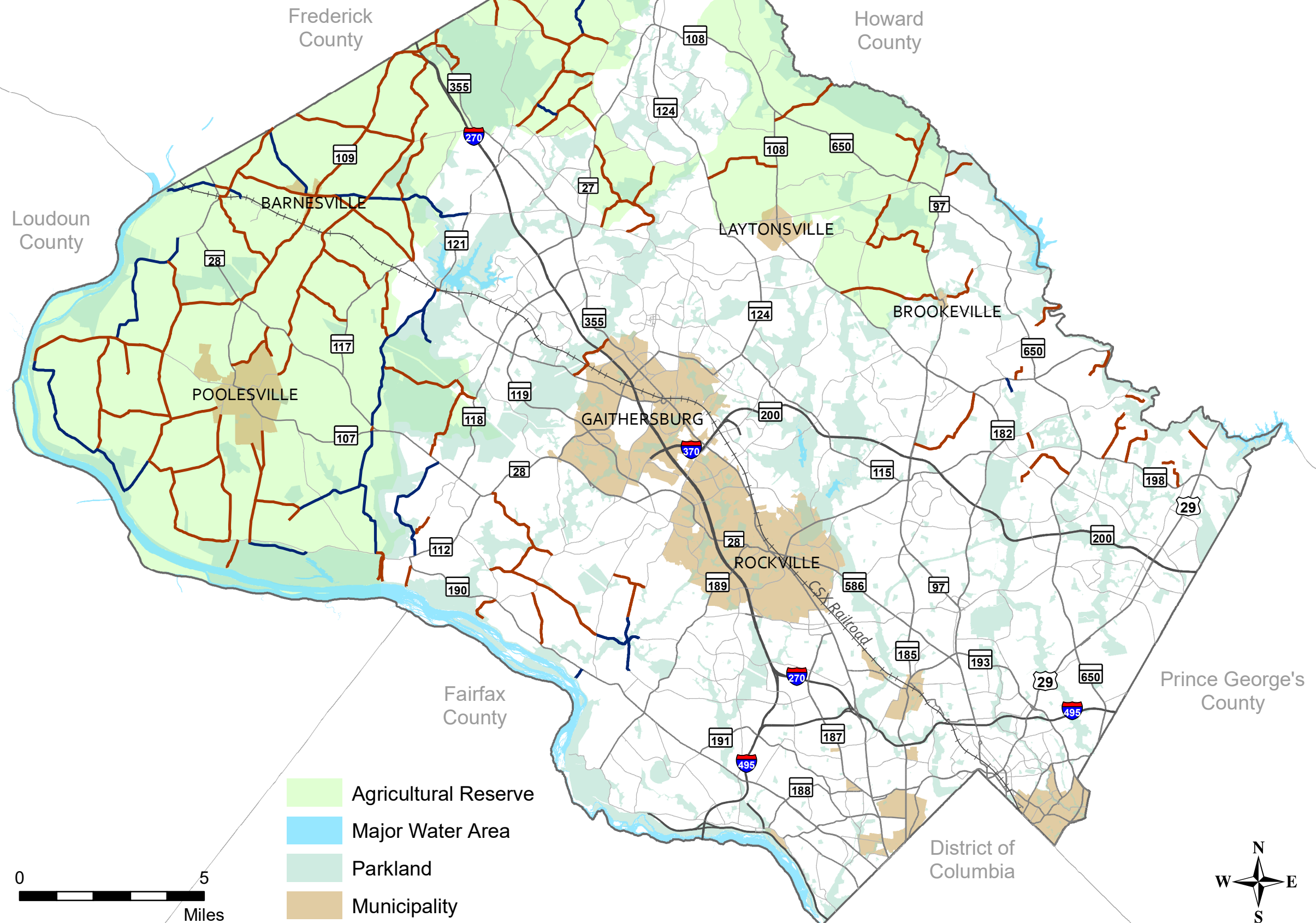
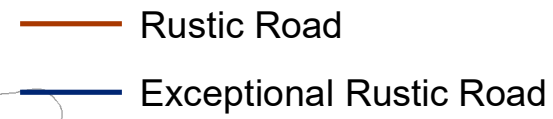
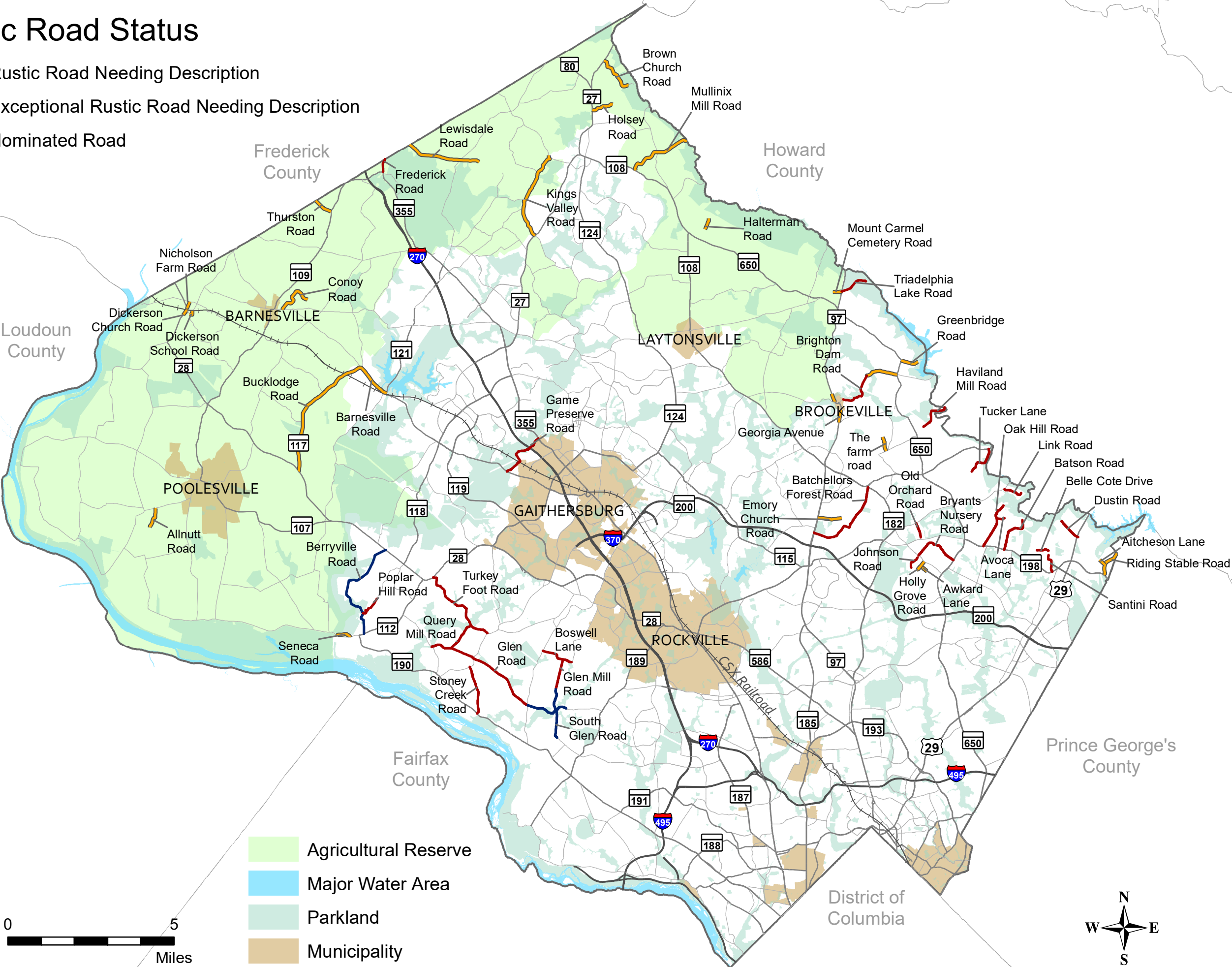


