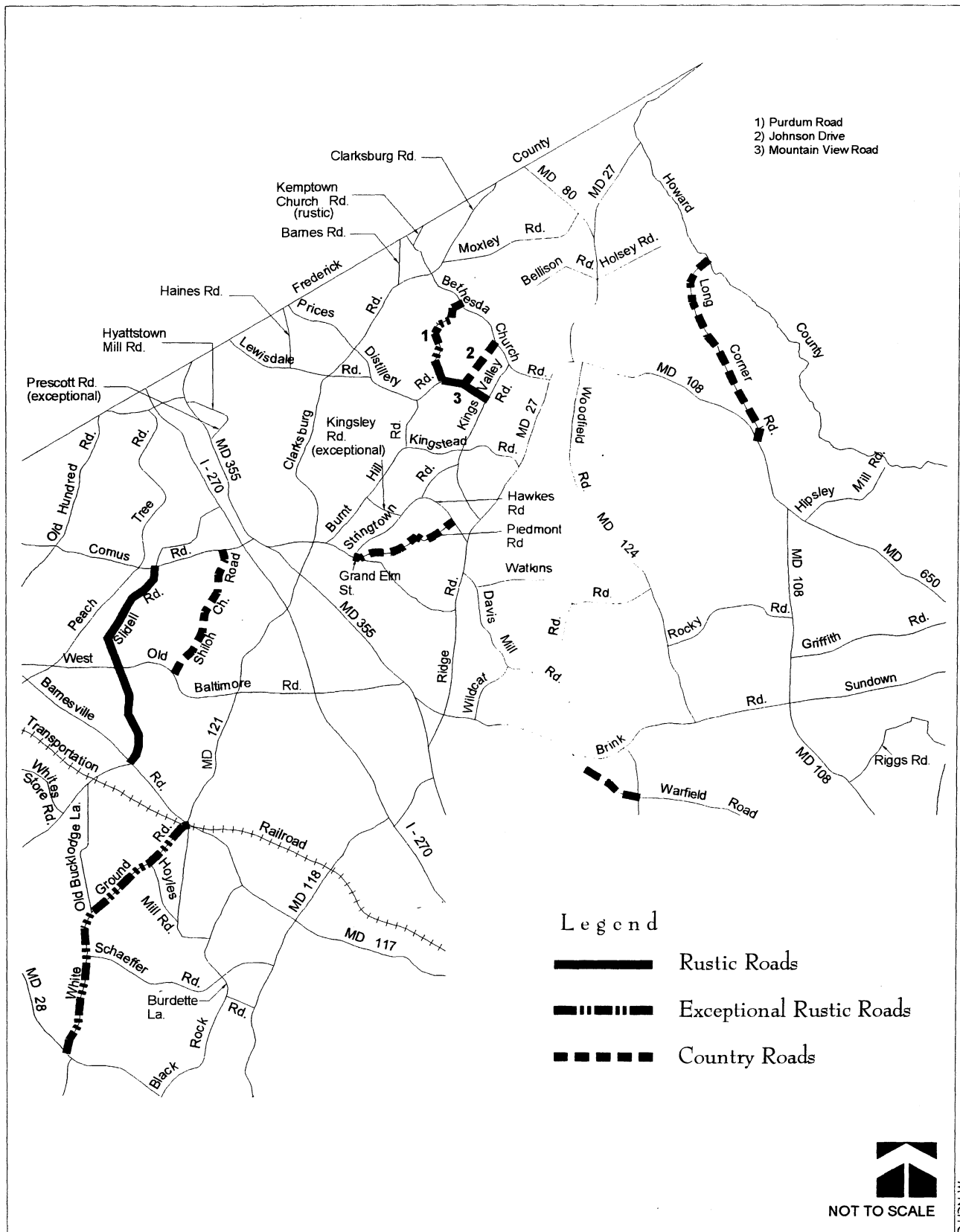
Warfield Road was not on the Rural/Rustic Roads Task Force list, but was added to the 1993 Interim List at the suggestion of local residents during the adoption process for the Rustic Roads legislation. As with all roads on the initial Interim List, Warfield Road was never evaluated to determine whether it met basic rustic roads criteria. Area residents again rallied in support of the road during the public hearings on the *Rustic Roads Functional Master Plan*. Warfield Road was not evaluated at that time because it is located on the border of two master plan areas and is classified as a primary residential road on the *Master Plan of Highways within Montgomery County*. Without a clear evaluation of the land use, zoning and roadway network impacts on the *Gaithersburg Vicinity Master Plan*, a full evaluation of Warfield Road was not possible at that time. Thus, it was decided that further study of Warfield Road was necessary and it remained on the Interim List.

In a letter to the County Council President Silverman, dated April 26, 2002, the Rustic Roads Advisory Committee requested the evaluation of Shiloh Church Road in Clarksburg and Slidell Road in Clarksburg and Boyds as Rustic Roads. In turn, in a letter dated May 30, 2002, President Silverman requested the Planning Board "to evaluate whether or not it believes either or both roads should be classified as rustic roads as part of its ongoing Rustic Roads Functional Master Plan Amendment."




# Road Recommendations

Figure 2



**Table 1: Summary of Criteria Evaluation  
of Roads Considered for Designation as Rustic Roads**

	Rustic							Exceptional		
	Compatible land use and zoning	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas; farm and rural	Historic Value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
Johnson Drive	✓		✓	✓	✓		✓			
Long Corner Road	✓		✓	✓	✓	✓	✓			
• Mountain View Road	✓	✓	✓		✓	✓	✓			
• Purdum Road	✓	✓	✓	✓	✓		✓	✓	✓	✓
Warfield Road			✓	✓		✓	✓			
Shiloh Church Road	✓		✓				✓			
• Slidell Road	✓	✓	✓		✓	✓	✓			
Piedmont Road			✓				✓			
• White Ground Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

ROADS BULLETED ARE RECOMMENDED AS RUSTIC OR EXCEPTIONAL RUSTIC

In a letter dated, June 13, 2002, the Planning Board agreed to defer further consideration of the amendment to allow their staff time to complete the evaluations of Slidell Road and Shiloh Church Road and include them as part of this Amendment.

Shiloh Church Road and the majority of Slidell Road were part of the June 1994 *Clarksburg Master Plan and Hyattsville Special Study Area*. The lower/southern portion of Slidell Road is located in the Boyds Master Plan area. These roads were classified as a Primary Road and Arterial, respectively. They are located in the section of Clarksburg, west of Ten Mile Creek, which the master plan recognizes as the agricultural reserve of Clarksburg. The primary planning goal in this area is agricultural preservation (*see Figure 3*). Ten Mile Creek is identified as a fragile stream due to its delicate ecosystem, low base flow, and its highly erodible stream banks. The densities in this area were reduced as part of the 1994 Master Plan to reflect and protect the agricultural nature of the area and fragility of the creek.

The Rustic Roads Advisory Committee sent a letter, dated April 15, 2003, to the Montgomery County Council requesting that Piedmont Road be deleted from the Rustic Road Program. The Committee believed that the existing character of Piedmont Road was only marginally rustic and that the proposed developments would further degrade that character. Piedmont Road was classified as a Rustic Road in the 1994 Clarksburg Master Plan and Hyattstown Special Study Area.

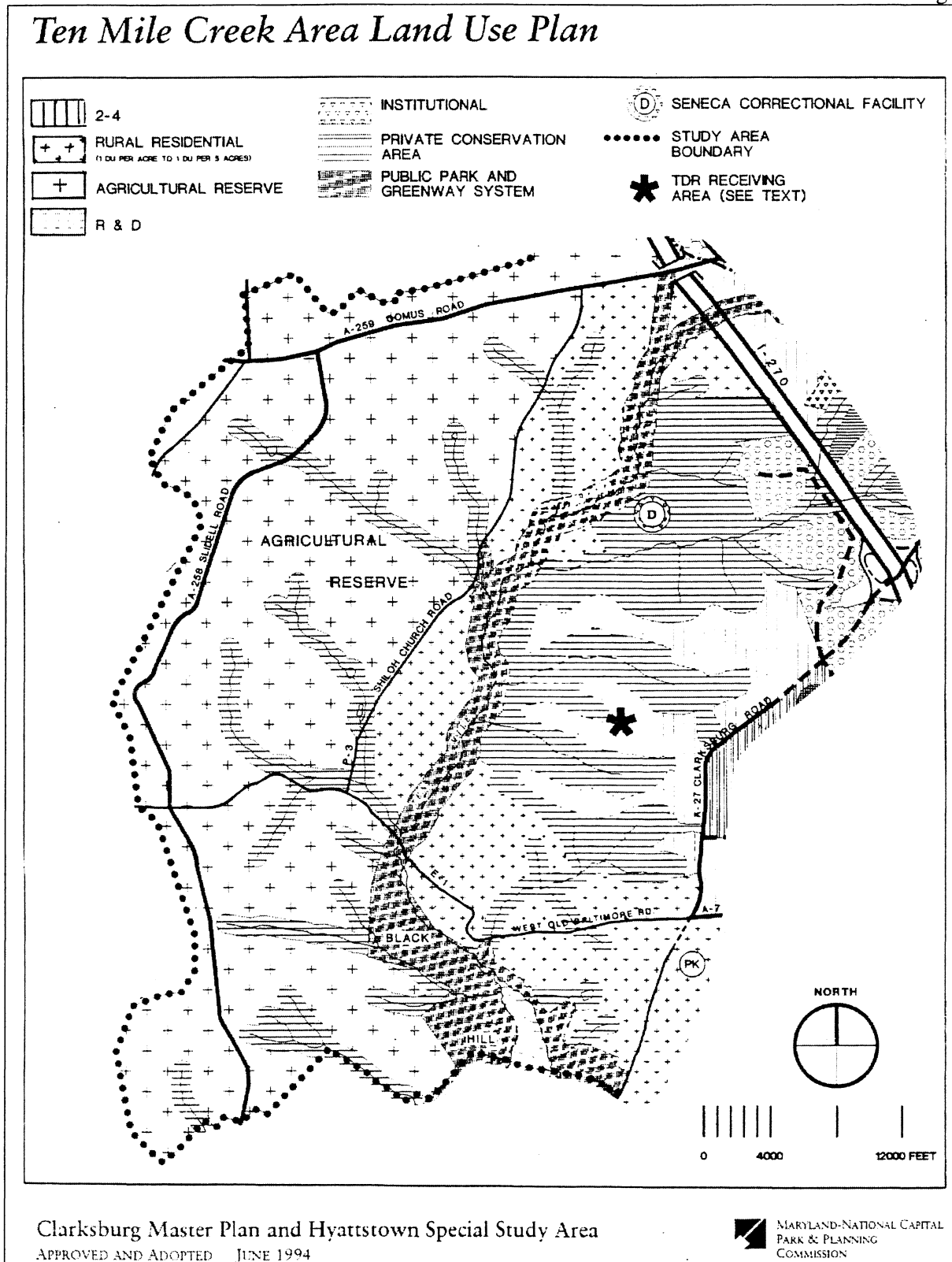
During the County Council's worksession on the rustic roads amendment, consideration was requested to reclassifying White Ground Road from a rustic road to an exceptional rustic road. Citizens who live on or in the area near White Ground Road were concerned about a planned bridge replacement that would make the road more attractive to through truck traffic.

Since the Planning Board Draft of the Rustic Roads Amendment was under consideration by the County Council, the Montgomery County Council on July 15, 2003, authorized a second public hearing to take place on September 9, 2003.

