



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 23, 2002

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John A. Carter, Chief ^{JAC}
Community-Based Planning Division

FROM: Judy Daniel, Rural Team Leader ^{JD}
Community-Based Planning Division

^{M.M.}
Maria Martin, Community Planner
Community-Based Planning Division

SUBJECT: Rustic Roads Functional Master Plan Amendment Revised Staff Draft:
Evaluation and Recommendation of Interim Rustic Road List - Johnson
Drive, Long Corner Road, Mountain View Road, Purdum Road and
Warfield Road

RECOMMENDATION: **APPROVAL** to set a public hearing date

This Amendment completes the evaluation and review of five roads on the Interim List of Rustic Roads. The following roadway classifications are recommended in this Amendment:

- Exceptional Rustic Road classification for Purdum Road;
- Rustic Road classification for Mountain View Road; and
- Country Road classification for the following:
 - Johnson Road
 - Long Corner Road
 - Warfield Road

BACKGROUND

The adoption process for the Rustic Roads Functional Master Plan (RRFMP) reviewed an Interim List of Rustic Roads that was created in 1993. Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road were added at the request of area residents (as noted in Chapter 5, Section D.2, page 198 of the Master Plan) during the RRFMP process. The intent was for them to be reviewed and evaluated in the future.

Warfield Road was a part of the original interim list of rustic roads. It is officially considered part of the Gaithersburg Vicinity Master Plan, but was included in the deferred 1999 RRFMP Amendment because the road forms the border between that Master Plan and the Master Plan for the Preservation of Agricultural and Rural Open Space. Although a review of the Gaithersburg Master Plan has subsequently been scheduled, the staff has left the review of this road in the Amendment since the work on this review has already been completed.

HISTORY

On September 30, 1999, the original Staff Draft Amendment was distributed to the Planning Board and a public hearing was scheduled for November 18, 1999. In a letter dated November 4, 1999, the County Council requested that the Amendment process be deferred until completion of the Potomac Master Plan. In a letter dated November 9, 1999, the Planning Board postponed the public hearing. The Planning Board also stated that, *"Finalizing a workable set of standards for Country Roads is vital for those roads that are important to preserve but do not meet the standard criteria that have been applied for all roads that have been approved as Rustic Roads."* (Attachments 1 and 2.)

In addition, a December 20, 1999, letter from the Rustic Roads Advisory Committee (RRAC) requested that the staff reconsider the recommendation for Mountain View Road, especially between Purdum Road and Kings Valley Road (Attachment 3).

With the completion of the review process for the Potomac Master Plan, the staff is now proceeding with the RRFMP Amendment, although there has been no final agreement regarding the Country Road/Country Arterial standards issue. This Amendment will assist in the process of providing standards for Country Roads and Country Arterials.

EVALUATION OF CHANGES TO THE 1999 STAFF DRAFT

Traffic Volume and Accident Data Information

The staff has updated traffic volume and accident rates for all of the roads in this Amendment. Volume data has not significantly changed for Johnson Drive, Mountain View Road, or Purdum Road. Long Corner Road had a significant reduction of traffic volume in the period. While additional residential development in the vicinity of Warfield Road resulted in a 29% increase of traffic volume, bringing the road very close to the upper limit of the traffic volume criteria for a Rustic Road, volume is not a reason for the recommendation of Country Road for Warfield Road (unchanged from the original staff draft).

Overall accident data for the five roads shows either one or two accidents on these roads in the last five-year period. The accident data has changed significantly for Long Corner and Warfield Roads. Long Corner Road dropped from 10 accidents to one accident between the two reporting periods. Warfield Road dropped from nine accidents to one in the same time frame. There seems to be no discernable reason for

this decrease. As in all previous evaluations, accidents with contributing circumstance of the driver being under the influence of drugs or alcohol were not included in the accident totals for the road.

Despite these reductions, traffic volume and safety were not the factors that disqualified the roads evaluated in this Amendment from a Rustic Road classification recommendation.

Road Classifications

The 1999 Staff Draft recommended Mountain View Road as a Country Road, but the Rustic Roads Advisory Committee (RRAC) requested a change in the recommendation citing concerns of area residents. The local community views this road as an extension of Price's Distillery Road, designated a Rustic Road in 1996. The staff accepts the rationale offered by the RRAC, and the road recommendation has been changed to a Rustic Road classification as requested. No other road recommendations have been changed from the 1999 staff draft.

Unfortunately, the concern expressed by the Planning Board in 1999 in regard to the need for appropriate standards for Country Roads remains. A few months after the 1999 Staff Draft Amendment was deferred, the Montgomery County Department of Public Works and Transportation (DPWT) decided that the Country Roads and Country Arterials should be governed by a set of "guidelines" rather than the "standards" specified in the RRFMP adopted by the County Council. The M-NCPPC staff and the Rustic Roads Advisory Committee (RRAC) do not agree with the guidelines that were issued by DPWT. The M-NCPPC staff and the RRAC believe that the DPWT guidelines do not address the level of protection intended in the RRFMP. (See Attachment 4, Memo from RRAC to DPWT, March 2000.) There have been no discussions on this matter in the past two years.

This unresolved situation represents the difference between DPWT and the M-NCPPC regarding the intent for these road types. The M-NCPPC staff firmly believes that the Rustic Roads Functional Master Plan clearly intends for the Country Road and Country Arterial standards to provide a transitional road type differing from the strongly protected Rustic and Exceptional Rustic Roads, because standard road types are subject to modifications that often degrade their visual character. The DPWT has not agreed to guidelines or standards that M-NCPPC staff and the RRAC believe can adequately fulfill this intent.

CONCLUSION

The revised Staff Draft of the Rustic Roads Functional Master Plan Amendment is attached. The staff requests that the Planning Board approve the draft as a Public Hearing Draft Amendment. If so, a public hearing will be scheduled for July 18, with worksessions at the end of July or early September.

The staff recommends Exceptional Rustic Road classification for Purdum Road; Rustic Road classification for Mountain View Road; and Country Road classification for Johnson Road, Long Corner Road and Warfield Road.