Existing Rustic Roads



Rustic Road Status

- Rustic Road Needing Description
- Exceptional Rustic Road Needing Description
- Nominated Road



Rustic Road Recommendations

Existing Exceptional Rustic Roads

- No Recommendations
- Approve Significant Features
- Update Extents
- Update Extents and Significant Features
- Update Significant Features

Existing Rustic Roads

- No Recommendations
- Change to Exceptional Rustic
- Approve Significant Features (SFs)
- Approve SFs and Change to Exceptional Rustic
- Update Extents
- Update Extents and Approve SFs
- Update Extents and Significant Features
- Update Significant Features
- Update SFs and Change to Exceptional Rustic
- Remove Rustic Designation

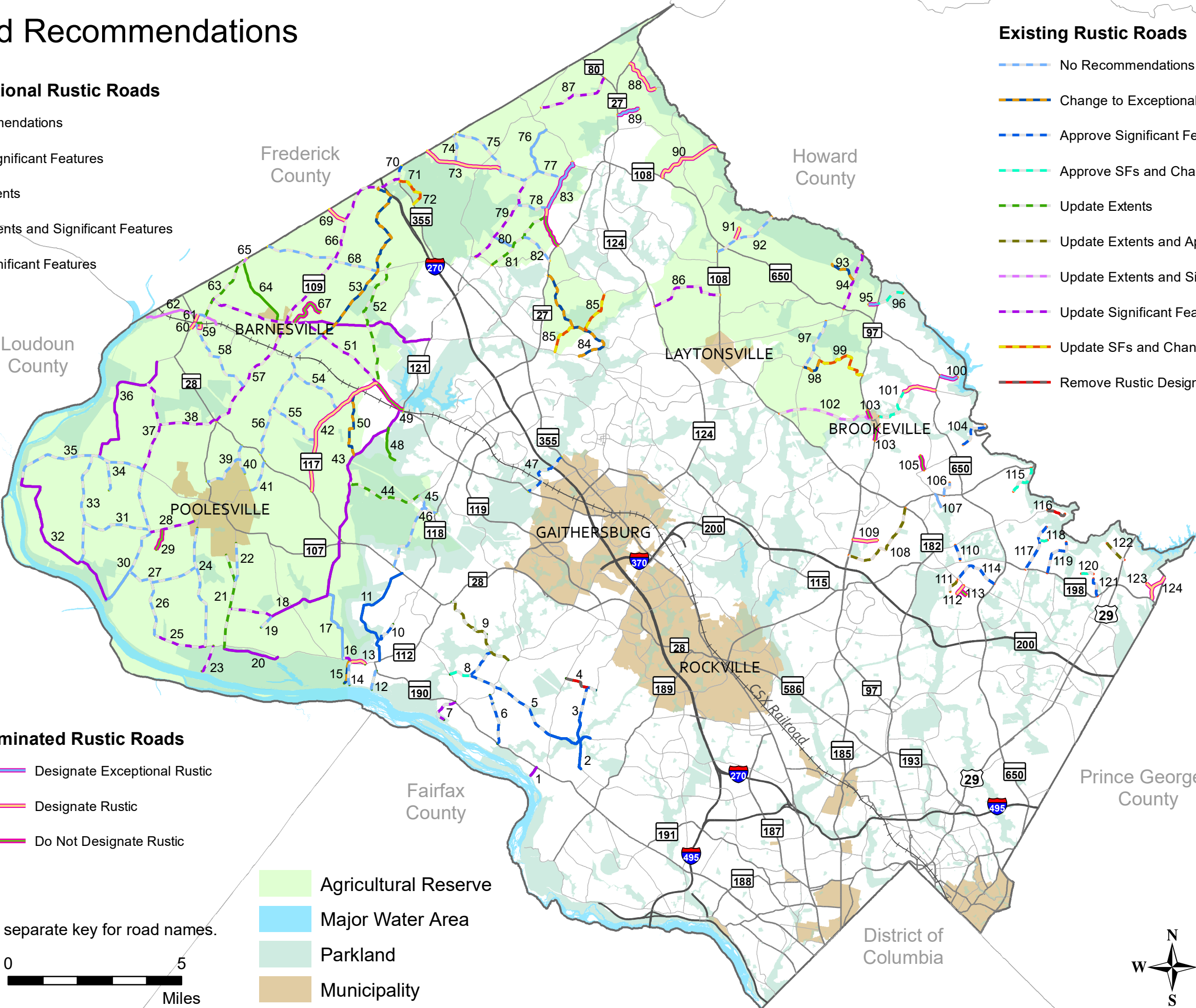
Nominated Rustic Roads

- Designate Exceptional Rustic
- Designate Rustic
- Do Not Designate Rustic

See separate key for road names.



- Agricultural Reserve
- Major Water Area
- Parkland
- Municipality



Recommendations Map Key - Alphabetic

Road Name	Key #
Aitcheson Lane	123
Allnutt Road	29
Avoca Lane	118
Awkard Lane	113
Barnesville Road	51
Batchellors Forest Road	108
Batson Road	119
Beallsville Road	57
Belle Cote Drive	120
Bentley Road	106
Berryville Road	11
Big Woods Road	58
Black Rock Road	46
Boswell Lane	4
Brighton Dam Road	101
Brookeville Road	102
Brown Church Road	88
Bryants Nursery Road	114
Bucklodge Road (MD 117)	42
Budd Road	22
Burdette Lane	45
Burnt Hill Road	79
Cattail Road	41
Clopper Road	49
Club Hollow Road	31
Comus Road	68
Conoy Road	67
Davis Mill Road	84
Dickerson Church Road	60
Dickerson School Road	59
Dustin Road	122
Edwards Ferry Road	30
Elmer School Road	33
Elton Farm Road	93
Emory Church Road	109
Frederick Road (MD 355)	70
Game Preserve Road	47
Georgia Avenue (MD 97)	103
Glen Mill Road	3
Glen Road	5
Greenbridge Road	100
Gregg Road	99
Haines Road	74