### **Country Road and Country Arterial Criteria**

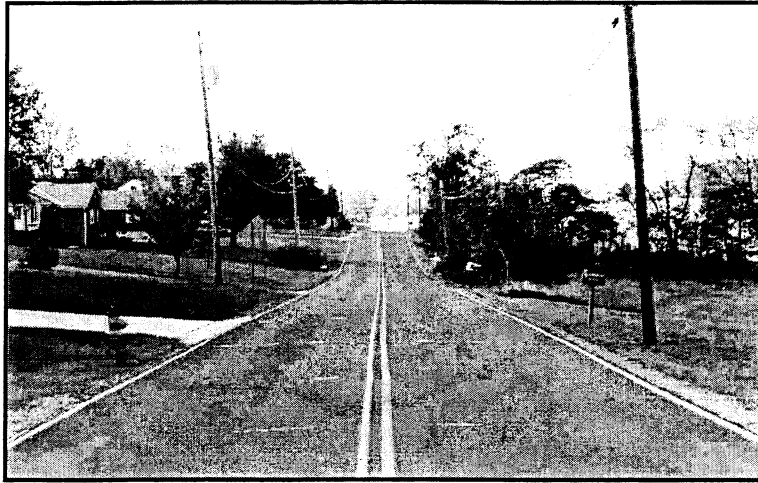
Text was included to clarify the intention of the *Rustic Roads Functional Master Plan* regarding the classification of Country Roads and Country Arterials. The changes are aimed at clarifying that existing roads reclassified to these roadway classifications were roads that failed to meet the criteria for rustic roads but had natural features or characteristics that were worth preserving. These features would not be preserved by using the existing Primary Residential classification or the Arterial classification. The suggested changes are located in the section of this amendment entitled "Detailed Changes to the Affected Master Plans."

Figure 3





## JOHNSON DRIVE



### Recommendation

Johnson Drive is recommended as a “country road.”

### Description

Johnson Drive is located in northern Montgomery County approximately 1½ miles west of Damascus and is situated between Bethesda Church Road and Mountain View Road (*see Figure 4*). Johnson Drive is a two-lane, 22-foot wide, paved asphalt public road, and runs for 0.7 miles. There is a marked centerline but there is no shoulder. The road is located on a high ridgeline between the Bennett Creek and Little Bennett Creek watersheds, and is located entirely within the RDT zone.

### Evaluation

#### Driving Experience:

The intersection of Johnson Road at Bethesda Church Road is accentuated by a steep incline, with a cluster of modern brick homes set back from the road. Steep, unforested slopes along the road contribute to outstanding views of surrounding farms, fields, and other natural features. Sugarloaf Mountain and Little Bennett Park are visible in the distance. However, Johnson Drive gives a very “exposed” feeling due to the lack of vegetation, and exposed utility wires running its entire length have a negative visual impact. A large dairy farm, pasture, and farm fields are located at the intersection with Mountain View Road.

#### History:

There are no historical references to Johnson Drive prior to the 1920's. However, the intersection of Johnson Drive and Mountain View Road forms the eastern boundary of the Purdum Historic District identified as (10/24) on the County's *Locational Atlas and Index of*

*Historic Sites.* Purdum was a nearly self-sufficient farming community in the late 1800's and early 1900's, and contains several Vernacular Victorian houses. The C.E. Purdum Farm (10/23), also identified as a potential historic resource, is clearly visible from the road.

### **Traffic:**

The average daily traffic volume of 1,500 vehicles was observed in April 1999 and modestly increased in March 2002 to 1,520. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways along this road. Three accidents that resulted in four injuries were reported on Johnson Drive from January 1993 to December 1997. That number dropped to one accident with no resulting injuries from January 1996 to December 2000.

### **Justification**

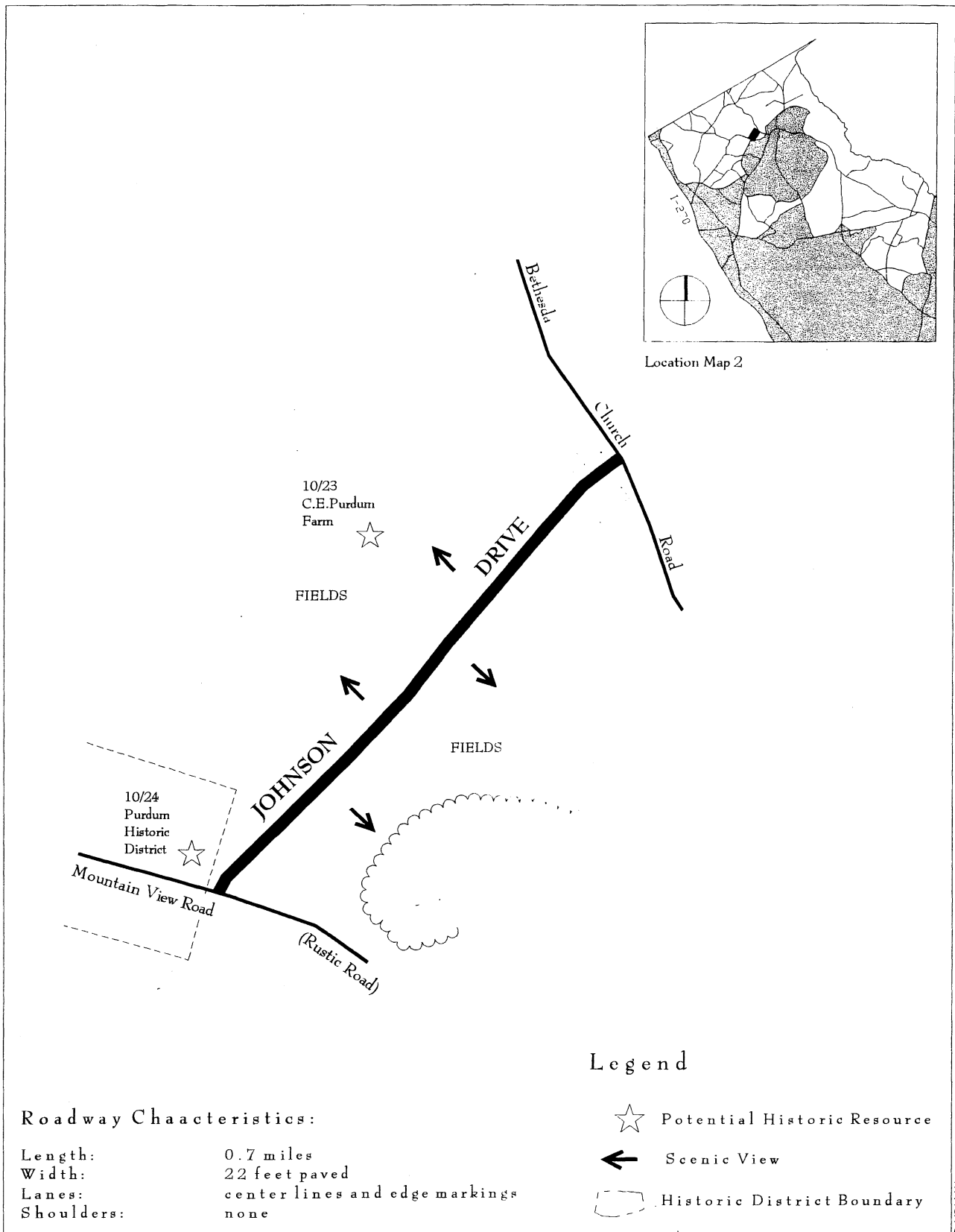
The “*country road*” designation is recommended as appropriate for Johnson Drive. However, Johnson Drive’s location along a high ridge does provide a wide, sweeping vista of the surrounding natural and agricultural character, including views of Sugarloaf Mountain and area farmlands.

*Johnson Drive does not meet the established criteria for designation as a rustic road* because:

- 1) The road appears to function beyond local use – staff observed a significant number of vehicles traveling at relatively high-speeds using the road as a through route, not a destination.
- 2) There are no significant features along the road that future roadway maintenance will compromise the integrity of the road.

# Johnson Drive

Figure 4

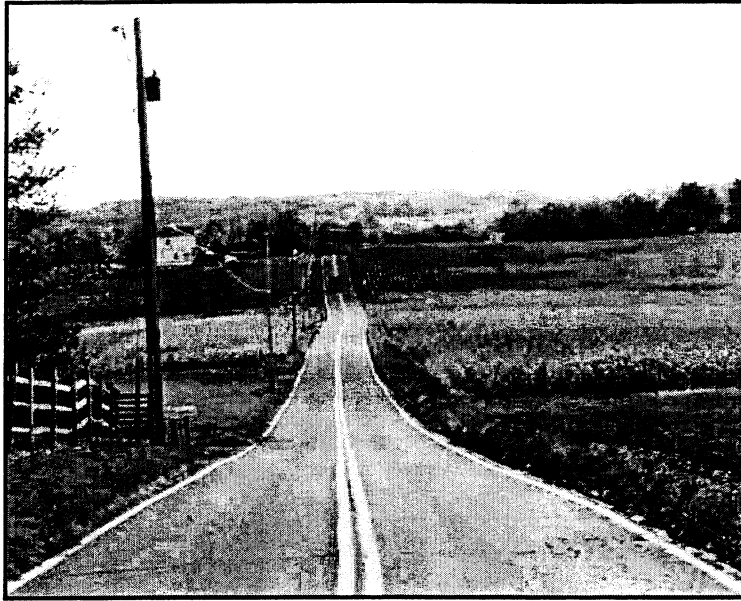


MANCPC





## LONG CORNER ROAD



### Recommendation

Long Corner Road is recommended as a “*country road*.”

### Description

Long Corner Road is located in northern Montgomery County approximately 2-1/2 miles east of Damascus (see Figure 5). Long Corner Road is a two-lane, paved asphalt public road running for 2.7 miles from Damascus Road (MD 108) before crossing the Patuxent River into Howard County. Long Corner Road is 20 feet wide from MD 108 to Mullinix Mill Road, and 22 feet wide from Mullinix Mill Road to the County line (with the exception of a 15.5-foot width where the road crosses a culvert south of Gue Road). There is a marked center line and edge markings, but there is no shoulder. The road is located within the Patuxent River watershed and is located entirely within the RDT zone.

### Evaluation

#### Driving Experience:

The intersection of Long Corner Road at MD 108 is located in a rural area predominated by farm fields and rolling hills. It crosses two tributaries, Scott’s Branch and the other unnamed, of the Patuxent River. The only forested areas along the road are in the vicinity of the Scott’s Branch crossing and the river. In these areas the forest is close to the road or along high banks above the road; rolling countryside consisting of agricultural uses offers views of the surrounding area. To the south, the road descends towards a small stream valley, ascends, then

gently descends towards Damascus Road. There are small clusters of houses near its intersections with Damascus, Mullinix Mill, and Gue Roads.

### **History:**

Long Corner Road is indicated on road maps as early as 1879. The intersection of Long Corner Road and Damascus Road has long been referred to as “Bootjack,” derived from the shape of the intersection. The Brandenburg Log Tobacco House (15/16), at the intersection of Long Corner Road and Mullinix Mill Road, is listed in the County’s *Locational Atlas and Index of Historic Sites* and is considered a rare example of a surviving tobacco barn, representing the tobacco farming culture that once dominated the area.

### **Traffic:**

An average daily traffic (ADT) of 2,850 vehicles was observed along Long Corner Road in April 1999. The ADT did drop in March 2002 to 2,120 vehicles. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways along this road. Ten accidents, which resulted in two injuries and two classified as “disabled,” were reported from January 1993 to December 1997. The accident rate dropped substantially in the next period, from January 1996 to December 2000, to one accident with no injuries.