The staff also recommends that the Planning Board comments to the Council when this Amendment is forwarded include a strong recommendation to the Council for resolving the need for mutually agreed upon Country Road and Country Arterial guidelines or standards. These standards (or guidelines) must reflect the intent of the Rustic Roads Functional Master Plan for roads that can be *"maintained and improved in a manner that preserves the road's significant features"* and the establishment of *"guidelines by Executive Regulation ...for maintenance and improvement of rustic roads and exceptional rustic roads."*

The necessity of this action is noted on page 197 of the RRFMP which states: *"Upon approval and adoption of this Master Plan, the Montgomery County Department of Public Works and Transportation should prepare standards for three new roadway classifications - country arterial, country road, and country lane - for inclusion in the Road Code. Suggested design specifications for country arterial and country road are included in the Master Plan."* Standards or guidelines are needed for the future protection and maintenance for the 18 existing Country Roads and Country Arterials already designated in the RRFMP, and the three roads recommended for Country Road status in this Amendment.

JD:MM:ha: a:\daniel1\revised rustic road draft amendment.doc

Attachments

- 1 Montgomery County Council letter dated November 4, 1999
- 2 Chairman Hussmann letter dated November 9, 1999
- 3 Rustic Roads Advisory Committee letter dated December 20, 1999
- 4 Rustic Roads Advisory Committee Memo dated March 22, 2000
- 5 Revised Staff Draft of the Rustic Roads Functional Master Plan Amendment

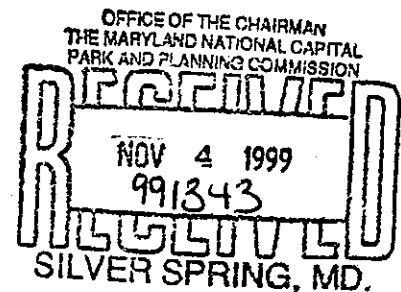


MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

NANCY H. DACEK
DISTRICT 2

November 4, 1999

William H. Hussmann
Chairman, Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910



Dear Mr. Hussmann:

We would appreciate it if you would consider delaying the public hearing scheduled for November 18th on the Preliminary Draft Amendment to the Rustic Roads Master Plan. The plan proposes removing 5 roads from rural/rustic status to be designated "country road". However, the criterion for "country road" has yet to be devised.

We are familiar with the issues raised by the proposed designation. Several roads in our subregion, including those through Potomac's historic Glen have received similar recommendations. We support the citizens' concern that the proposed "draft" guidelines for country roads and arterials provided by the DPWT are not complete enough. We do not believe that there are enough safeguards in the current criteria to protect the character, environment, or existence of those tree lined rural roads that are the heart of the Rural and Rustic Roads program.

It is our belief that proceeding with a public hearing on changing rural and rustic roads to a designation under which no guidelines or criteria has been set is a very serious precedent. We feel it would be much more prudent to delay the public hearing pending a more extensive conversation about criterion specifics and details about guidelines for this designation of "country road".



11/5/99
Page two

Thank you for your immediate attention into this matter.

Sincerely,

Councilmembers:



Nancy Dacek




Derek Berlage



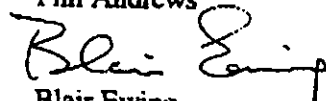
Betty Anne Krahnke



Steve Silverman



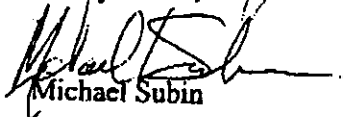
Phil Andrews



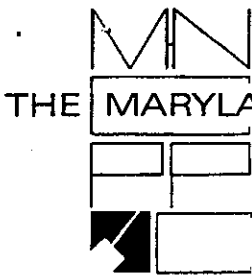
Blair Ewing



Marilyn Praisner



Michael Subin



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 495-4605

Montgomery County Planning Board
Office of the Chairman

ATTACHMENT 2

November 9, 1999



Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

Dear Councilmembers:

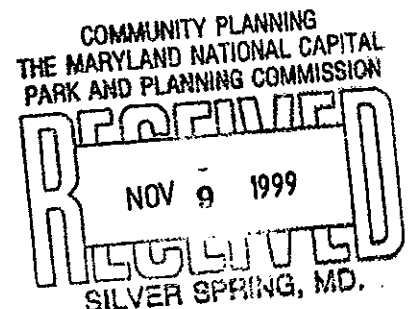
Thank you for your letter of November 4 requesting a postponement of the Rustic Roads Functional Master Plan Amendment public hearing. Your concern is valid, and I have removed this item from the November 18 Planning Board agenda.

Our staff will continue to work with the Department of Public Works and Transportation (DPWT) to work out the range of concerns with the initial draft of the Country Road standards. Finalizing a workable set of standards for Country Roads is vital for those roads that are important to preserve but do not meet the standard criteria that have been applied for all roads that have been approved as Rustic Roads. When a set of Country Road standards have been mutually agreed upon by the Rustic Roads Advisory Committee, DPWT staff, and M-NCPPC staff; the Public Hearing will be rescheduled.

However, while these standards are necessary for the remaining interim roads under consideration, I would remind you that there are already 5 designated Country Roads within the Rustic Roads Functional Master Plan -- portions of Kings Valley, Griffith, Zion, Watkins, and Bucklodge Roads. Therefore determining what these standards should be is just as important for the existing Country Roads and the 14 Country Arterials which were adopted by the Council in 1995 and 1998. It is vital to resolve the standards within the next year in order to complete the work and intent of the Rustic Roads Functional Master Plan.

Sincerely,

William H. Hussmann
Chairman



WHH:JD:bap

ATTACHMENT 3**Rustic Roads Advisory Committee**

December 20, 1999

Stephen M. Dorsey, Planner
Community-Based Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Rustic Roads Functional Master Plan Amendment

Dear Mr. Dorsey:

In response to your letter of September 21, 1999, the Rustic Roads Advisory Committee has reviewed the Staff Draft Rustic Roads Functional Master Plan Amendment, and recommends the following changes.