Road Name	Key #
Halterman Road	91
Haviland Mill Road	104
Hawkes Road	82
Hipsley Mill Road	92
Holly Grove Road	112
Holsey Road	89
Howard Chapel Road	94
Hoyles Mill Road	48
Hughes Road	21
Hunting Quarter Road	20
Hyattstown Mill Road	71
Jerusalem Road	39
Johnson Road	111
Jonesville Road	40
Kings Valley Road	83
Kingsley Road	80
Kingstead Road	78
Lewisdale Road	73
Link Road	116
Martinsburg Road	36
Meeting House Road	107
Montevideo Road	17
Moore Road	55
Mount Carmel Cemetery Road	95
Mount Ephraim Road	63
Mount Nebo Road	26
Mountain View Road	77
Mouth of Monocacy Road	62
Moxley Road	87
Mullinix Mill Road	90
Nicholson Farm Road	61
Oak Hill Road	117
Old Bucklodge Lane	50
Old Hundred Road (MD 109)	66
Old Orchard Road	110
Old River Road	16
Peach Tree Road	56
Pennyfield Lock Road	7
Poplar Hill Road	10
Prescott Road	72
Prices Distillery Road	75

Road Name	Key #
Purdum Road	76
Query Mill Road	8
Riding Stable Road	124
Riggs Road	98
Rileys Lock Road	14
River Road (Exceptional Rustic section)	32
River Road (Rustic section)	25
Rocky Road	86
Santini Road	121
Schaeffer Road	44
Seneca Road	13
Slidell Road	53
South Glen Road	2
Stoney Creek Road	6
Stringtown Road	81
Sugarland Lane	19
Sugarland Road	18
Sugarloaf Mountain Road	65
Swains Lock Road	1
Sycamore Landing Road	23
The farm road	105
Thurston Road	69
Triadelphia Lake Road	96
Trundle Road	34
Tschiffely Mill Road	15
Tucker Lane	115
Turkey Foot Road	9
Violettes Lock Road	12
Wasche Road	37
West Harris Road	64
West Hunter Road	38
West Offutt Road	27
West Old Baltimore Road	52
West Willard Road	24
Westerly Road	28
White Ground Road	43
Whites Ferry Road	35
Whites Store Road	54
Wildcat Road	85
Zion Road	97

Key #	Road Name
1	Swains Lock Road
2	South Glen Road
3	Glen Mill Road
4	Boswell Lane
5	Glen Road
6	Stoney Creek Road
7	Pennyfield Lock Road
8	Query Mill Road
9	Turkey Foot Road
10	Poplar Hill Road
11	Berryville Road
12	Violettes Lock Road
13	Seneca Road
14	Rileys Lock Road
15	Tschiffely Mill Road
16	Old River Road
17	Montevideo Road
18	Sugarland Road
19	Sugarland Lane
20	Hunting Quarter Road
21	Hughes Road
22	Budd Road
23	Sycamore Landing Road
24	West Willard Road
25	River Road (Rustic section)
26	Mount Nebo Road
27	West Offutt Road
28	Westerly Road
29	Allnutt Road
30	Edwards Ferry Road
31	Club Hollow Road
32	River Road (Exceptional Rustic section)
33	Elmer School Road
34	Trundle Road
35	Whites Ferry Road
36	Martinsburg Road
37	Wasche Road
38	West Hunter Road
39	Jerusalem Road
40	Jonesville Road
41	Cattail Road
42	Bucklodge Road (MD 117)

Recommendations Map Key – By Key Number

Key #	Road Name
43	White Ground Road
44	Schaeffer Road
45	Burdette Lane
46	Black Rock Road
47	Game Preserve Road
48	Hoyles Mill Road
49	Clopper Road
50	Old Bucklodge Lane
51	Barnesville Road
52	West Old Baltimore Road
53	Slidell Road
54	Whites Store Road
55	Moore Road
56	Peach Tree Road
57	Beallsville Road
58	Big Woods Road
59	Dickerson School Road
60	Dickerson Church Road
61	Nicholson Farm Road
62	Mouth of Monocacy Road
63	Mount Ephraim Road
64	West Harris Road
65	Sugarloaf Mountain Road
66	Old Hundred Road (MD 109)
67	Conoy Road
68	Comus Road
69	Thurston Road
70	Frederick Road (MD 355)
71	Hyattstown Mill Road
72	Prescott Road
73	Lewisdale Road
74	Haines Road
75	Prices Distillery Road
76	Purdum Road
77	Mountain View Road
78	Kingstead Road
79	Burnt Hill Road
80	Kingsley Road
81	Stringtown Road
82	Hawkes Road
83	Kings Valley Road
84	Davis Mill Road

Key #	Road Name
85	Wildcat Road
86	Rocky Road
87	Moxley Road
88	Brown Church Road
89	Holsey Road
90	Mullinix Mill Road
91	Halterman Road
92	Hipsley Mill Road
93	Elton Farm Road
94	Howard Chapel Road
95	Mount Carmel Cemetery Road
96	Triadelphia Lake Road
97	Zion Road
98	Riggs Road
99	Gregg Road
100	Greenbridge Road
101	Brighton Dam Road
102	Brookeville Road
103	Georgia Avenue (MD 97)
104	Haviland Mill Road
105	The farm road
106	Bentley Road
107	Meeting House Road
108	Batchellors Forest Road
109	Emory Church Road
110	Old Orchard Road
111	Johnson Road
112	Holly Grove Road
113	Awkard Lane
114	Bryants Nursery Road
115	Tucker Lane
116	Link Road
117	Oak Hill Road
118	Avoca Lane
119	Batson Road
120	Belle Cote Drive
121	Santini Road
122	Dustin Road
123	Aitcheson Lane
124	Riding Stable Road

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
Aitcheson Lane	Nominee: Fairland	Laurel	✓								Designate rustic
Allnutt Road	Nominee: Ag and Rural Open Space	Poolesville		✓							Not a public road (not eligible for program)
Avoca Lane	Cloverly	Silver Spring					✓		✓		Change designation to exceptional rustic
Awkard Lane	Nominee: Cloverly	Silver Spring		✓							Do not designate rustic
Barnesville Road (MD 117) (nominee)	Nominee: Boyds / MARC Rail Communities Plan	Boyds		✓							Do not designate rustic
Barnesville Road (rustic)	Rustic Roads	Barnesville / Boyds						✓			
Batchellors Forest Road	Olney	Olney				✓	✓				
Batson Road	Cloverly	Spencerville					✓				
Beallsville Road	Rustic Roads	Barnesville						✓			Separate the Beallsville Road/Old Hundred Road entries
Belle Cote Drive	Fairland	Burtonsville					✓		✓		Change designation to exceptional rustic
Bentley Road	Sandy Spring Rural Village Plan	Sandy Spring			✓						
Berryville Road	Potomac	Germantown					✓				
Big Woods Road	Rustic Roads	Dickerson			✓						
Black Rock Road	Rustic Roads	Germantown			✓						
Boswell Lane	Potomac	Potomac								✓	Remove from program (if not, then approve SFs)
Brighton Dam Road (existing rustic and nominee extension)	Olney	Brookeville	✓				✓		✓		Change designation of existing rustic to exceptional rustic, designate nominated section rustic
Brookeville Road	Rustic Roads	Brookeville				✓		✓			
Brown Church Road	Nominee: Damascus	Mt. Airy	✓								Designate rustic
Bryants Nursery Road	Cloverly	Silver Spring					✓				
Bucklodge Road (MD 117)	Nominee: Ag and Rural Open Space	Boyds	✓								Designate rustic