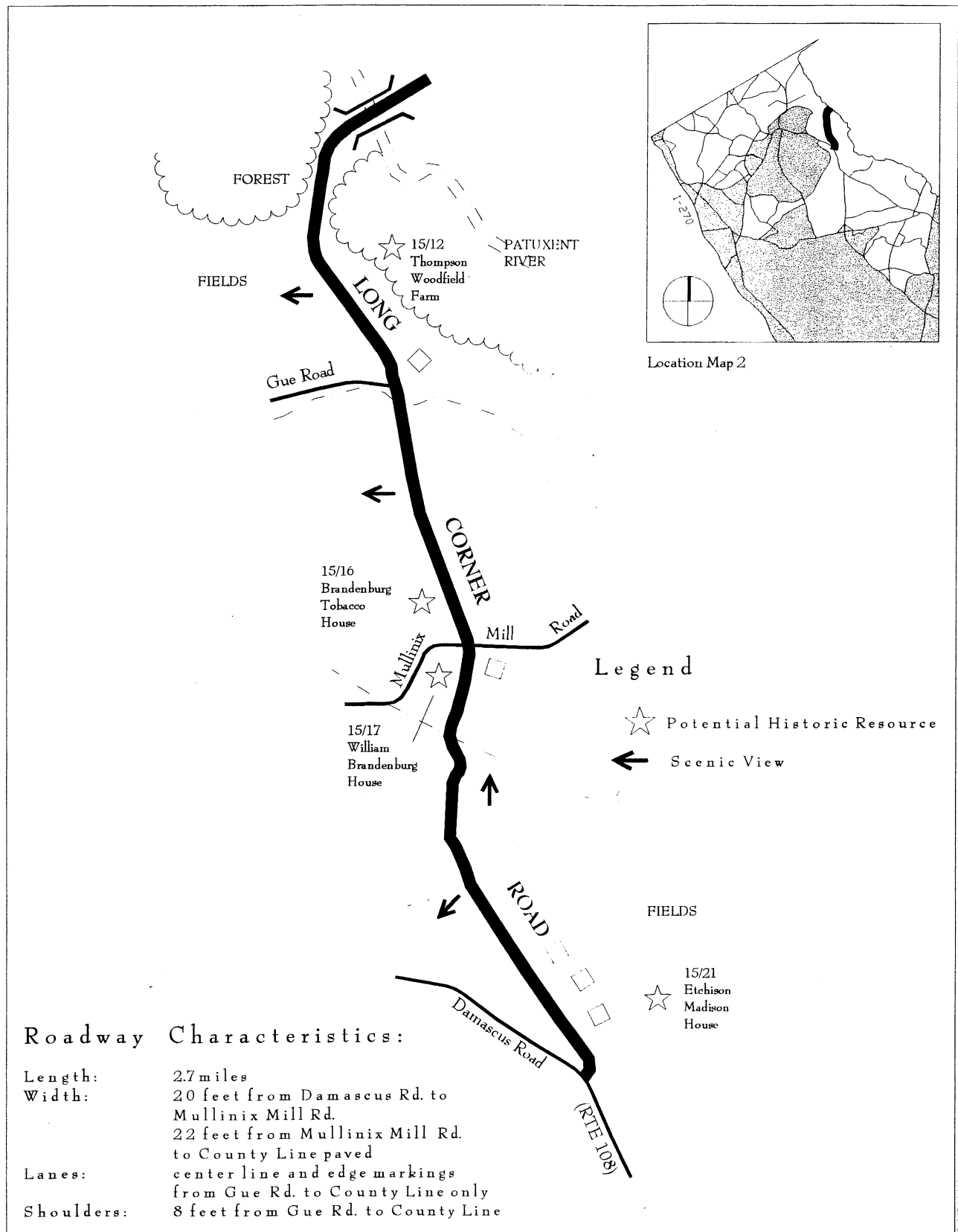
### **Justification**

*Long Corner Road does not meet the established criteria for designation as a rustic road* because the road serves “regional” through-traffic between Montgomery and Howard Counties.

However, Long Corner Road retains historic, natural, and agricultural characteristics worthy of preserving. In particular, Long Corner Road, south of Mullinix Mill Road, contains a sharp, narrow “bend” as it crosses a stream valley, covered by a mature forest canopy before ascending a hill surrounded by open fields, then continues its gentle descent to Damascus Road. Therefore, Long Corner Road is recommended as a “*country road*.”

# Long Corner Road

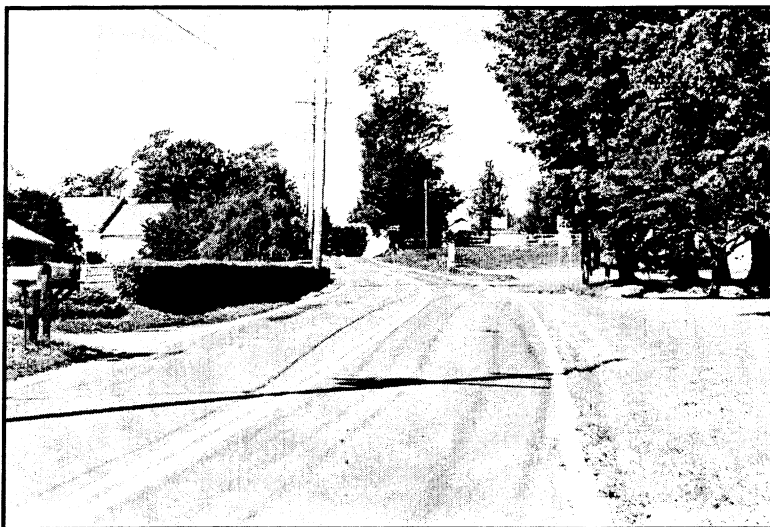
Figure 5



M-NCPPC



## MOUNTAIN VIEW ROAD



### Recommendation

Mountain View Road is recommended as appropriate for “*rustic road*” classification.

### Description

Mountain View Road is located in northern Montgomery County approximately two miles west of Damascus, between Kings Valley Road (a country road) and Purdum Road (see Figure 6). Mountain View Road is a paved asphalt, two-lane public road running for 0.7 miles, before changing into Price’s Distillery Road, a designated Rustic Road. Mountain View Road is 22 feet wide from Johnson Drive to Purdum Road, and is 19 feet wide from Johnson Drive to Kings Valley Road. The road is located in both the Bennett Creek and Little Bennett Creek watersheds, and is located within the RDT zone - with the exception of R-200 zoning as it passes through the Purdum Historic District.

### Evaluation

#### Driving Experience:

There are two segments of Mountain View Road. The main segment, between Purdum Road and Johnson Drive, is located along a high ridgeline, has a relatively straight, flat alignment and functions as the residential “main street” of the Purdum Historic District. Steep, unforested slopes along the road contribute to spectacular views of surrounding farms and fields. The second segment, between Johnson Drive and Kings Valley Road, is more isolated and could almost be considered as separate and distinct from the main road. This segment is narrower and has a steep decline toward Kings Valley Road. It is bordered on one side by pasture and by a forest stand on the other. The road bridges a small stream that cuts through both the pasture and forest.

**History:**

Mountain View Road, established by the mid-1800's, is the backbone of the Purdum Historic District (10/24), as identified in the County's *Locational Atlas and Index of Historic Sites*. Purdum, named for a local farming family, was a nearly self-sufficient community with churches, a school, and store that serviced local farmers. Purdum still has several Vernacular Victorian houses of the late 1800's and early 1900's, modern houses, two churches, a cemetery, and two large farms.

**Traffic:**

In April 1999, the average daily traffic volume was 1,600 vehicles along the main segment of Mountain View Road, and, in March 2002, the volume had slightly decreased to 1,550 vehicles. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways along this road. There were no reported accidents or injuries from January 1993 to December 1997. This increased slightly to one accident with no injuries from January 1996 to December 2000.

**Justification**

Mountain View Road meets the established criteria and is recommended for designation as a rustic road. The 1999 Staff Draft recommended Mountain View Road as a Country Road; but the Rustic Road Advisory Committee requested a change in the recommendation citing the road is also located in a historic district. Staff agrees that the historic district designation should be taken into account, and the road recommendation was changed to a rustic road classification.

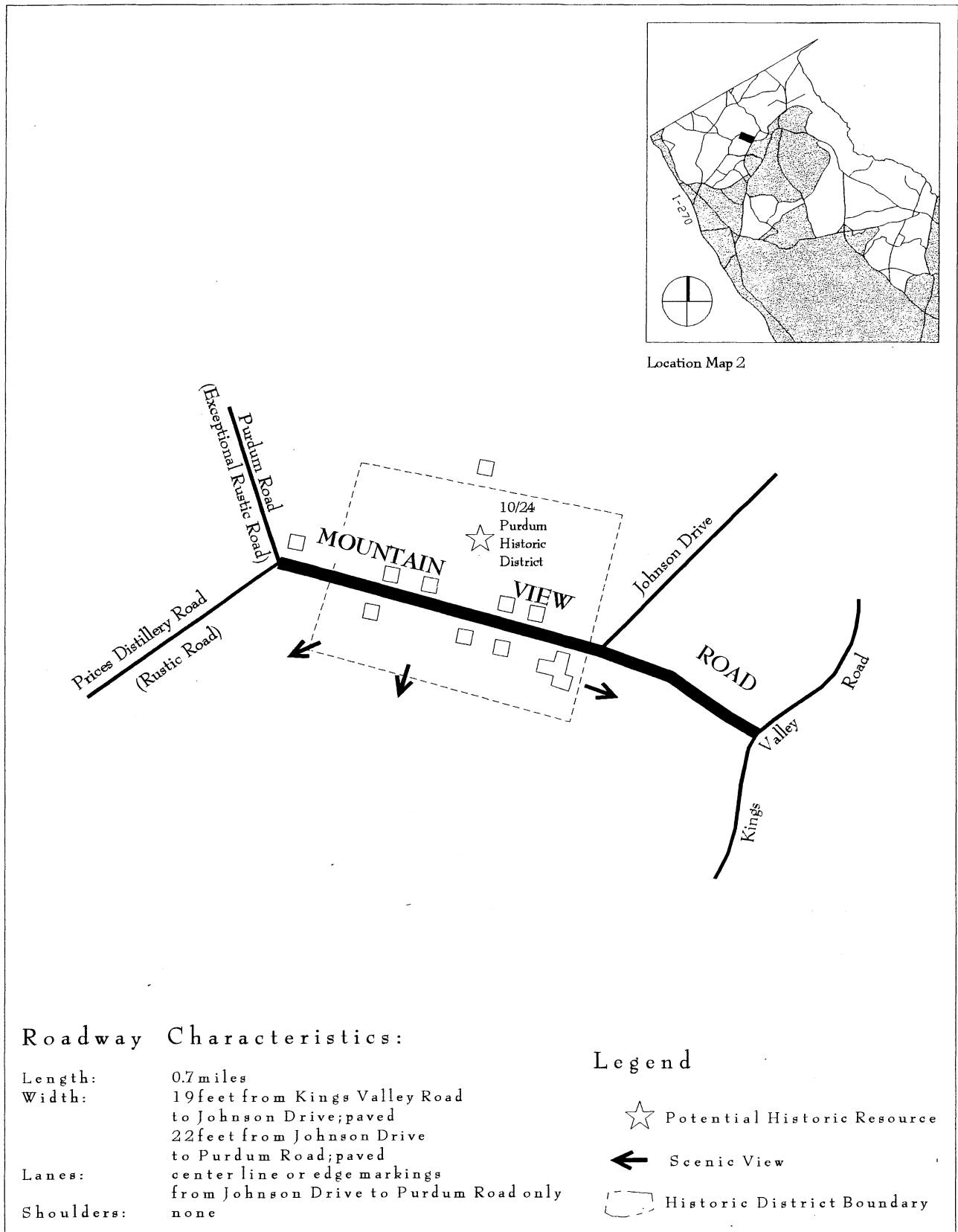
Any road improvements should be carefully examined because many structures are located close to the road, and such improvements may compromise the integrity of the historic district.