1. Mountain View Road, between Purdum Road and Kings Valley Road. The committee feels that this section of road should be retained as a rustic road, rather than being reclassified as a country road. The local community views this road as an extension of Price's Distillery Road, with similar character and function. Since Price's Distillery Road is classified as a rustic road, we would like to retain the same classification for Mountain View Road.
2. Some statements in the text appear to be inaccurate. In particular, page 5 refers to a dairy farm located at the corner of Johnson Drive and Mountain View Road. This farm has not been operating as a dairy farm for several years. Additionally, several local residents have confirmed that Purdum Road has been in existence since the late 1890's.
3. This Master Plan Amendment proposes to reclassify Johnson Drive, Long Corner Road and Warfield Road as country roads rather than rustic roads. While we agree with the assessment that these roads do not meet the criteria for rustic roads, we are concerned that guidelines for country roads have yet to be finalized. Our endorsement of the country road designation for these three roads is therefore contingent on development of guidelines which provide adequate protection for this still to be defined roadway classification.

Stephen M. Dorsey
Rustic Roads Functional Master Plan Amendment
December 20, 1999
Page Two

With the above clarifications and corrections, we support the staff draft of the Rustic Roads Functional Master Plan Amendment. Thank you for the opportunity to review and comment on this document.

Sincerely,



Gene Walker, Chair
Rustic Roads Advisory Committee

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MEMORANDUM

March 22, 2000

TO: John J. Clark, Director
Office of Project Development

FROM: Gene Walker, Chairman
Rustic Roads Advisory Committee

SUBJECT: Guidelines for Improvements along Country Arterials/Country Roads

At our February 24 and March 16, 2000 meetings, the committee discussed DPWT's recently approved Guidelines for Improvements Along Country Arterial/Country Roads that you transmitted to me in your letter of January 18, 2000.

We appreciate the consideration that was given to our comments on these guidelines and feel that the final version showed significant improvement and sensitivity to the environment over the earlier draft. We realize that the "country roads" are intended to function at a higher level than rustic roads and that some improvements for safety and access will be required. However, we were disappointed that the final guidelines do not stress the importance of tree preservation and the need to minimize changes to roadway width, grading and alignment. The final guidelines provide little acknowledgement of the need to preserve the existing landscape and topography of these country roads whenever possible. We believe the guidelines are overly complex and burdensome while providing little safeguard against unnecessary destruction of trees within the right-of-way.

The Rustic Roads Advisory Commission would expect to have a role in the project review process on Country Arterials/Country Roads. Because rustic roads are on one side of the "country roads bridge" (the other side being standard open-section roadways), we believe we are in a uniquely qualified position to provide DPWT with advice on preserving country road character.

Before these guidelines are implemented, it is very important that a joint meeting between representatives of this committee, DPWT, MNCPPC and the County Council be held to address the unresolved issues .

Cc: The Honorable Douglas M. Duncan
The Honorable Michael Subin
Albert J. Genetti, Jr.
Charles Loehr

REVISED STAFF DRAFT

RUSTIC ROADS FUNCTIONAL 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 *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

May 2002

ABSTRACT

TITLE: Revised Staff Draft for Rustic Roads Functional Master Plan Amendment

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Staff Draft 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 and the Gaithersburg Vicinity Master Plan.

DATE: May 2002

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

ABSTRACT: This document contains the text, with supporting maps, for the revised Staff Draft for Rustic Roads Functional 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.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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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Derick P. Berlage, *Vice President*
Phil Andrews
Nancy Dacek
Howard A. Denis
Blair G. Ewing
Isiah Leggett
Marilyn J. Praisner
Michael L. Subin

COUNTY EXECUTIVE

Douglas M. Duncan

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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NOTICE TO READERS

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

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 to make technical changes to the Rustic Roads Functional Master Plan. Figure 1 shows the location of each road.

This amendment will amend 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
- General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties
- Gaithersburg Vicinity Master Plan

BACKGROUND TO 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.

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

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

DESCRIPTION, EVALUATION AND RECOMMENDATION

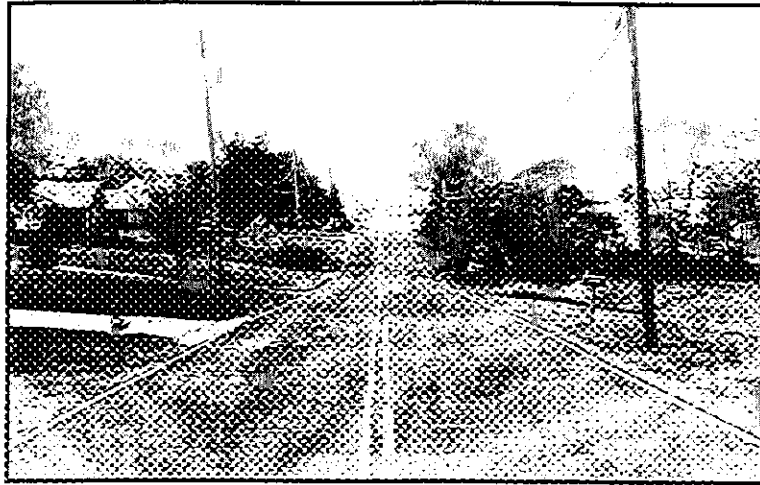
The following is a description, evaluation and recommendation for Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road and Warfield Road. The evaluation follows the criteria stated in the Montgomery County Council's legislation.

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 — met the basic criteria and the Functional Master Plan recommended their addition to the Interim List until they could be fully evaluated in the future. These four roads are evaluated in this amendment.

- Table 1 summarizes 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.

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. Warfield Road was selected for inclusion in this Amendment because when initial work began on the Amendment in 1998, it was the only remaining Interim List road not located within a master plan slated for review in the foreseeable future. However, it is noted that since that time the *Gaithersburg Vicinity Master Plan* has been added to the master plan schedule to begin review in July 2002. The remaining Interim List roads are located within the Olney master plan area, currently under review.