Rustic Roads Functional Master Plan Update – Planning Board Recommendation Table

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
Budd Road	Rustic Roads	Poolesville			✓						
Burdette Lane	Rustic Roads	Germantown			✓						
Burnt Hill Road	Rustic Roads / Damascus	Clarksburg						✓			
Cattail Road	Rustic Roads	Poolesville			✓						
Clopper Road	MARC Rail Communities Sector Plan	Boyds			✓						
Club Hollow Road	Rustic Roads	Dickerson / Poolesville			✓						
Comus Road	Rustic Roads	Dickerson			✓						
Conoy Road	Nominee: Ag and Rural Open Space	Barnesville		✓							Not a public road (not eligible for program)
Davis Mill Road	Rustic Roads	Germantown							✓		Change designation to exceptional rustic
Dickerson Church Road	Nominee: Ag and Rural Open Space	Dickerson	✓								Designate rustic
Dickerson School Road	Nominee: Ag and Rural Open Space	Dickerson	✓								Designate rustic
Dustin Road	Fairland	Burtonsville				✓	✓				
Edwards Ferry Road	Rustic Roads	Poolesville			✓						
Elmer School Road	Rustic Roads	Dickerson			✓						
Elton Farm Road	Rustic Roads	Brookeville							✓		Change designation to exceptional rustic
Emory Church Road	Nominee: Olney	Olney	✓								Designate rustic
Frederick Road (MD 355)	Clarksburg	Clarksburg					✓				
Game Preserve Road	Great Seneca Science Corridor	Gaithersburg					✓				
Georgia Avenue (MD 97)	Nominee: Olney	Brookeville		✓							Consider after completion of the Brookeville Bypass
Glen Mill Road	Potomac	Potomac					✓				
Glen Road (exceptional)	Potomac	Potomac					✓				
Glen Road (rustic)	Potomac	Potomac					✓				

Rustic Roads Functional Master Plan Update – Planning Board Recommendation Table

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
Greenbridge Road	Nominee: Olney	Brookeville	✓								Designate exceptional rustic
Gregg Road	Rustic Roads	Brookeville						✓	✓		Change designation to exceptional rustic
Haines Road	Rustic Roads	Clarksburg			✓						
Halterman Road	Nominee: Damascus	Gaithersburg	✓								Designate rustic
Haviland Mill Road	Sandy Spring/Ashton	Brookeville					✓				
Hawkes Road	Clarksburg / Rustic Roads	Clarksburg			✓						
Hipsley Mill Road	Rustic Roads / Olney / Damascus	Gaithersburg			✓						
Holly Grove Road	Nominee: Cloverly	Silver Spring	✓								Designate rustic
Holsey Road	Nominee: Damascus	Damascus	✓								Designate exceptional rustic
Howard Chapel Road	Rustic Roads	Brookeville						✓			
Hoyles Mill Road	MARC Rail Communities Sector Plan	Boysds				✓					
Hughes Road	Rustic Roads	Poolesville				✓					Clarify extents
Hunting Quarter Road	Rustic Roads	Poolesville						✓	✓		Clarify designation as exceptional rustic
Hyattstown Mill Road	Clarksburg / Rustic Roads	Clarksburg						✓	✓		Change designation to exceptional rustic
Jerusalem Road	Rustic Roads	Poolesville			✓						
Johnson Road	Cloverly	Silver Spring				✓	✓				Clarify extents
Jonesville Road	Rustic Roads	Poolesville			✓						
Kings Valley Road	Nominee: Damascus (1985 and 2006)	Damascus	✓								Designate rustic and exceptional rustic
Kingsley Road	Rustic Roads	Clarksburg			✓						
Kingstead Road	Rustic Roads	Clarksburg / Damascus			✓						
Lewisdale Road	Nominee: Damascus (1985)	Clarksburg	✓								Designate rustic

Rustic Roads Functional Master Plan Update – Planning Board Recommendation Table

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
Link Road	Cloverly	Silver Spring								✓	Remove from program (if not, then approve SFs)
Martinsburg Road	Rustic Roads	Dickerson						✓			
Meeting House Road	Sandy Spring-Ashton / Sandy Spring Rural Village Plan	Sandy Spring			✓						
Montevideo Road	Rustic Roads	Poolesville			✓						
Moore Road	Rustic Roads	Dickerson			✓						
Mount Carmel Cemetery Road	Nominee: Olney	Brookeville	✓								Designate exceptional rustic
Mount Ephraim Road	Rustic Roads	Dickerson				✓					Clarify extents (is currently shown running up Sugarloaf Mountain Road)
Mount Nebo Road	Rustic Roads	Poolesville			✓						
Mountain View Road	Rustic Roads Amendment	Damascus			✓						
Mouth of Monocacy Road	Rustic Roads	Dickerson				✓		✓			
Moxley Road	Rustic Roads	Damascus						✓			
Mullinix Mill Road	Nominee: Damascus	Mt. Airy	✓								Designate rustic
Nicholson Farm Road	Nominee: Ag and Rural Open Space	Dickerson	✓								Designate rustic
Oak Hill Road	Cloverly	Silver Spring					✓				
Old Bucklodge Lane	Rustic Roads	Boyds							✓		Change designation to exceptional rustic
Old Hundred Road (MD 109)	Clarksburg / Rustic Roads	Dickerson						✓			Separate the Beallsville Road/Old Hundred Road entries
Old Orchard Road	Cloverly	Silver Spring					✓				
Old River Road	Rustic Roads	Poolesville						✓			
Peach Tree Road	Rustic Roads	Dickerson / Boyds							✓		Change designation to exceptional rustic north of Barnesville Road
Pennyfield Lock Road	Rustic Roads	Potomac						✓			
Poplar Hill Road	Potomac	Germantown					✓				

Rustic Roads Functional Master Plan Update – Planning Board Recommendation Table

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
Prescott Road (See Hyattstown Mill)	Rustic Roads	Clarksburg						✓	✓		Change designation to exceptional rustic
Prices Distillery Road	Rustic Roads	Damascus / Clarksburg			✓						
Purdum Road	Rustic Roads Amendment	Damascus			✓						
Query Mill Road	Potomac	Gaithersburg					✓		✓		Change designation to exceptional rustic south of Esworthy Road
Riding Stable Road	Nominee: Fairland	Laurel	✓								Designate rustic
Riggs Road	Rustic Roads	Brookeville							✓		Change designation to exceptional rustic
Rileys Lock Road	Rustic Roads	Poolesville			✓						
River Road (exceptional)	Rustic Roads	Dickerson						✓			
River Road (rustic)	Rustic Roads	Dickerson						✓			
Rocky Road	Rustic Roads	Gaithersburg						✓			
Santini Road	Fairland	Burtonsville					✓				
Schaeffer Road	Rustic Roads	Boyd's				✓					
Seneca Road	Nominee: Potomac	Poolesville	✓								Designate rustic
Slidell Road	Rustic Roads Amendment	Boyd's				✓					
South Glen Road	Potomac	Potomac					✓				
Stoney Creek Road	Potomac	Potomac					✓				
Stringtown Road	Clarksburg / Rustic Roads	Clarksburg				✓					
Sugarland Lane	Rustic Roads	Poolesville			✓						
Sugarland Road	Rustic Roads	Poolesville						✓			
Sugarloaf Mountain Road	Rustic Roads	Dickerson				✓		✓			Clarify extents (is currently in program as part of Mount Ephraim Road)
Swains Lock Road	Rustic Roads	Potomac						✓			
Sycamore Landing Road	Rustic Roads	Poolesville						✓			