**Significant Feature:**

- Broad vistas across open farm fields and rolling countryside.

# Mountain View Road

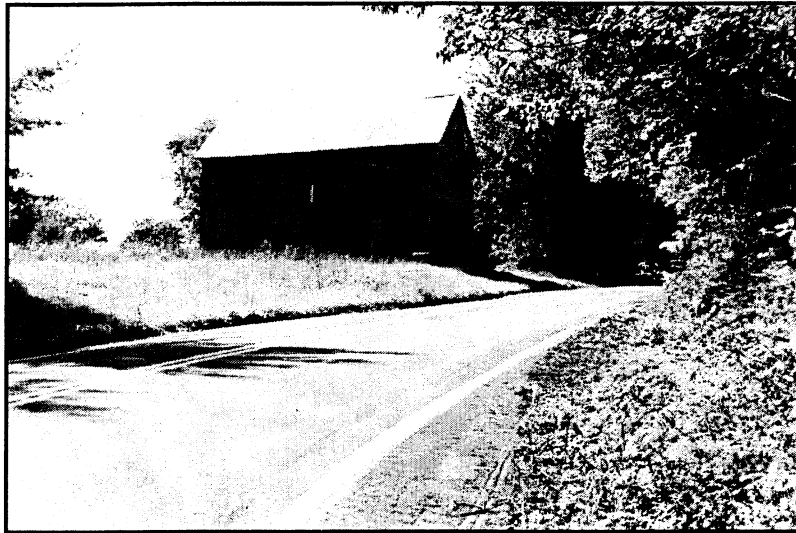
Figure 6







## PURDUM ROAD



### Recommendation

Purdum Road is recommended as an “*exceptional rustic road.*”

### Description

Purdum Road is located in northern Montgomery County approximately two miles west of Damascus between Bethesda Church Road and Mountain View Road/Prices Distillery Road (see Figure 7). Purdum Road is a two-lane, 18-foot wide, paved asphalt public road that runs for 1.4 miles. There is a marked center line and edge markings, but there is no shoulder. The road is located within the Bennett Creek watershed, and is located in the RDT zone, with the exception of R-200 zoned land at the intersection of Mountain View Road.

### Evaluation

#### Driving Experience:

Purdum Road is best described as a narrow, winding road with occasionally steep hills. The steep slopes, common in this part of the County, contribute to long views of surrounding farms and countryside. The intersection of Purdum Road and Mountain View Road consists of a short, steep incline that levels off and is surrounded by open fields. The road bisects a cluster of relatively small, modest, 19<sup>th</sup> and early 20<sup>th</sup> century frame houses as it winds and descends into a stream valley where it is enclosed by a mature tree canopy. The road ascends from the valley to open fields and pastures and crosses a smaller, dry tributary. There are a few modern houses set far from the road. The road again descends and ascends before reaching large, open farm fields where an old wooden barn and wood-fenced pasture are flush against the road, prior to its intersection with Bethesda Church Road.

### **History:**

There is no indication that Purdum Road existed prior to the 1920's. However, Purdum Road forms part of the western boundary of the Purdum Historic District (10/24), once a self-sustaining, 19<sup>th</sup> century rural village. The Burdette-Riddle Farm (10/18) is located at the intersection of Purdum Road and Bethesda Church Road.

### **Traffic:**

The average daily traffic on Purdum Road is 200 vehicles (April 1999), and is not a master-planned road within the transportation network. The ADT dropped slightly to 190 in March 2002. There are no existing, or proposed, bikeways along this road. There have been no reported accidents or injuries on Purdum Road from January 1993 to December 1997. From January 1996 to December 2000, two accidents were reported with one injury.

### **Justification**

*Purdum Road meets the established criteria and is recommended for permanent designation as an exceptional rustic road* because the road: is reminiscent of the County's natural, agricultural and historic character; is a narrow, low volume road intended for local use; and its physical characteristics would be severely impacted by road improvements and/or modifications.

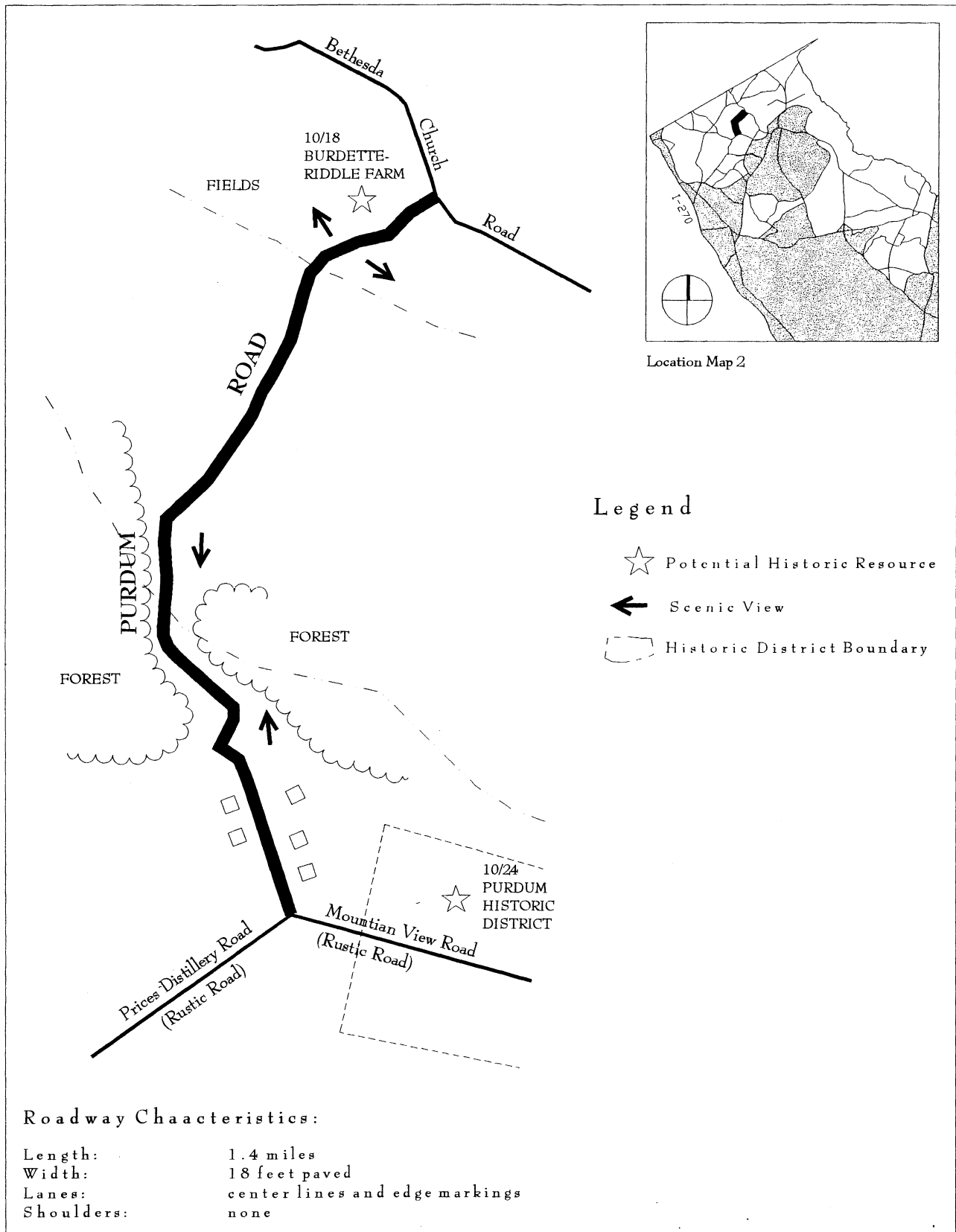
Purdum Road retains several characteristics reminiscent of the County's natural and agricultural history. The narrow, winding road is mostly lined by modest, 19<sup>th</sup> and early 20<sup>th</sup> century frame houses, includes a stream valley enclosed by a mature tree canopy, and views of open fields and pastures. The stream crossings are high in the watershed and the culvert crossings appear to be adequate. However, there is evidence of significant erosion, particularly at the tributary nearest Bethesda Church Road, which may necessitate future improvements to the stream crossings. This should not significantly affect the rural character of the road. The Purdum Historic District, located on the southern end of the road, and the historic Burdette-Riddle Farm, with its wooden barn and wood-fenced pasture located on the northern end of the road, are unique examples of 19<sup>th</sup> century rural villages and farms and, thus, reinforce the natural and agricultural history of the area.

### **Significant Feature:**

- Relationship of the road to the buildings.

# Purdum Road

Figure 7



M-NCPPC



## WARFIELD ROAD



### Recommendation

Warfield Road is recommended as a “*country road*.”

### Description

Warfield Road is located in north-central Montgomery County approximately three miles north of the City of Gaithersburg. It is immediately north of Montgomery Village (*see Figure 8*), and forms a border between the Gaithersburg Vicinity Master Plan and the Functional Master Plan for the Preservation of Agriculture and Rural Open Space (AROS) areas. There is no immediate access to Montgomery Village from Warfield Road.

Warfield Road extends from Olney-Laytonsville Road (MD 108) to Wightman Road. However, only the section of Warfield Road between Wightman Road and Goshen Road was designated as an interim rustic road. This segment of Warfield Road is a two-lane, 22-foot wide, paved asphalt public road that runs for 0.7 mile. There is a marked centerline but there is no shoulder. This segment provides primary access to 33 homes: 21 homes have direct access to Warfield Road and 12 homes have indirect access to Warfield Road by Warfield Court or a shared driveway. The rear buffer yard area of a cluster development of homes in Montgomery Village (that have no vehicular access to Warfield Road) border the south side of Warfield Road.

Warfield Road is located in the Great Seneca Creek watershed. The land area immediately north is located within the AROS Master Plan and is zoned RE-2; the land area immediately south is located within the Gaithersburg Vicinity Master Plan area and is zoned T-S (Town Sector) and R-200.

## Evaluation

### Driving Experience:

Warfield Road is a very attractive, slightly rolling, slightly curved residential road bordered by large mature trees and natural “hedgerow” vegetation. The road is located in an area of low-density suburban character to the north, and higher density suburban character to the south. On the north side the trees are within the lawns of the large residential lots, while to the south the vegetation is primarily within the rear “buffer” area of lots with no access to Warfield Road. The mature trees and roadside vegetation form a substantial tree canopy. However, while the road is very attractive, there are no unique environmental or historic structures or characteristics along the designated section of Warfield Road. A church and daycare facility are located at its intersection with Goshen Road, and a large, wooded lot near its intersection with Wightman Road is the site of the proposed Montgomery Village Local Park. As proposed, the park will not have an entrance off of Warfield Road.

### History:

Historic maps show Warfield Road in its current alignment as early as 1865. This segment of Warfield Road, as part of the longer Warfield Road, was originally a farm road that extended from the Warfield-Dorsey House (14/63) near Warfield Road and Woodfield Road to the Dorsey Tenant House (20/1; removed) near Warfield Road and Wightman Road.

### Traffic:

Warfield Road is classified as a “primary residential” street in both the “Master Plan of Highways Within Montgomery County” and the “Gaithersburg Vicinity Master Plan.” It also serves as a local connector between the Laytonsville area and the Germantown/Milestone area (see Figure 9). The average daily traffic (ADT) volume was 1,800 vehicles in the April 1999 review, and the staff anticipated that volume to moderately increase over the next ten years. However, the March 2002 ADT indicated an increase to 2,320, a substantial increase and greater than anticipated over the three year period. There are no existing, or proposed, bikeways along this road. There have been nine accidents, and ten injuries, reported on Warfield Road from January 1993 to December 1997. In the period ending in December 2002, the number of accidents had dropped to one with no injuries.