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 2*). 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:

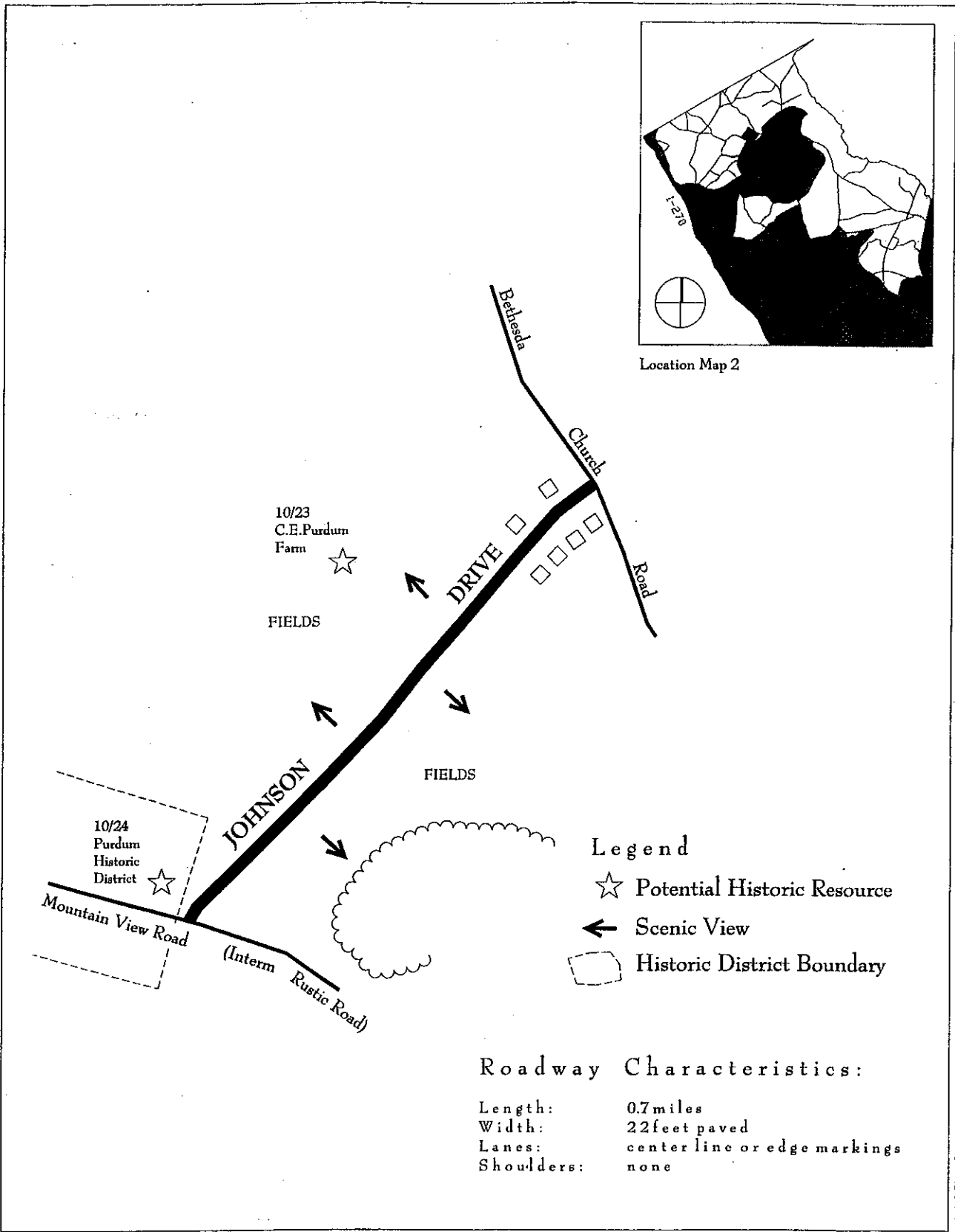
The "*country road*" designation is recommended as appropriate for Johnson Drive. However, Johnson Drive's location along a high ridge does provide a wide, sweeping vista of the surrounding natural and agricultural character, including views of Sugarloaf Mountain and area farmlands.

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

- 1) the road, in conjunction with Mountain View 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.
- 2) future roadway maintenance will not compromise the integrity of the road.

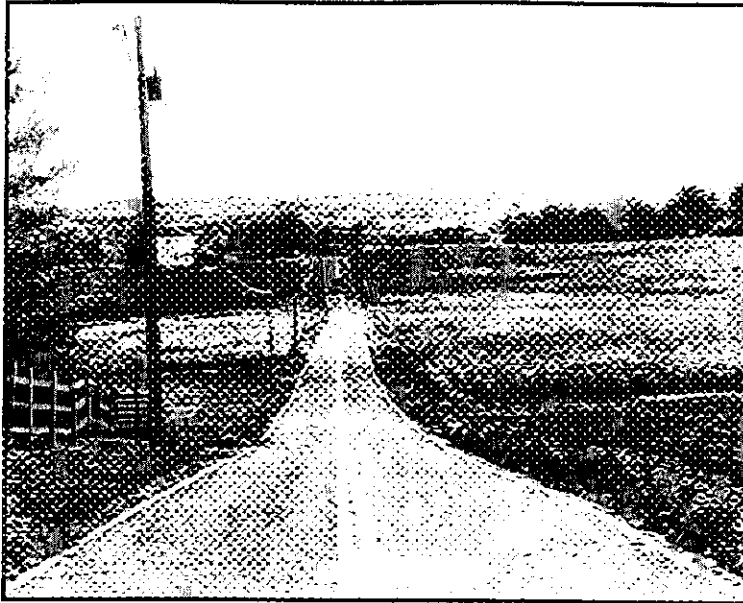
Johnson Drive

Figure 2



M-NCPPC

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 3*). 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 offer 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.