Rustic Roads Functional Master Plan Update – Planning Board Recommendation Table

Road Name	Master Plan Added By [Or, for Nominated Roads, Plan Area]	Location	Recommendation								Notes
			Designate	Do Not Designate	No PB Recs.	Update Extents	Approve Significant Features	Revise Significant Features	Change Designation	Remove from Program	
The farm road	Nominee: Olney / Sandy Spring	Sandy Spring		✓							Not a public road (not eligible for program)
Thurston Road	Nominee: Ag and Rural Open Space	Dickerson	✓								Designate rustic
Triadelphia Lake Road	Olney	Brookeville					✓		✓		Change designation to exceptional rustic
Trundle Road	Rustic Roads	Dickerson			✓						
Tschiffely Mill Road	Rustic Roads	Poolesville							✓		Change designation to exceptional rustic
Tucker Lane	Sandy Spring-Ashton	Ashton					✓		✓		Change designation to exceptional rustic
Turkey Foot Road	Potomac	Gaithersburg				✓	✓				
Violettes Lock Road	Rustic Roads	Germantown			✓						
Wasche Road	Rustic Roads	Dickerson						✓			
West Harris Road	Rustic Roads	Dickerson				✓					Clarify extents (plan currently shows part of Mount Ephraim as West Harris)
West Hunter Road	Rustic Roads	Beallsville						✓			
West Offutt Road	Rustic Roads	Poolesville			✓						
West Old Baltimore Road	Clarksburg / Rustic Roads / 10 Mile Creek	Boys						✓			
West Willard Road	Rustic Roads	Poolesville			✓						
Westerly Road	Rustic Roads	Poolesville						✓			
White Ground Road	Rustic Roads / MARC Rail	Boys						✓			
Whites Ferry Road	Rustic Roads	Dickerson			✓						
Whites Store Road	Rustic Roads	Boys			✓						
Wildcat Road	Rustic Roads	Germantown						✓	✓		Change designation to exceptional rustic
Zion Road	Rustic Roads	Brookeville			✓						

Background

There are many roads throughout Montgomery County which reflect the agricultural origins of the County, provide glimpses of its history, and afford views of scenic beauty and unusual roadside character. Many of these roads will be altered by the continued development of the County and its accompanying roadway construction and improvements unless protective measures are adopted.

*Executive Summary
Proposal for a Rural/Rustic Roads Program
March 1990*

The Agricultural Reserve was created in 1980 when the County Council approved and adopted *the Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County*. That Plan established land conservation policies to protect farmland and agriculture areas encompassing 93,000 acres along the County's northern, western, and eastern borders. However, the Plan did not provide protections for the historic, rural roads within the Agricultural Reserve and adjacent rural areas.

In the late 1980s, the County Council, along with community members, expressed concerns that these historic, rural roads were increasingly disappearing as the result of suburban standards being applied to their maintenance. Consequently, a task force convened to study the creation of a Rustic Roads Program for Montgomery County, and in March 1990, the task force recommended the preservation of all or parts of 82 rural roads.

In 1993, the County Council incorporated the Rustic Roads Program into the County Code (Chapter 49, Article 8). This legislation established the Rustic Roads Advisory Committee (RRAC), which is a citizens advisory committee that advises the Montgomery County Department of Transportation (MCDOT) regarding the significant features of rustic and exceptional rustic roads that must be preserved when the roads are maintained or improved, or when a public utility completes work on or near the roads. The legislation also provided a list of roads that were granted interim protections as rustic or exceptional rustic roads while those roads were being evaluated for their inclusion in the Rustic Roads Program. A sunset date of December 31, 1996 was set to determine the final status for those roads.

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*. The Clarksburg plan designated six rustic and one exceptional rustic road. In 1996, *the Approved and Adopted Rustic Roads Functional Master Plan* designated an additional set of 66 roads within the program as either rustic or exceptional rustic, although some were extensions of roads designated in the Clarksburg plan. All roads from the 1996 Plan were located within or immediately adjacent to the Agricultural Reserve or in areas adjacent to the locks along the Potomac River.

The 2004 *Rustic Roads Functional Master Plan, Clarksburg Master Plan, Hyattstown Special Study Area, Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment* added three more roads to the program and reclassified two roads in the program at that time: Piedmont Road, which was classified as

a rustic road in the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area*, was removed from the Rustic Roads Program because it was deemed that the road was “marginally rustic and that the proposed developments would further degrade that character”; White Ground Road was reclassified from rustic to exceptional rustic.

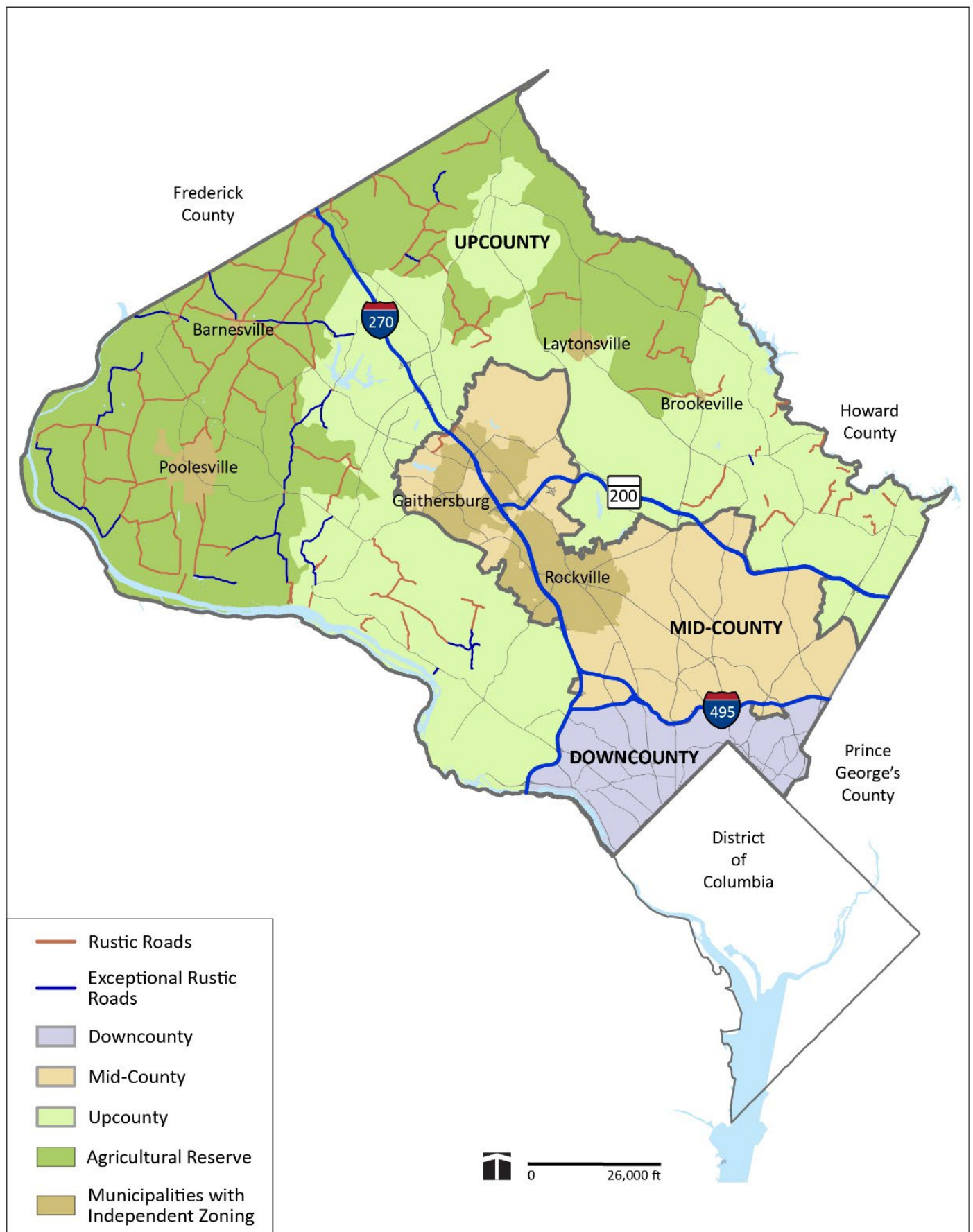
Subsequent Master Plan updates and nominations by stakeholders have further expanded the number and geographic location of roads within the Rustic Roads program. At the outset of writing this plan update, there were 99 roads in the program: 80 rustic roads, 13 exceptional rustic roads, and 6 roads that have segments that are both rustic and exceptional rustic. A further XX nominated roads were evaluated with this plan update.