### Justification

***Warfield Road is recommended as a “country road” as it does not meet the criteria for designation as a rustic road*** because:

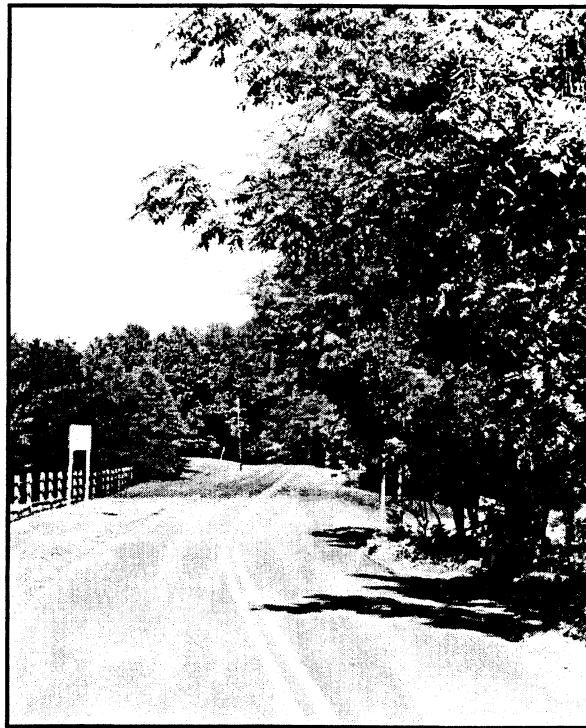
- 1) it is not located in an area where natural, agricultural, or historic features are predominant, and master planned land use goals and zoning are not compatible with a rural/rustic character;
- 2) the road is not narrow and intended primarily for local use;
- 3) the road is considered an important rural connector within the traffic network; and
- 4) the road does not offer outstanding vistas of farm fields or rural landscapes, provide access to historic resources, or highlight historic landscapes.

The vehicular accident history over the past five years has decreased from the period reviewed in the 1999 staff draft. Therefore, Warfield Road does meet this criterion.

There are no agricultural or historic features along this segment of Warfield Road and, while there are lovely natural features, they are in the context of a low-density suburban character, not rural character. The Town Sector and R-200 zones on the south side of Warfield Road are not rural in character or density. Although the north side of Warfield Road is located within the Agricultural Reserve, it is in a fully developed RE-2 zone area with suburban residential character.

Warfield Road is classified as a “primary residential” road and is considered an important rural connector within the traffic network; increases in traffic volume are anticipated. Indeed the 2002 ADT already indicates a significant increase in traffic. Warfield Road does retain its 19<sup>th</sup> century alignment, offering views of naturally landscaped large attractive lawns with many mature trees, naturally vegetated rear buffers of smaller lots, and the future Montgomery Village Local Park. Therefore, Warfield Road does not meet the necessary standards and criteria for classification as a rustic road.

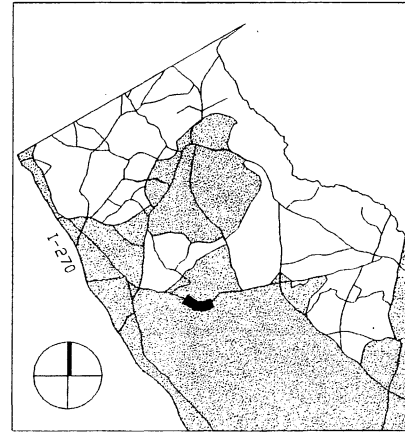
However, Warfield Road has an attractive low-density residential character, with an extensive and mature tree canopy that should be given a protective designation to prevent the road from being engineered with the highest priority on flow and speed. Thus, Warfield Road is recommended as a **“country road.”**



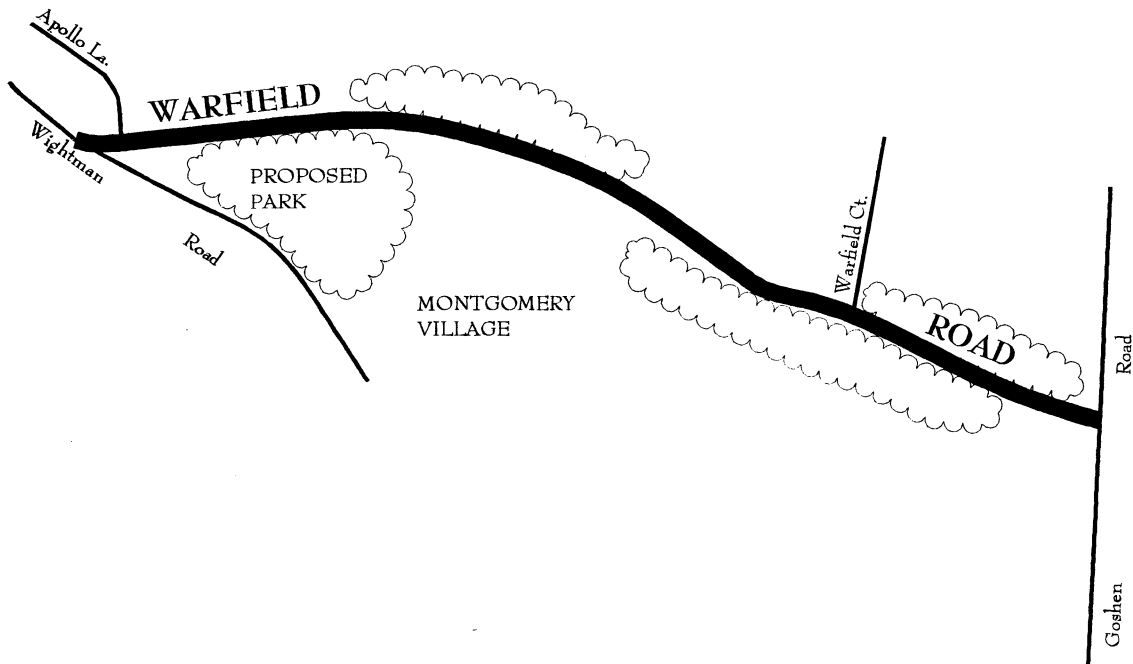


# Warfield Road

Figure 8



Location Map 2



## Roadway Characteristics:

Length:	0.7 miles
Width:	22 feet paved
Lanes:	center lines and edge markings
Shoulders:	none

M-NCPPC

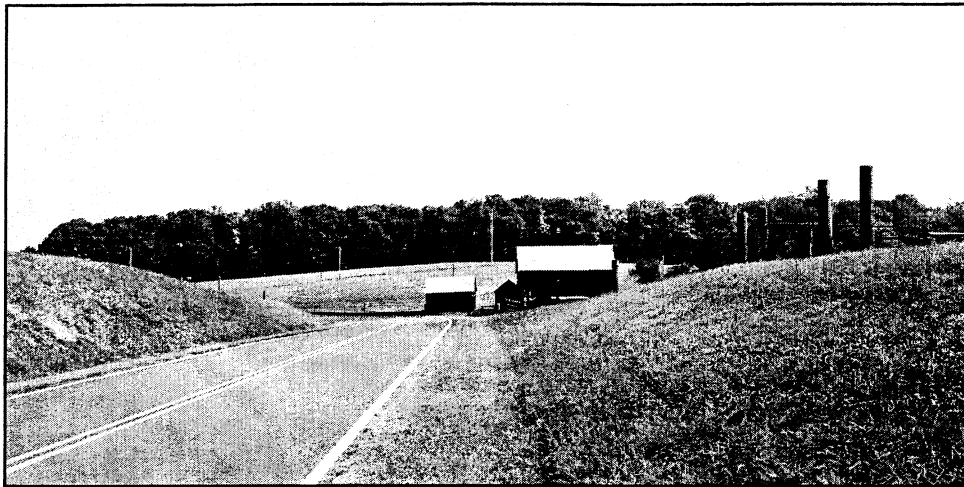
## Warfield Road Parcel Map

Figure 9





## SHILOH CHURCH ROAD



### Recommendation

Shiloh Church Road is recommended as a “*country road*.”

### Description

Shiloh Church Road is located in the Clarksburg Master Plan area, west of Ten Mile Creek in the area designed in the master plan for agricultural preservation. The road is situated between West Old Baltimore Road to the south and Comus Road to the north (*see Figure 10*). Shiloh Church Road is a two-lane, 20-foot wide, paved asphalt public road, and runs for 2.02 miles. There are center and edge markings with approximately four-foot grass shoulders. The road has good geometrics and looks as if it was rebuilt. There are very few horizontal changes. The road is spotted with a few farms and has an occasional utility pole that intrudes into the view of the road. A Class III bikeway is designated along this road.

Shiloh Church Road is almost completely within the Ten Mile Creek subwatershed. This subwatershed is in excellent condition and particularly sensitive to disturbance. The rocky soil limits the amount of groundwater contributed to the stream, allowing runoff to carry pollutants to the stream.

### Evaluation

#### Driving Experience:

Shiloh Church Road is a very attractive, engineered road with good geometrics. This road provides the driver with a gentle ride and plenty of sight distance so the driver is not surprised by what is ahead. The road connects Comus Road with West Old Baltimore Road in a

north-south direction. Starting at Comus Road, the road slowly drops down, slightly curving through single-family homes and views of old farms. In the middle of this drive, mature trees in the Ten Mile Creek Greenway border the road. Vegetation is trimmed back from the road due to the grass shoulders. The road is located in an area of low-density suburban character and lined with lawns of the large residential lots. At the southern end just before the road's terminus at West Old Baltimore Road, a brown guardrail is barely visible and blends into the view of the park. While the road is very attractive, there are no unique environmental or historic structures or characteristics along this road.

### **History:**

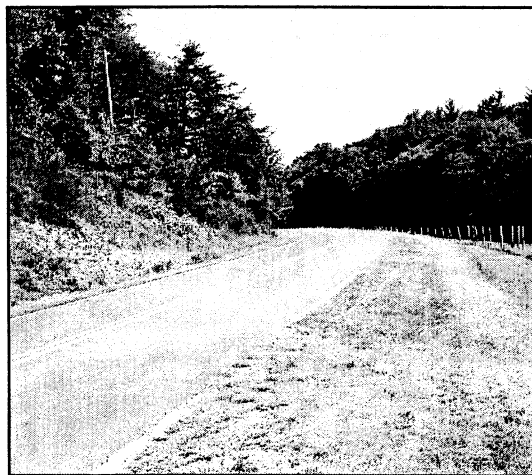
Shiloh Church Road probably was built as a connector for farmers to West Old Baltimore Road, the thoroughfare to market before the installation of the Metropolitan Branch of the Baltimore & Ohio Railroad.

### **Traffic:**

The average daily traffic volume of 360 number of vehicles was observed in October 2002. The road has an existing Class III bikeway along the entire length of the road. One accident that resulted in two injuries was reported on Shiloh Church Road between January 1996 and December 2000.