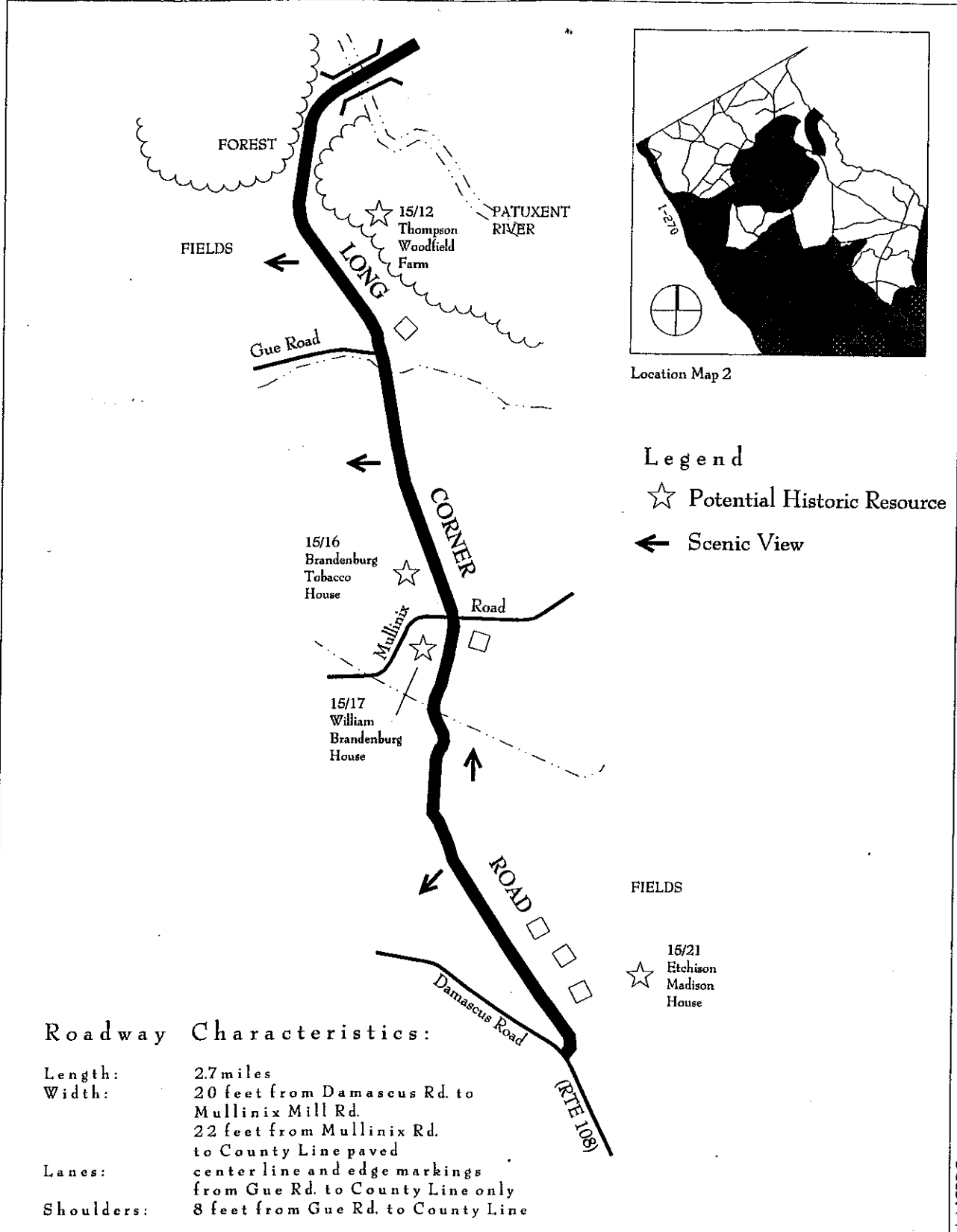
Justification

Long Corner Road does not meet the established criteria for designation as a rustic road because the road serves "regional" through-traffic between Montgomery 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. Therefore, Long Corner Road is recommended as a "*country road*."

Long Corner Road

Figure 3



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 4*). 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:

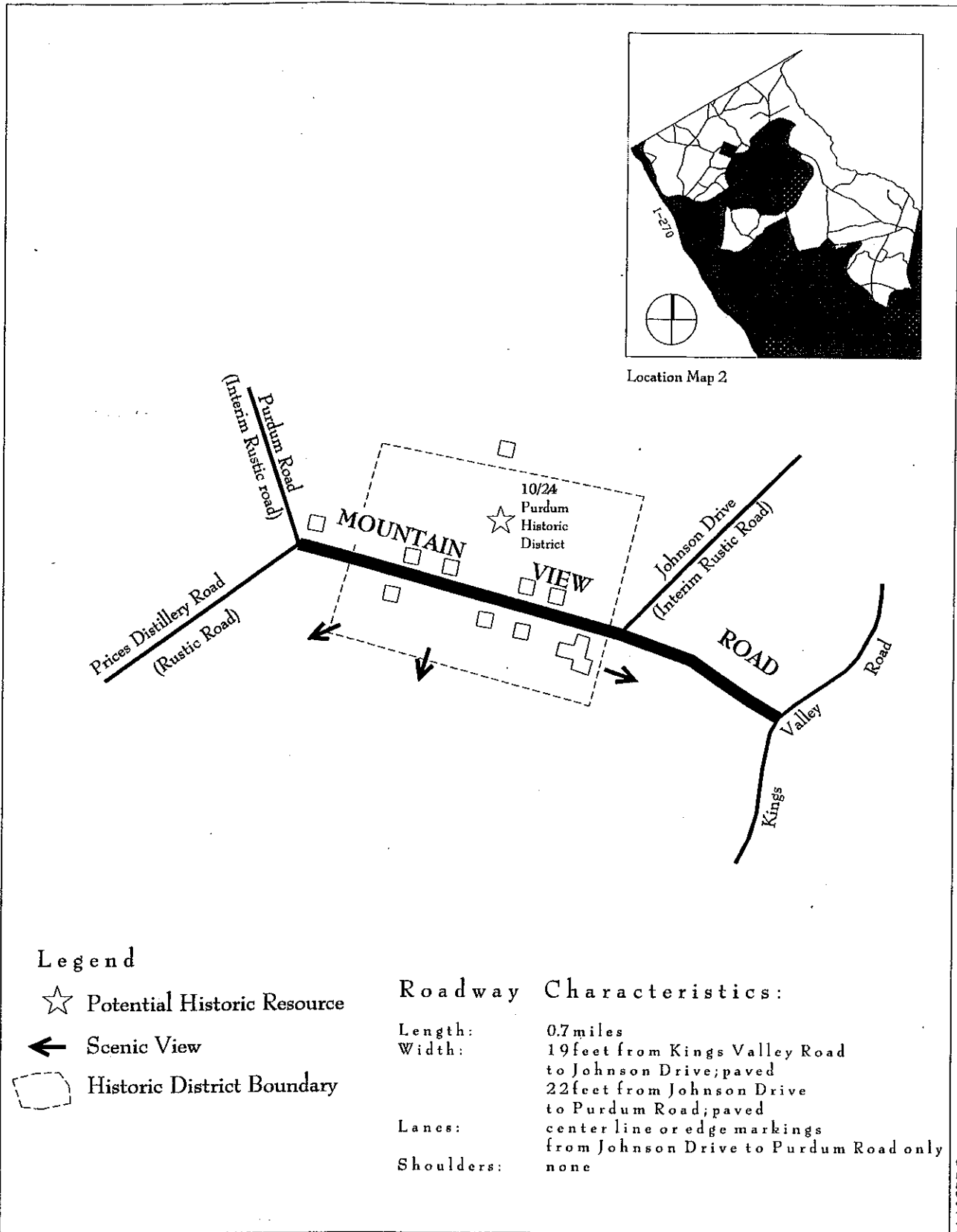
In April 1999, the average daily traffic volume was 1,600 vehicles along the main segment of Mountain View Road, and, in March 2002, the volume had slightly decreased to 1,550 vehicles. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways 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. Mountain View Road is located in a historic district. The local community views this road as an extension of Price's Distillery Road, a rustic road, with a similar character and function. 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.