Boundary

The Montgomery County Planning Department is divided into the following three areas:

- Downcounty: land inside the Capital Beltway
- Midcounty: land outside of the Beltway running on either side of I-270
- Upcounty: covers the Agricultural Reserve and the outer ring of land beyond Mid-county

Except for one road in the northern portion of Midcounty (Game Preserve Road), all roads in the Rustic Roads program are located within Upcounty. Rustic roads also abut, but do not intersect with, portions of three municipalities: Gaithersburg, Poolesville, and Brookeville. These jurisdictions have independent planning and zoning powers are not included within master plans of Montgomery County. Although the municipality of Barnesville also has independent planning and zoning authority, the portion of the roads that run through Barnesville are included in the Rustic Roads program at the request of the Town.



Chapter 49, Article 8. Rustic Roads Program

Chapter 49, Article 8 of the County Code provides the purpose and definitions of rustic roads, plus procedures for their classification, reclassification, maintenance, and improvements: Section 49-76 defines the purpose of the program; Section 49-77 contains definitions; Section 49-78 discusses rustic road classification and reclassification; Section 49-79 deals with maintenance and improvements; and Section 49-80 discusses the composition and duties of the Rustic Roads Advisory Committee.

Section 49-76. Purpose.

This Article authorizes the identification and classification of rustic roads in that part of the County located in the Maryland-Washington Regional District. This Article establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. (1993 L.M.C., ch. 9, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-77. Definitions.

In this Article, the following terms have the meanings indicated:

Committee means the Rustic Roads Advisory Committee.

Exceptional rustic road means an existing public road or road segment which is so classified under Section 49-78.

Master Plan of Highways means the Master Plan of Highways Within Montgomery County, an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District.

Public utility means any private company or public agency that is regulated as a public utility under state law, or otherwise provides water, sewer, electric, gas, telephone, or cable service (as defined in Chapter 8A) in the County.

Rustic road means an existing public road or road segment which is so classified under Section 49-78.

(1993 L.M.C., ch. 9, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-78. Rustic Road Classification and Reclassification.

- (a) *Classification.* The County Council may classify, reclassify, or revoke the classification of an existing public road or road segment as a rustic road or an exceptional rustic road by approving an amendment to the Master Plan of Highways and the relevant area Master Plan.
- (b) *Criteria for rustic roads.* Before classifying a road as rustic, the Council must find that an existing public road or road segment:
 - (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;
 - (2) is a narrow road intended for predominantly 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.

The Council must not classify a road as rustic if that classification will significantly impair the function or safety of the road network.

- (c) *Criteria for exceptional rustic road.* The Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the Council must find that the road or road segment:
 - (1) qualifies as a rustic road under subsection (b);
 - (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;
 - (3) has unusual features found on few other roads in the County; and
 - (4) would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.
- (d) *Significant features.* When the Council classifies a road as a rustic road or an exceptional rustic road, the Council must identify the significant features of each such road that must be preserved when the road is maintained or improved.

Section 49-79. Maintenance and Improvements.

- (a) *County roads.* Each rustic road and exceptional rustic road must be maintained and improved in a manner that preserves the road's significant features which the Council identified under subsection 49-78(d), but this requirement does not preclude improvements to promote safety or movement of farm equipment. The County Executive must establish guidelines by regulation under method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.
- (b) *State and park roads.* The Executive must encourage the State Highway Administration and the County Parks Department to maintain and improve rustic roads owned by the State or Park Commission in a manner consistent with this Article.
- (c) *Public utilities.* Public utility work on or near a rustic road or exceptional rustic road is limited by this Article only when the work will damage a structure identified as a significant feature of the road which the Council identified under subsection 49-78(d). Each public utility must make all reasonable efforts to limit irreparable damage to any significant feature when working on or near a rustic road or exceptional rustic road.
- (d) If this Article conflicts with Chapter 24A, Chapter 24A prevails. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-80. Rustic Roads Advisory Committee.

- (a) *Membership.* The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Advisory Committee. The Committee has 7 voting members. Each member must be a resident of the County. The Executive should appoint:

- (1) 3 members who are owner-operators of commercial farmland earning 50 percent or more of their income from farming, one of whom is a representative of the Agricultural Advisory Committee;
- (2) one member who knows rural preservation techniques through practical experience and training;
- (3) one member who knows roadway engineering through practical experience and training;
- (4) one member who represents civic associations located in the Agricultural Reserve; and
- (5) one member who represents civic associations in areas located outside the Agricultural Reserve where there are rustic roads.

The Chairman of the Planning Board must designate a member of the planning staff as a non-voting Committee member.