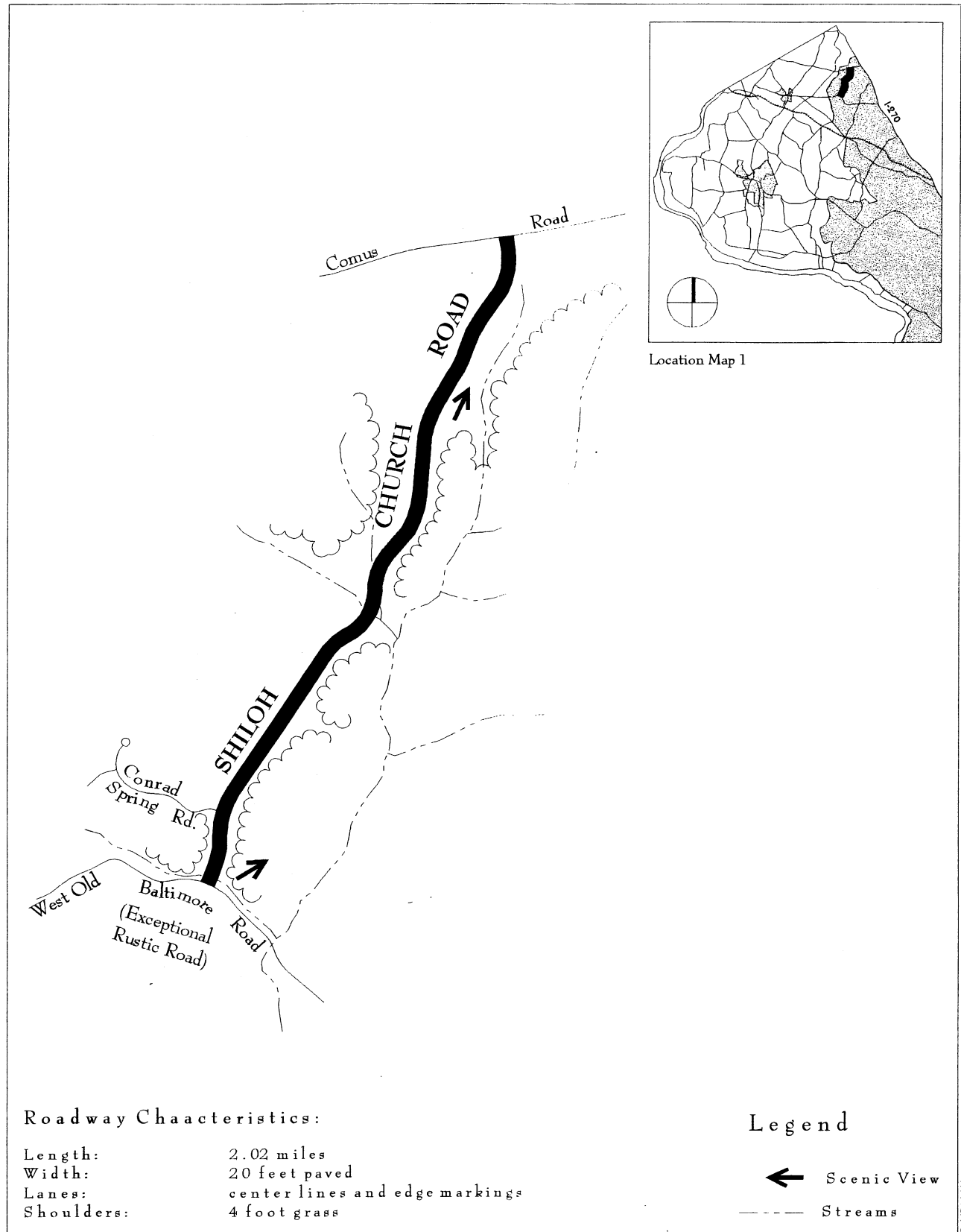
### **Justification**

Shiloh Church Road retains the remnants of natural and agricultural features that are worth preserving given a protective designation. These features would be lost if the road was improved to Primary Road Standards. Therefore, Shiloh Church Road is recommended as a **“country road”** to prevent the road from being engineered with the highest priority on flow and speed.



# Shiloh Church Road

Figure 10





## SLIDELL ROAD



### Recommendation

Slidell Road is recommended as a “*rustic road*.”

### Description

Slidell Road is located in the Clarksburg Master Plan area, west of Ten Mile Creek in the area designated in the master plan for agricultural preservation. The road is situated between Barnesville Road (MD117) to the south and Comus Road to the north (*see Figure 11*). Slidell Road is a paved asphalt public road that is 14 to 16 feet wide with no pavement markings and no shoulders.

Slidell Road follows the ridge line between the Ten Mile Creek subwatershed, a tributary of Seneca Creek, and the Little Monocacy, a tributary of the Potomac River. Both subwatersheds are sensitive, and have stream quality rated as good to excellent. The road abuts the Bucklodge Forest, a Legacy Open Space property designated for protection of important large blocks of forest.

### Evaluation

#### Driving Experience:

Even though Slidell Road is posted at 35 miles per hour, the narrowness and the horizontal elevation changes of the road force the driver to proceed at a slower speed.

Heading south on Slidell Road at Comus Road, the road starts at its widest point of 16 feet and has views of houses and manicured lawns. The road narrows to 14 feet and the road surface is patched asphalt without any centerline, edge markings or shoulders. The view and



road edge quickly as the road shifts westward. The western edge of the road is lined with a fence and a forest from the Bucklodge Conservation Park and to the east a few large houses and view of an open field. The road abruptly shifts back to the east with views of an old farm house to the west and a view of rolling hills with hay drying in the fields to the east. As it approaches West Old Baltimore Road (an exceptional rustic road), Slidell Road widens to 16 feet with a centerline and no edge markings or shoulders.

As Slidell Road proceeds south towards Barnesville Road, the road narrows again and centerline and edge markings end. Once Slidell Road enters the Boyds Master Plan area the centerline resumes until the road reaches Barnesville Road. There are occasional views of clusters of older residential homes, farm houses, and fields until it ends at Barnesville Road (a rustic road).

### **History:**

Commissioned in 1875 by early County farmers (Carlin, Hershey, Reid, Knott, and Thompson), Slidell Road was probably laid out as a connection to the Boyd's Station of the Baltimore & Ohio Railroad Metropolitan Branch. It also passes over West Old Baltimore Road, the 1793 market route for early farmers. The intersection of Slidell Road and West Old Baltimore Road remained important through the late 1800s, giving rise to the Slidell community. This small locale boasted a roadside post office, general store, and one-room school.

### **Traffic:**

The average daily traffic volume of 140 vehicles was observed in October 2002. The road was master planned as an arterial classification in the Clarksburg transportation network and there are no existing or proposed bikeways along this road. The four accidents resulted in one injury reported on Slidell Road from January 1996 to December 2000.

### **Justification**

*Slidell Road meets the established criteria and is recommended for designation as a rustic road.* The local community views this road as an attractive addition to the list of Rustic Roads due to the road's many natural and agricultural features along a narrow road with vistas of farms fields and rural buildings. Any road improvements should be carefully examined because such improvements may compromise the integrity of the road.

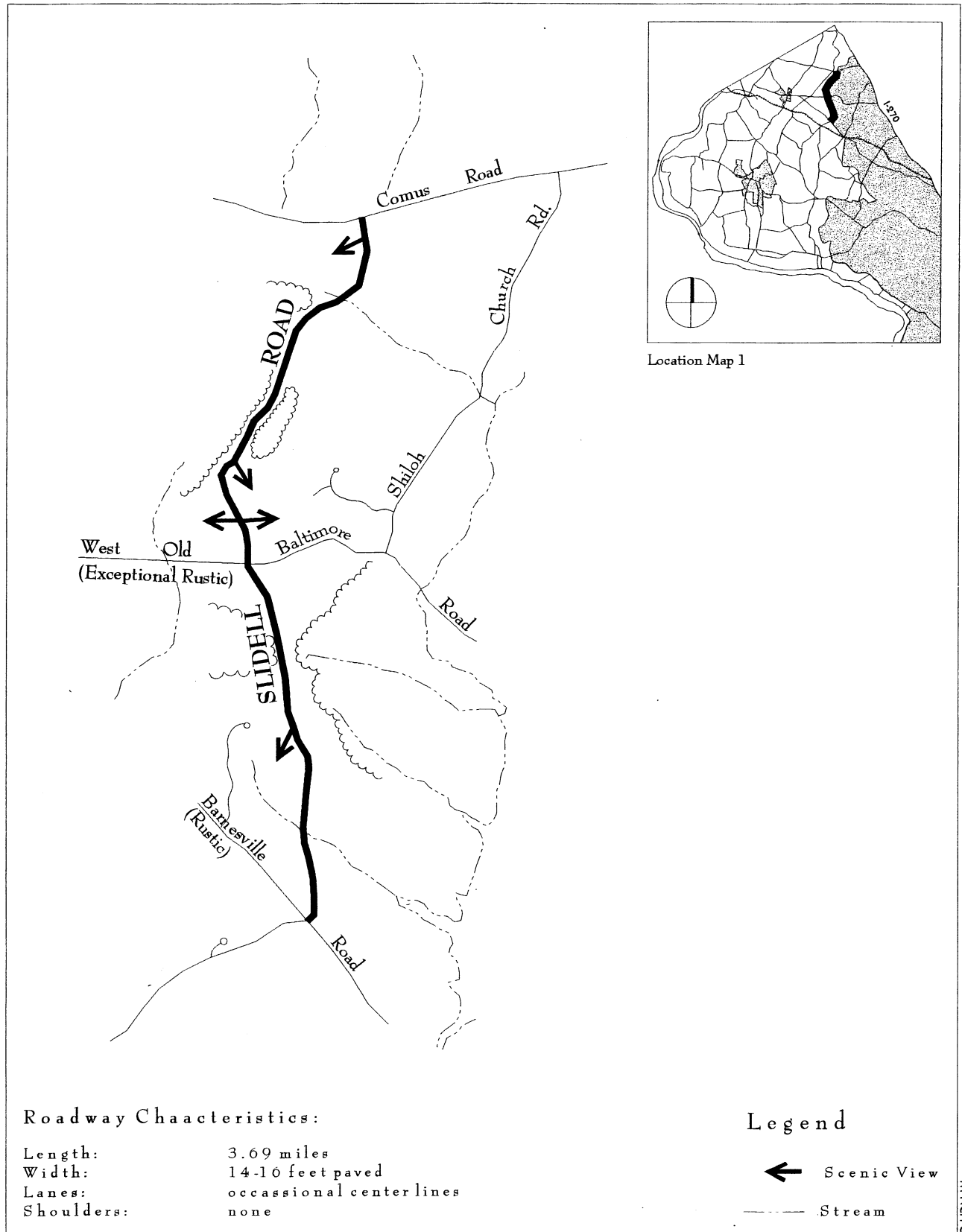
### **Significant Features:**

- The way the road fits the terrain, the narrow pavement, and the close proximity of fences and trees to the road.
- Example of small residential rural area.



# Slidell Road

Figure 11





**Table 2: Rustic and Exceptional Rustic Roads Criteria Check**

Road Location	Qualitative
Road Width	10 feet to 22 feet
Traffic Volume	3,000 or less per day
Natural Characteristics	Qualitative
Vehicular Accidents/Injuries	Seven or fewer accidents within a five-year period.
Exceptional Rustic Roads	Must meet all of the above-mentioned criteria in addition to qualitative criteria.