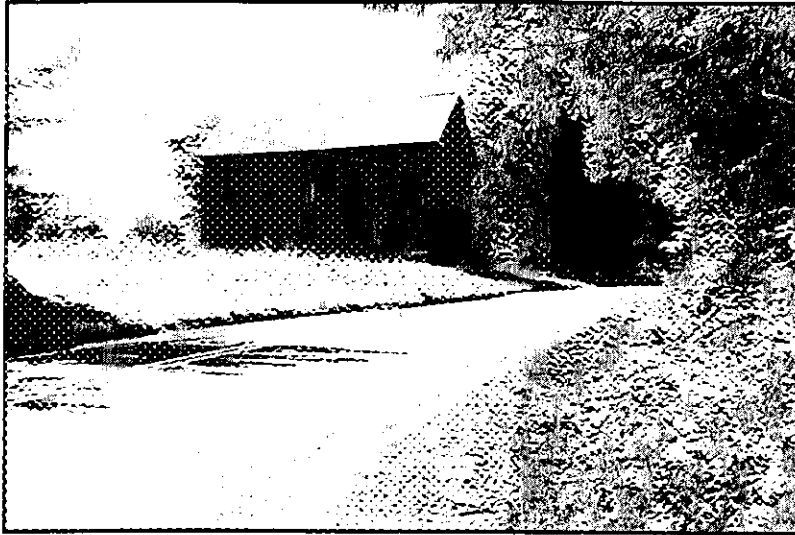
Mountain View Road

Figure 4



M-NCPPC

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 Johnson Drive and Mountain View Road (*see Figure 5*). 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, 19th and early 20th 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, 19th 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.

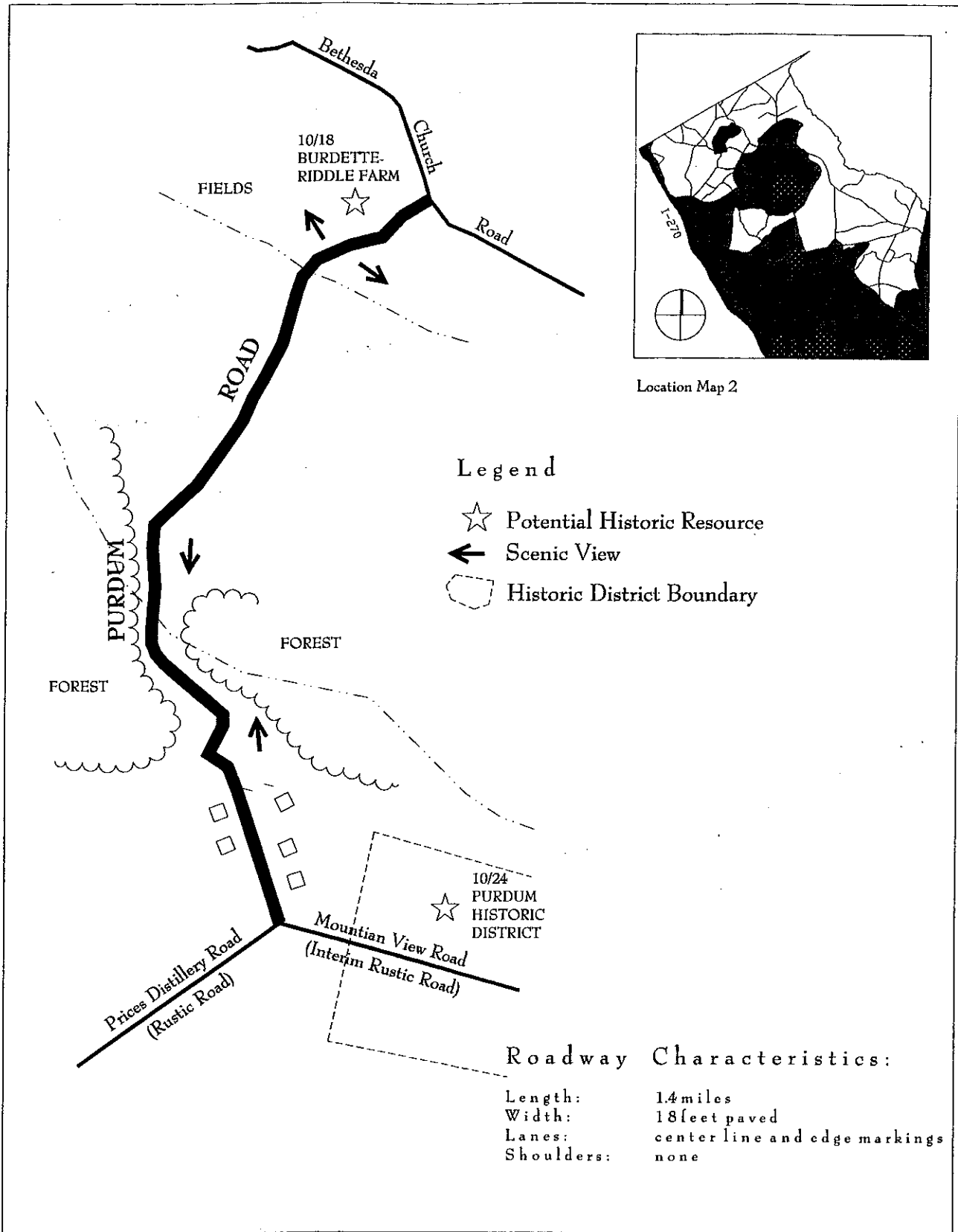
Justification

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, 19th and early 20th 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 19th Century rural villages and farms and, thus, reinforce the natural and agricultural history of the area.