- (b) *Officers.* The Committee must elect a chair annually. The Committee may select other officers annually as it finds appropriate. A member must not serve as chair for more than 2 consecutive years.
- (c) *Meetings.* The Committee must meet at the call of the chair as often as required to perform its duties, but at least 6 times each year. The Committee must also meet if two-thirds of the voting members request in writing that a meeting be held. The Chair must give reasonable advance notice of all meetings to members of the Committee and the public. A majority of the members are a quorum to transact business.
- (d) *By-laws.* The Committee may adopt by-laws to govern its activities.
- (e) *Duties.* The Committee must:
 - (1) promote public awareness and knowledge of the County rustic roads program;
 - (2) review and comment on classification of rustic roads and exceptional rustic roads;
 - (3) review and comment on Executive Regulations and other County policies and programs that may affect the rustic roads program; and
 - (4) report on June 1 of each even numbered year to the Executive, the Council, and the Planning Board on the status of the rustic roads program.
- (f) *Advocacy.* The Commission must not engage in any advocacy activity at the State or federal levels unless that activity is approved by the Office of Intergovernmental Relations.
- (g) *Staff.* The Chief Administrative Officer must provide the Committee with staff, offices, and supplies as are appropriated for it. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; 1998 L.M.C., ch. 1, §1; 2007 L.M.C., ch. 8, § 1; 2016 L.M.C., ch. 15, § 1.)

Rustic Roads Functional Master Plan Purpose

As stated in Chapter 49, Article 8, rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads are achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. Rustic and Exceptional Rustic roads are preserved under the Rustic Roads program, which provides a system for evaluating, protecting, and enhancing these scenic roadways. The 1996 Rustic Roads Functional Master Plan established the classification of rustic roads as either “rustic” or “exceptional rustic”.

This update to the *1996 Approved and Adopted Rustic Roads Functional Master Plan* provides and/or revises, as necessary, the descriptions of the significant features, history, driving experience and road characteristics of the existing original rustic roads. This plan also provides complete descriptions for those roads that exist within or are nominated to the program but had not been fully documented.

Timeline

1977	Sugarloaf Regional Trails publishes a study, “Scenic Byways, A Study of Scenic Trails in Western Montgomery County,” recommending that scenic roads be preserved.
1980	Sugarloaf Regional Trails, in Cooperation with the Maryland-National Capital Park and Planning Commission (M-NCPPC), published “Circling Historic Landscapes,” which called out many of the historic and scenic trails in the western portion of the county.
1980	<i>The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County</i> is approved and adopted.
1990	A County Council Task Force publishes <i>A Proposal for a Rural/Rustic Roads Program</i> .
1993	The County Council incorporated the Rustic Roads Program into the County Code. At the same time, MCDOT protected 82 roads under an interim rustic roads status while they were being evaluated for inclusion in the program.
1994	The <i>Clarksburg Master Plan & Hyattstown Special Study Area</i> designated the first set of rustic roads.
1996	The <i>Rustic Roads Functional Master Plan</i> is approved and adopted with the initial set of 66 roads designated within the program.
1997-2002	The 1997 <i>Fairland Master Plan</i> (three roads), the 1997 <i>Cloverly Master Plan</i> (seven roads), the 1998 <i>Sandy Spring/Ashton</i> (three roads), and the 2002 <i>Potomac Subregion Master Plan</i> (nine roads) added roads to the program.
2004	The <i>Rustic Roads Functional Master Plan</i> , <i>Clarksburg Master Plan</i> , <i>Hyattstown Special Study Area</i> , <i>Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment</i> added three more roads to the program and reclassified two roads in the program.
2005	The <i>Olney Master Plan</i> added three roads to the program.
2006	The <i>Damascus Master Plan</i> added seven roads to the program.
2010	The <i>Great Seneca Science Corridor Master Plan</i> added one road to the program.
2014	The <i>Ten Mile Creek Limited Amendment</i> added to the length of the rustic road designation for Slidell Road.
2015	The <i>Sandy Spring Rural Village Plan</i> added one road to the program and change the designation of one road from a rustic road to an exceptional rustic road.
2019	The <i>MARC Rail Communities Plan</i> added one road to the program.

Related Plans

The Preservation of Agriculture and Rural Open Space in Montgomery County

The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County (“the AROS plan”) presents a broad range of actions necessary to develop an appropriate combination of incentives and regulations to preserve agriculture and rural open space within an urban fringe area such as Montgomery County. Integral products of this plan were the Rural Cluster Zone,

Rural Density Transfer Zone (Transfer of Development Rights), the Development Rights Bank, and the State Agricultural Land Preservation Program. The Plan also identified an area that contained a critical mass of farmland and rural open space worth protecting in the Agricultural Preservation Study Area.

The AROS plan included guidelines for the transportation network with its plan area. The main purpose of these guidelines was to avoid artificially stimulating the market for the conversion of farmland to residential development while providing for the safety and maintenance needs of the agricultural community. The AROS plan also expressed support of the Master Plan of Bikeways and the Sugarloaf Regional Trails (SRT) system, which represents bicycle touring routes in the Upcounty. The SRT also includes walking tours along some of the county's rustic roads.

Thrive Montgomery 2050

Thrive Montgomery 2050 is the update to Montgomery County's General Plan, its long-range policy framework for guiding future land use and growth for the next 30 years. *Thrive Montgomery 2050* will help guide future land use planning; countywide policies and future initiatives affecting community quality of life; the provision of infrastructure and community amenities; and private development.

The Master Plan of Highways and Transitways

The Master Plan of Highways and Transitways is a functional master plan providing guidance and tools for transportation improvements. The master plan encapsulates all existing and planned transportation facilities, and preserves planned rights-of-way to accommodate future transportation systems, including highways, transitways and pedestrian and bicycle facilities.

The plan's vision is based on the continuing development of the county and supporting transportation infrastructure in accordance with the General Plan. The goal is to develop a fundamentally sound, balanced, and flexible future transportation system that helps to build and maintain livable communities within Montgomery County. Transportation, when planned well, can be an asset to the quality of life in a community. This plan is a multimodal plan and, ultimately, a plan focused on service people, not just vehicle trips. All updates to the Rustic Roads program also update the Master Plan of Highways and Transitways.

The Bicycle Master Plan

The Bicycle Master Plan sets forth a vision for Montgomery County as a world-class bicycling community, where people in all areas of the County have access to a comfortable, safe, and connected bicycle network, and where bicycling is a viable transportation option that improves our quality of life. The plan is a key element in Montgomery County's Vision Zero plan to eliminate traffic-related fatalities and serious injuries by 2030 and create healthy, equitable mobility for all along roads.

Roadway Character

Rustic roads are vastly different from other roads in the County. They are narrow, two lane roads that typically follows the natural topography of the land as they wind through forested areas, near streams and rivers, along historic sites and have views to farm fields and natural features. The distinctive characteristics of rustic roads celebrates the history of the County's past that must be preserved for future generations. One of the most distinctive characteristics of rustic roads is the way drainage is handled. Most rustic roads do not have drainage facilities. The water flows from the road into

vegetation adjacent to the edge of the road. An accompanying feature of the appearance of rustic roads in the Agricultural Reserve area is the way the road flows through the landscape with features coming right to the roadway edge. In most cases, this is a very attractive element to the experience of driving the road and to the interconnectedness of the roadway character and the adjacent land, creating a special feel for the area that is not present elsewhere in the County.

This Master Plan supports providing for adequate drainage but recommends that a roadway design without drainage ditches be retained wherever possible. The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside. With very few exceptions, the roads in this Master Plan area do not have these manmade drainage ditches. Generally, stormwater flows across the adjacent land and infiltrates naturally. Adequate drainage is vital; inadequate drainage causes standing water on roadway surfaces, flooding, and erosion.