**Table 3: Roadway Classification Table:**

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width
CR-6	Johnson Drive	Entire Length	70'
CR-7	Long Corner Road	Entire Length	80'
R-58	Mountain View Road	Entire Length	70'
E-13	Purdum Road	Entire Length	80'
CR-1	Warfield Road	Wightman Road to Goshen Road	70'
CR-1	Shiloh Church Road	Entire Length	70'
R-8	Slidell Road	Comus Road to Southern Clarksburg Master Plan Boundary Line	80'
R-59	Slidell Road	Southern Clarksburg Master Plan Boundary Line to Barnesville Road	80'
CR-2	Piedmont Road	Grand Elm Street to Skylark Road	60'
CR-3	Piedmont Road	Skylark Road to Hawkes Road	70'
CR-4	Grand Elm Street	A-305 to Piedmont Road	60'

**Table 4: Roadway Comparison Table**

Name	Width	Traffic Volume		Accidents		Injuries	
		1999	2002	1999 <sup>a</sup>	2002 <sup>b</sup>	1999	2002
Johnson Drive	22'	1,500	1,520	3	1	4	0
Long Corner Road	22' / 15.5' <sup>c</sup>	2,850	2,120	10	1	4	0
Mountain View Road	22' / 19' <sup>d</sup>	1,600	1,550	0	1	0	0
Purdum Road	18'	200	190	0	2	0	1
Warfield Road	22'	1,800	2,320	9	1	10	0
Shiloh Church Road	20'	N/A	360	N/A	1	N/A	2
Slidell Road	14'-16'	N/A	140	N/A	4	N/A	1
[Review Standard]	Width ≤ 22	ADT ≤ 3,000		Accidents ≤ 7 in 5 years		N/A	

**NOTE:**

- a: Non-alcohol related vehicular accidents from January 1993 to December 1997
- b: Non-alcohol/drug related vehicular accidents from January 1996 to December 2000
- c: Long Corner Road narrows to 15.5 feet wide at a culvert crossing between Mullinix Mill Road and Gue Road
- d: Mountain View Road is 19 feet wide between Johnson Drive and Kings Valley Road



## Detailed Changes to the Affected Master Plans

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### FORMAT

The mechanics of making these changes is by making the appropriate additions and deletions to the Rustic Roads Functional Master Plan, the Gaithersburg Vicinity Master Plan, and the Clarksburg Master Plan & Hyattstown Special Study Area. The proposed changes are shown by using the legislative format with deleted text indicated in [brackets] and new text underlined.

### **Rustic Roads Functional Master Plan Approved and Adopted December 1996**

*Page 19, Chapter 4, Traffic Carrying Roads:*

“This Master Plan changes those roadway classifications to a system more appropriate for the retention of farmland with very minimal future development. For example, White Ground Road, which is a lightly traveled rural road running between MD 28 and MD 117, was identified in the previous plan as a major highway with a realignment to conform to major highway alignment standards. This Master Plan recommends that White Ground Road be classified as an exceptional rustic road”

*Page 30, D4. Roadway Network, Paragraph 2:*

“The new roadway classifications would have flexible standards that would allow MCDOT to provide safety improvements and minor upgrading in a manner that would be compatible with the existing roadway and the character of our agricultural land. Thus, the design standard that is used in the developed area of the County would not be introduced into the Agricultural Reserve Area of the County. The design would be appropriate for the design speed and the traffic volume. Few roadway improvements are expected in this area in any event. It would be both cost efficient and aesthetically pleasing to fit the roadway with the character of the area through which it passes, rather than imposing the "look alike" standard used elsewhere. The new classifications of country arterial and country road would only apply to existing roads. New roads would not be built to these standards, but rather subject to the Montgomery County standards for the appropriate classification.”

*Page 30, Chapter 4, Traffic Carrying Roads, D. Recommendations, 4. Roadway Network:*

“The Study Area contains one short segment of a major highway — Darnestown Road (MD 28) from the Planning Area boundary to Whites Ferry Road (MD 107) which is recommended to remain a major highway. Whites Ferry Road (MD 107) from MD 28 to Poolesville, and Darnestown Road (MD 28) from its intersection with MD 107 to the County line, are being

recommended for reclassification from major highways to country arterials. White Ground Road, which, in the 1980 Plan is classified as a major highway, is being recommended for designation as an exceptional rustic road. The other arterials in the Master Plan Area will have a classification change from arterial to country arterial.”

*Page 30, D4. Roadway Network, Paragraph 5:*

“The [idea] philosophy of the classification is that there not be rigid standards for improvements to these roads, but that improvements be custom-designed, based on the traffic volume, [and the] design speed and [the] character of the road. The use of this classification will result in more time-consuming design work when roadway improvements are needed for safety, but should result in lower construction costs. The classification would serve to retain the rural characteristics of the road. Country Roads and Country Arterials have similar characteristics and features of rustic roads but do not meet the volume and destination criteria of a rustic road.”

*Page 44,D2. Additions to the Interim Rustic Roads List:*

“During the Planning Board’s public hearing, citizens recommended additional roads for consideration as rustic. Some of these roads had not been previously suggested for evaluation. Those roads were evaluated to determine if they would meet the basic requirements of a rustic road — a narrow road intended for local use, a low traffic volume, and an accident history that does not suggest unsafe conditions. Four roads [met] appeared to meet the three criteria. [Therefore, the Master Plan recommends adding Johnson Drive, Long Corner Road, Mountain View Road and Purdum Road to the interim protection list so these roads may be fully evaluated in the future.] The roads were Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road and they were reviewed in a subsequent amendment.”

*Page 46, Chapter 5, Rustic Roads, Figure 15, Recommended Rustic Roads – map1:*

Show White Ground Road as an Exceptional Rustic Road.

*Page 50, Chapter 5, Rustic Roads, Table 2, Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads:*

Show White Ground Road as an Exceptional Rustic Road.

*Page 124, Chapter 5, Rustic Roads, Old Bucklodge Lane:*

**“Driving Experience:**

The road is under extensive tree canopy at White Ground Road (an exceptional rustic road). ”

Page 146, Chapter 5, Rustic Roads, Schaeffer Road:

**“Driving Experience:**

Schaefer Road connects White Ground Road (an exceptional rustic road) in Boyds with Burdette Lane (a rustic road)....”

Page 180, Chapter 5, Rustic Roads, White Ground Road:

**“WHITE GROUND ROAD**

An Exceptional Rustic Road

White Ground Road is a rural road with outstanding natural features, interesting farm views and historic value.

Recommended as *an exceptional rustic road.*

.....

**Driving Experience:**

... Just south of Old Bucklodge Lane, the road passes the ruins of a stone house built in the early 1800s by the [Goats] Gotts family who owned the original Buck Lodge tobacco plantation. The house was substantially damaged by fire in 1925.... ”

Page 193, Chapter 6, Roadway Classification, Table 4, under *Exceptional Rustic Roads* heading:

“Master Plan Designation	Name	Limits	Minimum Right-of-Way Widths
E-13	White Ground Road		70’ ”

Page 195, Chapter 6, Roadway Classification, Table 4, under *Rustic Roads* heading:

“Master Plan Designation	Name	Limits	Minimum Right-of-Way Widths
[R-46	White Ground Road		70’] ”



Page 229, Appendix B, County Council Interim List of Rustic Roads within the Rustic Roads Master Plan Study Area:

Road	Segment
<u>“Johnson Drive</u>	<u>Entire Length</u>
<u>Long Corner Road</u>	<u>Entire Length</u>
<u>Mountain View Road</u>	<u>Entire Length</u>
<u>Purdum Road</u>	<u>Entire Length”</u>

Page 235, Appendix D, Discussion of Roads Reviewed but not Recommended as Rustic Roads:

### **“Johnson Drive**

The road appears to function beyond local use – staff observed a number of vehicles traveling at relatively high-speeds, which did not originate from, nor were destined to, Johnson Drive. Future roadway maintenance will not compromise the integrity of the road.”

### **“Long Corner Road**

The road serves ‘regional’ through-traffic between Montgomery County and Howard Counties. However, Long Corner Road retains historic, natural and agricultural characteristics worthy of preserving. In particular, Long Corner Road, south of Mullinix Mill Road, contains a sharp, narrow “bend” as it crosses a stream valley, covered by a mature forest canopy before ascending a hill surrounded by open fields, then continues its gentle descent to Damascus Road.”

## **Gaithersburg Vicinity Master Plan Approved and Adopted January 1985, as Amended**

Page 78, Table 7. Street and Highway Classification

### **Primary Residential Streets**

P-1 Warfield Road From [Wightman Road (A-36)] Goshen Road (M-25) to Gaithersburg-Laytonsville Road (M-21) 70-feet 24-feet.

### **Country Roads**

CR-1 Warfield Road From Wightman Road (A-36) to Goshen Road (M-25)

Amend all references to Warfield Road From Wightman Road (A-36) to Goshen Road (M-25) from “P-1” to “CR- 1.”

**Clarksburg Master Plan & Hyattstown Special Study Area**  
**Approved and Adopted June 1994, as Amended**

*Page 114, Table 7, Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area*

Master Plan Roadway Designation	Name	Limits	<u>Number of Travel Lanes<sup>1</sup></u>	
			Maximum Recommended	Minimum Right-of-Way Widths <sup>2</sup>
Rustic Roads [R-5	Piedmont Road <sup>3</sup>	Stringtown Road to Hawkes Road	N/A	70']

[<sup>3</sup>Realignment of Piedmont Road is recommended to allow appropriate distance from the A-305/Stringtown Road intersection.]

Country Roads

CR-2	Piedmont Road	Grand Elm Street to Skylark Road	N/A	60'
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CR-3	Piedmont Road	Skylark Road to Hawkes Road	N/A	70'
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CR-4	Grand Elm Street	A-305 to Piedmont Road	N/A	60' "
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*Page 130, Table 9, Clarksburg Master Plan Rustic Roads Recommendations:*

Roadway Name	Limits	Recommendation	Comments
<i>"Roads Not on the Interim List but Recommended by the Plan as Rustic</i>			
11. Slidell Road	Comus Road to Barnesville Road	Rustic	Area is recommended to become Agricultural Reserve."

Page 114, Table 7, Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area

		<u>Number of Travel Lanes<sup>1</sup></u>		
			Maximum	Minimum
Roadway			Recommended	Right-of-Way
Designation	Name	Limits		Widths <sup>2</sup>
“Arterial Highways				
A-258	Slidell Road	Northern to [Southern Study Area Boundary] <u>Comus Road</u>	2	80’
Rustic Roads				
R-8	Slidell Road	Comus Road to Southern <u>Study Area Boundary</u>	N/A	80’
Primary Residential Street				
[P-3	Shiloh Church Road	West Old Baltimore Road to Comus Road]	2	70’
Country Roads				
CR-1	Shiloh Church Road	West Old Baltimore Road <u>to Comus Road”</u>	N/A	70’





Resolution: 15-518  
Introduced: February 24, 2004  
Adopted: February 24, 2004

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

By District Council

**SUBJECT:** Approval of Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment

**Background**

On December 27, 2002, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment.

The Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment amends the Master Plan of Highways within Montgomery County, as amended; the Rustic Roads Functional Master Plan, December 1996, as amended; the Functional Master Plan for the Preservation of Agriculture and Rural Open Space, October 1980, as amended; the Damascus Master Plan, June 1982, as amended; the Clarksburg Master Plan & Hyattstown Special Study Area, June 1994, as amended; the Boyds Master Plan, February 1985, as amended; the Gaithersburg Vicinity Master Plan, January 1985, as amended; and the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended.

On March 18, 2003, the County Executive transmitted to the County Council comments concerning the Planning Board Draft amendment with a fiscal analysis.

On June 3, 2003, the County Council held a public hearing regarding the Planning Board Draft Amendment. The Amendment was referred to the Transportation and Environment Committee for review and recommendation.

On June 26, 2003, the Transportation and Environment Committee held a worksession to review the issues raised in connection with the Planning Board Draft Amendment. The Committee forwarded the Draft Master Plan Amendment without revisions.

On July 8, 2003, the County Council reviewed the Planning Board Draft Amendment and the recommendations of the Transportation and Environment Committee without revision.

On July 15, 2003, the County Council authorized a second public hearing to review the classification of Piedmont Road and White Ground Road and adopted Resolution 15-269 to extend the deadline for action on the Draft Master Plan Amendment to October 26, 2003.

On September 9, 2003, the County Council held a public hearing regarding the White Ground Road and Piedmont Road. The Council requested Planning Board's recommendation on these roads by the close of the record on September 29, 2003. These roads were referred to the Transportation and Environment Committee for review and recommendation.

On September 25, 2003, the Montgomery County Planning Board reviewed the classification of White Ground Road and Piedmont Road.

On October 9, 2003, the Transportation and Environment Committee held a worksession to review the classification of Piedmont Road and White Ground Road. The Committee unanimously recommended White Ground Road be classified as an exceptional rustic road and Piedmont as a country road.