Purdum Road

Figure 5



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 6*), 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-Laytonville 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 7). 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.

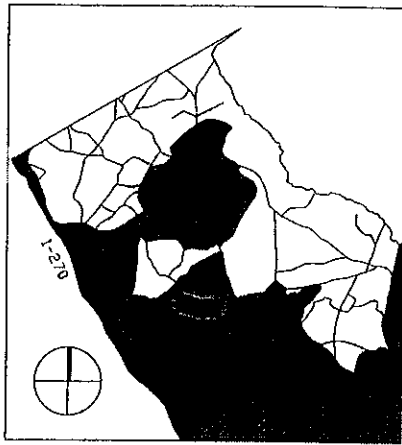
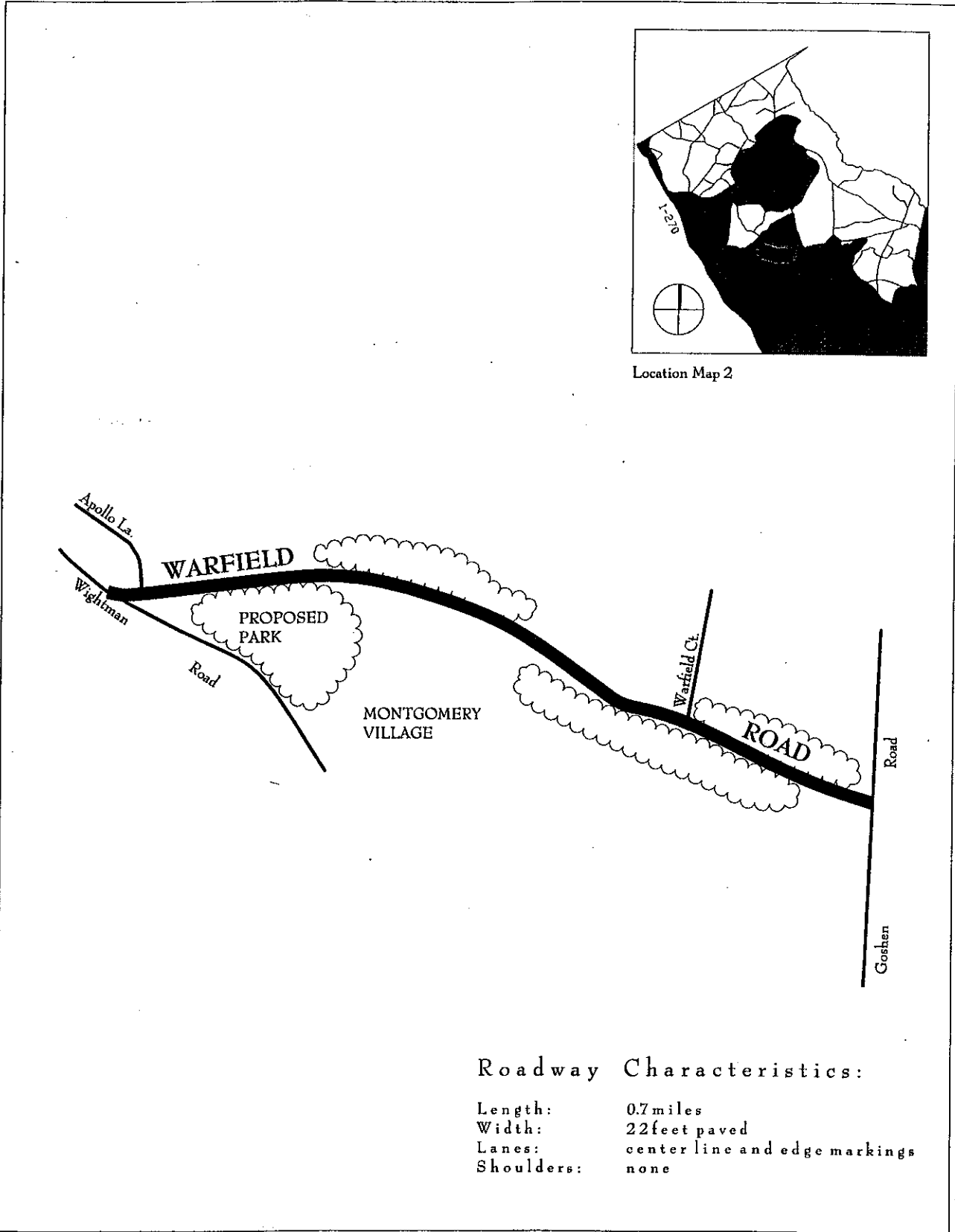
Warfield Road is classified as a “primary residential” road and is considered an important rural connector within the traffic network; increases in traffic volume are anticipated. Indeed the 2002 ADT already indicates a significant increase in traffic. While Warfield Road does retain its 19th Century 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 unnecessarily “over-engineered” to accommodate traffic. Thus, Warfield Road is recommended as a “**country road.**”



Warfield Road

Figure 6



Location Map 2

Roadway Characteristics:

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

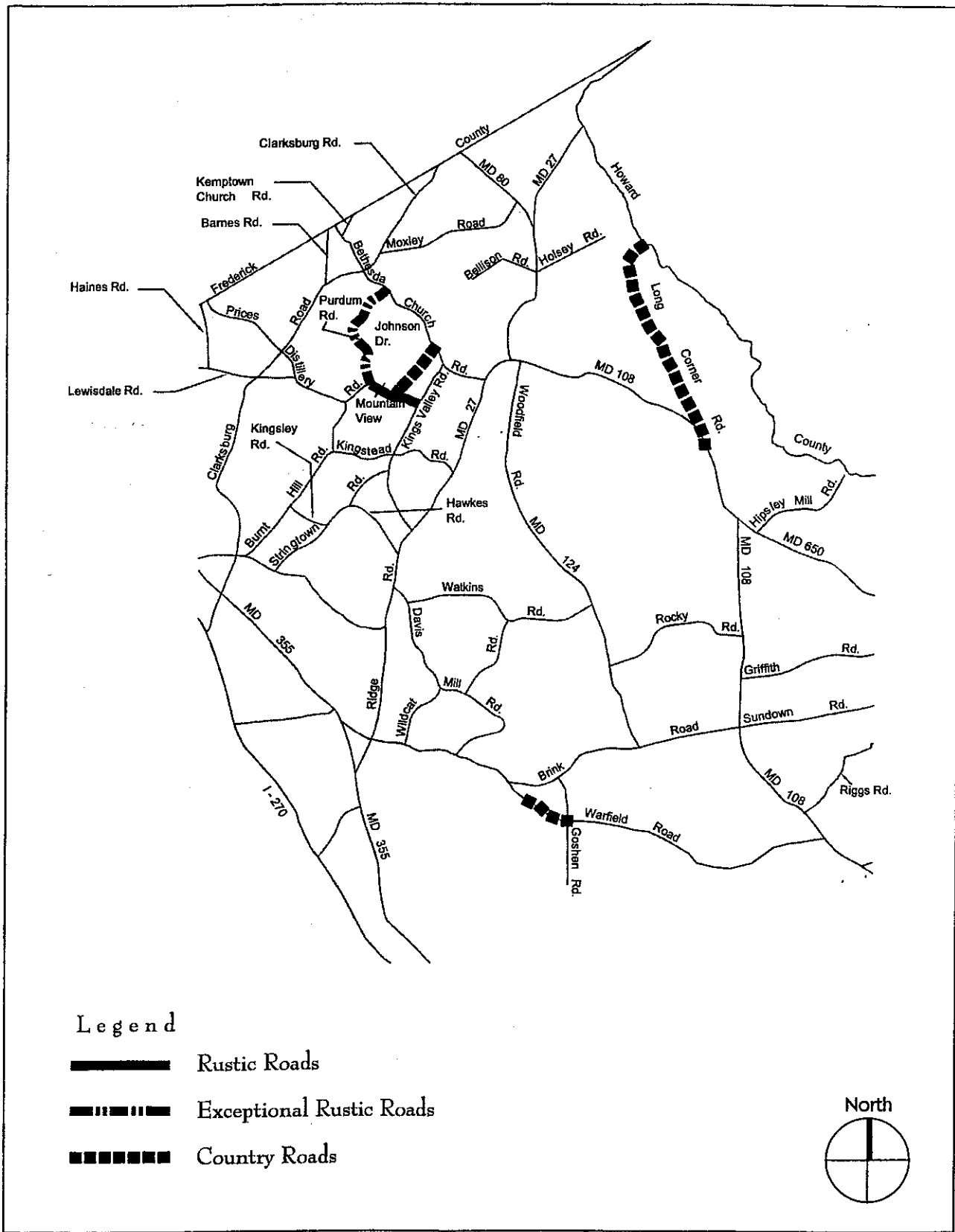
M-NCPPC

Figure 7: Warfield Road Parcel Map




Road Recommendations

Figure 8



**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	← OR → 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			✓	✓		✓				

ROADS BULLETED ARE RECOMMENDED AS RUSTIC OR EXCEPTIONAL RUSTIC

Table 2: Rustic and Exceptional Rustic Roads Criteria Check

Road Location	Qualitative
Road Width	10-ft to 22-ft
Traffic Volume	3,000 Per Day
Natural Characteristics	Qualitative
Vehicular Accidents/Injuries	Eight or more 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'
CR-8	Mountain View Road	Entire Length	70'
E-13	Purdum Road	Entire Length	80'
CR-9	Warfield Road	Wightman Road to Goshen Road	70'

Table 4: Roadway Comparison Table

Name	Width	Traffic Volume		Accidents		Injuries	
		1999	2002	1999 ^a	2002 ^b	1999	2002
Johnson Drive	22'	1,500	1,520	3	1	4	0
Long Corner Road	22' / 15.5' ^c	2,850	2,120	10	1	4	0
Mountain View Road	22' / 19' ^d	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
<i>[Review Standard]</i>	Width ≤ 22	ADT ≤ 3,000		Accidents ≤ 8 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 narrows to 15.5 feet wide at a culvert crossing between Mullinex 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

FORMAT

Amending the Rustic Roads Functional Master Plan (RRFMP) will require appropriate additions and deletions to the RRFMP and the Gaithersburg Vicinity Master Plan. Additions and deletions to the Master Plan of Highways and the Functional Master Plan for the Preservation of Agriculture and Rural Open Space are, in effect, reflected in the modifications made to the RRFMP and Gaithersburg Vicinity Master Plans. 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 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 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, Purdum Road and Warfield Road and they were reviewed in a subsequent amendment.

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) to Gaithersburg-Laytonsville Road (M-21) 70-feet 24-feet].

Country Roads

CR-9 Warfield Road From Wightman Road (A-36) to Gaithersburg-Laytonsville Road (M-21) 70-feet 24-feet.

Amend all references to Warfield Road from "P1" to "CR- 9."

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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

Charles Loehr, Director

John R. Carter, Chief, Community-Based Planning

Judy J. Daniel, Team Leader, Rural Area

PROJECT TEAM

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

Maria Ann Martin, Community-Based Planning – Rural Team

Clare Lise Cavicchi, Countywide Planning – Historic Preservation

Dan Hardy, Countywide Planning – Transportation Planning

R. Keith Moore*, Countywide Planning – Transportation Planning


Katherine Nelson, Countywide Planning – Environmental Planning

TECHNICAL STAFF

Charles Coleman, Document Reproduction

Dave Fugitt, Mapping and Graphics

*Former Staff Member



**An Amendment to the Master Plan of Highways,
Rustic Roads Functional Master Plan,
Functional Master Plan for the
Preservation of Agriculture & Rural Open Space,
Damascus Master Plan
and Gaithersburg Vicinity Master Plan**



**The Maryland-National Capital Park and Planning
Commission
8787 Georgia Avenue
Silver Spring, MD 20910**