On October 21, 2003, the County Council approved Resolution 15-369 to extend the deadline for action on the Draft Master Plan Amendment to December 26, 2003.

On December 9, 2003, the County Council approved Resolution 15-457 to extend the deadline for action on the Draft Master Plan Amendment to February 23, 2004.

On February 10, 2004, the County Council approved Resolution 15-505 to extend the deadline for action on the Draft Master Plan Amendment to April 23, 2004.

On February 12, 2004, the Transportation and Environment Committee held a worksession and unanimously reaffirmed its earlier recommendation to classify White Ground Road as an exceptional rustic road.

On February 24, 2004, the County Council held a worksession to review the classification of Piedmont Road and White Ground Road. The Council concurred with the Transportation and Environment Committee's recommendations.

### **Action**

The County Council of Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment, dated December 2002, is approved with revisions. Council revisions to the Planning Board Draft Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 1, under Purpose and Background revise as follows:

#### **“PURPOSE OF THE MASTER PLAN AMENDMENT**

The purpose of this Amendment is to evaluate and recommend permanent roadway classification designations for Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road and Warfield Road, all roads listed in the Interim Rustic Roads List, and Slidell Road and Shiloh Church Road at the request of the County Council and the Rustic Roads Advisory Committee. This amendment also reconsidered the existing rustic road classification of Piedmont Road and White Ground Road at the request of the County Council. Figure 1 shows the location of each road.”

Page 6, Figure 2, Road Recommendations: Add Piedmont Road and show as Country Road. Add Grand Elm Street and show as a Country Road. Add Road Recommendation – map 2 with White Ground Road shown as an Exceptional Rustic Road.

Page 7, Table 1, Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads, revise as follows:

Add Piedmont Road without bullet to table and add check marks to check traffic volume consistent with rustic road, and accident history does not suggest unsafe conditions.

Add White Ground Road with a bullet to table and add check marks in all columns.

Page 8, Rustic Roads Evaluation chapter, under Description, Evaluation and Recommendation heading, new third paragraph, add the following text:

The Rustic Roads Advisory Committee sent a letter, dated April 15, 2003, to the Montgomery County Council requesting that Piedmont Road be deleted from the Rustic Road Program. The Committee believed that the existing character of Piedmont Road was only marginally rustic and that the proposed developments would further degrade that character. Piedmont Road was classified as a Rustic Road in the 1994 Clarksburg Master Plan and Hyattstown Special Study Area.

During the County Council’s worksession on the rustic roads amendment, consideration was requested to reclassifying White Ground Road from a rustic road to an exceptional rustic road. Citizens who live on or in the area near White Ground Road were concerned about a planned bridge replacement that would make the road more attractive to through truck traffic.



Since the Planning Board Draft of the Rustic Roads Amendment was under consideration by the County Council, the Montgomery County Council on July 15, 2003, authorized a second public hearing to take place on September 9, 2003.

Page 41, Table 2, under Vehicular Accidents/Injuries, last column:

[Eight] Seven or fewer accidents within a five-year period.

Page 41, Table 4, under Accidents and *[Review Standard]*:

Accidents  $\leq$  [8] 7 in 5 years

Page 43, under Rustic Roads Functional Master Plan Approved and Adopted December 1996 revise as follows:

Page 19, Chapter 4, Traffic Carrying Roads:

This Master Plan changes those roadway classifications to a system more appropriate for the retention of farmland with very minimal future development. For example, White Ground Road, which is a lightly traveled rural road running between MD 28 and MD 117, was identified in the previous plan as a major highway with a realignment to conform to major highway alignment standards. This Master Plan recommends that White Ground Road be classified as an exceptional rustic road.

Page 30, Chapter 4, Traffic Carrying Roads, D. Recommendations, 4. Roadway Network:

The Study Area contains one short segment of a major highway — Darnestown Road (MD 28) from the Planning Area boundary to Whites Ferry Road (MD 107) which is recommended to remain a major highway. Whites Ferry Road (MD 107) from MD 28 to Poolesville, and Darnestown Road (MD 28) from its intersection with MD 107 to the County line, are being recommended for reclassification from major highways to country arterials. White Ground Road, which, in the 1980 Plan is classified as a major highway, is being recommended for designation as an exceptional rustic road. The other arterials in the Master Plan Area will have a classification change from arterial to country arterial.

Page 46, Chapter 5, Rustic Roads, Figure 15, Recommended Rustic Roads – map1: Show White Ground Road as an Exceptional Rustic Road.

Page 50, Chapter 5, Rustic Roads, Table 2, Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads:

Show White Ground Road as an Exceptional Rustic Road, with check marks under the columns titled 'Significant contribution to natural, agricultural, or

historic characteristics,’ ‘Unusual features.’ and ‘Negatively affected by modifications.’

Page 94, Chapter 5, Rustic Roads, Hoyles Mill Road:

**Driving Experience:**

... from White Ground Road (an exceptional rustic road) near ...

Page 95, Figure 38: Label White Ground Road as ‘(Exceptional Rustic).’

Page 124, Chapter 5, Rustic Roads, Old Bucklodge Lane:

**Driving Experience:**

The road is under extensive tree canopy at White Ground Road (an exceptional rustic road).

Page 125, Figure 53: Label White Ground Road as ‘(Exceptional Rustic).’

Page 146, Chapter 5, Rustic Roads, Schaeffer Road:

**Driving Experience:**

Schaeffer Road connects White Ground Road (an exceptional rustic road) in Boyds with Burdette Lane (a rustic road)....

Page 147, Figure 63: Label White Ground Road as ‘(Exceptional Rustic).’

Page 180, Chapter 5, Rustic Roads, White Ground Road:

**White Ground Road**  
**An Exceptional Rustic Road**

White Ground Road is a rural road with outstanding natural features, interesting farm views and historic value.

Recommended as *an exceptional rustic road*.

**Driving Experience:**

... Just south of Old Bucklodge Lane, the road passes the ruins of a stone house built in the early 1800s by the [Goats] Gotts family who owned the original Buck Lodge tobacco plantation. The house was substantially damaged by fire in 1925....

Page 193, Chapter 6, Roadway Classification, Table 4, under Exceptional Rustic Roads heading:

<u>Master Plan Designation</u>	<u>Name</u>	<u>Limits</u>	<u>Minimum Right-of-Way Widths</u>
E-13	White Ground Road		70'

Page 195, Chapter 6, Roadway Classification, Table 4, under Rustic Roads heading:

<u>Master Plan Designation</u>	<u>Name</u>	<u>Limits</u>	<u>Minimum Right-of-Way Widths</u>
IR-46	White Ground Road		70']

Page 45, under Clarksburg Master Plan & Hyattstown Special Study Area Approved and Adopted June 1994, as Amended, header, revise as follows:

Page 114, Table 7, Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area

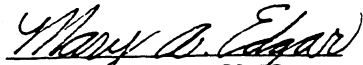
<u>Master Plan Roadway Designation</u>	<u>Name</u>	<u>Limits</u>	<u>Number of Travel Lanes<sup>1</sup> Maximum Recommended</u>	<u>Minimum Right-of-Way Widths<sup>2</sup></u>
<u>Rustic Roads</u>				
IR-5	Piedmont Road <sup>3</sup>	Stringtown Road to Hawkes Road	N/A	70']
<u>Country Roads</u>				
CR-2	Piedmont Road <sup>3</sup>	Grand Elm Street to Skylark Road	N/A	60'
CR-3	Piedmont Road	Skylark Road to Hawkes Road"	N/A	70'
CR-4	Grand Elm Street	A-305 to Piedmont Road	N/A	60' "

<sup>3</sup>Realignment of Piedmont Road is recommended to allow appropriate distance from the A-305/Stringtown Road intersection.

### General

All figures and table are to be revised where appropriate to reflect County Council changes to the Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions to the County Council. All identifying references pertain to the Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment, dated December 2002.

This is a correct copy of Council action.



Mary A. Edgar, CMC  
Clerk of the Council



**The Maryland-National Capital Park  
and Planning Commission  
Resolution #04-05**

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB NO. 04-02  
M-NCPPC NO. 04-05

## RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to the General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince Georges Counties; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County code, Chapter 33A, held a duly advertised public hearing on November 21, 2002, on the Public Hearing Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment; also being an amendment to the Master Plan of Highways within Montgomery County, as amended and to the General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince Georges Counties; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on December 27, 2002, approved the Planning Board Draft of the proposed Plan Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment and forwarded those recommendations with a fiscal analysis to the District Council on March 18, 2003; and

WHEREAS, the District Council, on February 24, 2004, approved the Planning Board Draft for the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment subject to modifications and revisions set forth in Council Resolution #15-518; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the Rustic Roads Functional Master Plan, the Clarksburg Master Plan & Hyattstown Special Study Area, the Boyds Master Plan and the Gaithersburg Vicinity Master Plan Amendment, being also an amendment to Master Plan of Highways within Montgomery County and to the General Plan for

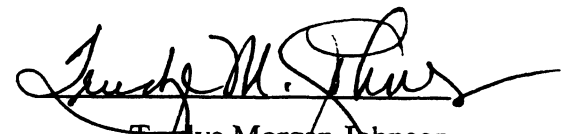


the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince Georges Counties as approved with revisions and modifications by the Montgomery County District Council in the attached Council Resolution #15-518; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

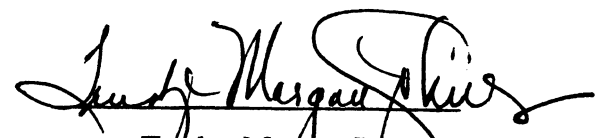
This is to certify that the forgoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board for The Maryland-National Capital Park and Planning Commission on motion of Commissioner Bryant, seconded by Commissioner Wellington, with Commissioners Berlage, Bryant, Perdue, and Wellington voting in favor of the motion, with Commissioner John M. Robinson being absent, at its regular meeting held on Thursday, April 8, 2004, in Silver Spring, Maryland.



Trudye Morgan Johnson  
Executive Director

\* \* \* \* \*

This is to certify that the forgoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner Harley, seconded by Commissioner Robinson, with Commissioners Bryant, Eley, Harley, Hewlett, Perdue, Robinson, and Vaughans voting in favor of the motion, with Commissioners Squire and Wellington being absent, and Commissioner Berlage temporarily absent at its regular meeting held on Wednesday, April 21, 2004, in Landover, Maryland.



Trudye Morgan Johnson  
Executive Director

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## **ACKNOWLEDGEMENTS**

### **MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

Charles R. Loehr, Director

John A. Carter, Chief, Community-Based Planning Division

Judy J. Daniel, Team Leader, Rural Area

### **PROJECT TEAM**

Maria Ann Martin, Community-Based Planning Division – Rural Team – Lead Project Planner

Stephen M. Dorsey\*, Community-Based Planning Division, Lead Project Planner

Clare Lise Cavicchi, Countywide Planning Division – Historic Preservation

Lawrence Cole, Countywide Planning Division – Transportation Planning

Dan Hardy, Countywide Planning Division – Transportation Planning

R. Keith Moore\*, Countywide Planning Division – Transportation Planning

Katherine Nelson, Countywide Planning Division – Environmental Planning

### **TECHNICAL STAFF**

Charles Coleman, Document Reproduction

Dave Fugitt, Mapping and Graphics

\*Former Staff Member

**AN AMENDMENT TO THE  
RUSTIC ROADS FUNCTIONAL  
MASTER PLAN,  
CLARKSBURG MASTER PLAN &  
HYATTSTOWN  
SPECIAL STUDY AREA,  
BOYD MASTER PLAN &  
GAITHERSBURG VICINTY  
MASTER PLAN**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

8787 GEORGIA AVENUE SILVER SPRING, MARYLAND 20910



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