A few roads have been reviewed as potential rustic roads but were ultimately not designated because of modern drainage ditches. Kemptown Church Road, for example, was on the original interim list of rustic roads that was reviewed as part of the 1996 Plan, but it was not recommended because the drainage ditches along its side did not present a rustic appearance. For similar reasons, this Master Plan recommends removing Boswell Lane and Link Road from the program. Boswell Lane has some man-made drainage facilities, and the road section is suburban in nature, like many neighborhoods developed within the County over the last 20 to 30 years with houses of a similar style placed behind well-manicured lawns with regularly spaced street trees along the road. Likewise, Link Road was realigned and rebuilt with modern drainage facilities on both sides of the road during subdivision development and the more rustic looking segment at the end of the road was found to be a private road. Although there is a pleasant farm along the north side of the road, the drainage ditches, the regularly spaced trees, and the modern houses regularly spaced along the south side of the road detract from the road's former rural character.

Landscape elements, including hedgerow and wildflowers, are also important characteristics along rustic roads and are called out as significant features of those roads. These features add beauty and interest to the roads. Preservation of landscape elements along the edges of rustic roads is encouraged by this Master Plan. Invasive plants, such as various types of thistle, Johnson grass, and multiflora roses, some of which are outlawed and required by County or State law or regulation to be controlled, interfere with the significant features along these roads. As these areas are being maintained or serviced, care must be given to preserving the character of the landscape elements along rustic roads. Reduced mowing of roadside edges should not result in impaired driver vision around bends or corners; however, existing plant groupings should be retained.

Bridges

The bridges in this Master Plan area are varied and of interesting character and historic value. On the rustic roads, many of the bridges have been identified as significant features. Generally, the design is far more attractive and more appropriate to the type of road than new construction would be. Bridge designs that are aesthetically acceptable are needed along rustic roads.

Federal bridge standards are intended to be applied anywhere in the United States and are not custom-tailored to unusual roads. Additionally, to receive federal funding, bridge design must meet minimum

federal standards for safety. The volume of traffic along rustic roads is less than other designated roads. Great care must be given to the design of bridges as they are rebuilt along rustic roads to ensure that they are both safe and compatible with character of the road. Bridges that are rebuilt should be designed to accommodate the appropriate number of vehicle trips and not be overdesigned and to the extent possible use materials that enhance the rustic quality of the road.

Description of Rustic and Exceptional Rustic Roads

Each road or road segment in this Master Plan is classified as either a rustic or an exceptional rustic road and is described in the following pages. The introductory statement with each road provides the Master Plan that added the road to the program. Usually, the introductory statement will also include one or more photographs of the road and/or significant feature(s) along the road. This is followed by a brief history of the road, and then by a driving experience, which identifies those features along the road that are deemed to be outstanding and worthy of note. These include views, tree canopy, special bridges, and historic resources, as well as highly unusual features such as the ford at West Old Baltimore Road and roadway surfaces of unpaved roads, such as “politician’s roads” and gravel roads. Politician’s roads are concrete ribbon roads installed in the 1930s, reputedly leading to the farms of those having influence in the county. The remaining clearly discernible politician’s roads are Martinsburg Road and Sugarland Road. Other roads have paving that overlays politician’s road. Mount Ephraim Road and Westerly Road, for example, still carry the line of the underlying concrete pavement that shows through the surface overlay.

Each road is also shown on a map which locates and identifies those features relative to its character as a rustic road. No attempt was made to show every detail. The idea is to convey the flavor of the road. The maps are in proportion - that is, the roadway locations are shown in their relative location to each other, but the scale varies from map to map. The location of the road within the county is identified on a key map in the upper left-hand or right-hand corner of each map.

Particularly interesting and beautiful views have been located on the maps and identified in the roadway descriptions. This Master Plan recommends that these views be treated under the Scenic Setback Regulations. These regulations permit a setback greater than 50 feet from the front lot line to conserve the scenic value of a roadway. Further, this Master Plan encourages the preservation of views and vistas when the construction of new buildings occurs. The process leading to approval of such construction should include a review directed towards retaining views whenever possible and practical.

The roads in the eastern part of the County, though more sparsely located, have greater distinguishing character than the roads in the western part of the County. The western part of the County has a denser network, but great similarities among the roads. The unpaved roads include Riggs Road, West Harris Road, River Road (between Whites Ferry Road and Mount Nebo Road), Tschiffely Mill Road, and Hunting Quarter Road. The Hyattstown Mill/Prescott Road loop was paved at one time, but is reverting to an unpaved road.

All roads have the ability, to some extent, to transport one back in time. The road that perhaps does this the best is Hunting Quarter Road, which is a portion of the original River Road and is thought to date back to a Native American trail. Hyattstown Mill/Prescott Road is an example of a road that time has bypassed. It once served a community. The community left and the road is gradually disappearing.

Historic resources located along rustic roads are: (1) buildings, including houses, farmsteads, stores, mills, and churches; (2) structures, including an aqueduct and a viaduct; and (3) historic districts. Some of these resources have been evaluated and are designated on the County's *Master Plan for Historic Preservation*. These resources are identified as historic resources in the individual road descriptions and are indicated by solid stars on the sketch maps. Other historic resources have been identified on the *Locational Atlas and Index of Historic Sites*, an inventory of historic sites, but have not yet been taken through the evaluation process. These *Atlas* resources, which have potential for historical or architectural significance, but have not yet been designated, are indicated by open stars on the sketch maps and are identified as potential historic resources.

Emory Church Road

Nominated as a Rustic Road

Emory Church Road is within the area covered by the 2005 *Olney Master Plan*, but was not evaluated for inclusion in the Rustic Roads program at that time.

Recommendation

- Designate Emory Church Road as a rustic road.

The Rustic Roads Advisory Committee recommends designating Emory Church Road rustic.

Significant Features

- Narrow pavement
- Historic alignment
- Mature trees close to road
- View south from road into stream valley

History

Emory Church Road was mapped by 1908 as an unimproved connection between Georgia Avenue and Batchellors Forest Road. It was platted as a public road in 1933 and served the small community of Oakdale.

The cornerstone for the Victorian Gothic style Oakdale Emory Methodist Church (Master Plan Historic Site #23/106) was laid in 1914. The congregation first built a frame church c. 1801 along Emory Lane to the west and added a schoolhouse by 1865.

Nearby, several historic sites were prominent pre-Civil War roadside landmarks along early Georgia Avenue, including the c. 1820 Higgins Tavern (Master Plan Historic Site #23/105) and the Berry-Mackall House (Master Plan Historic Site #23/104), built 1852-1857 by descendants of the Berry family, early local settlers. The house was purchased in 1868 by Robert M. Mackall, a former Confederate soldier.

By the eighteenth century, these lands were home to enslaved persons held by the Berry family and other local landowners. In 1783, an enslaved man named Nace sought freedom by fleeing from Richard Berry's nearby plantation. An eight-dollar reward was offered for his recapture.

Driving Experience

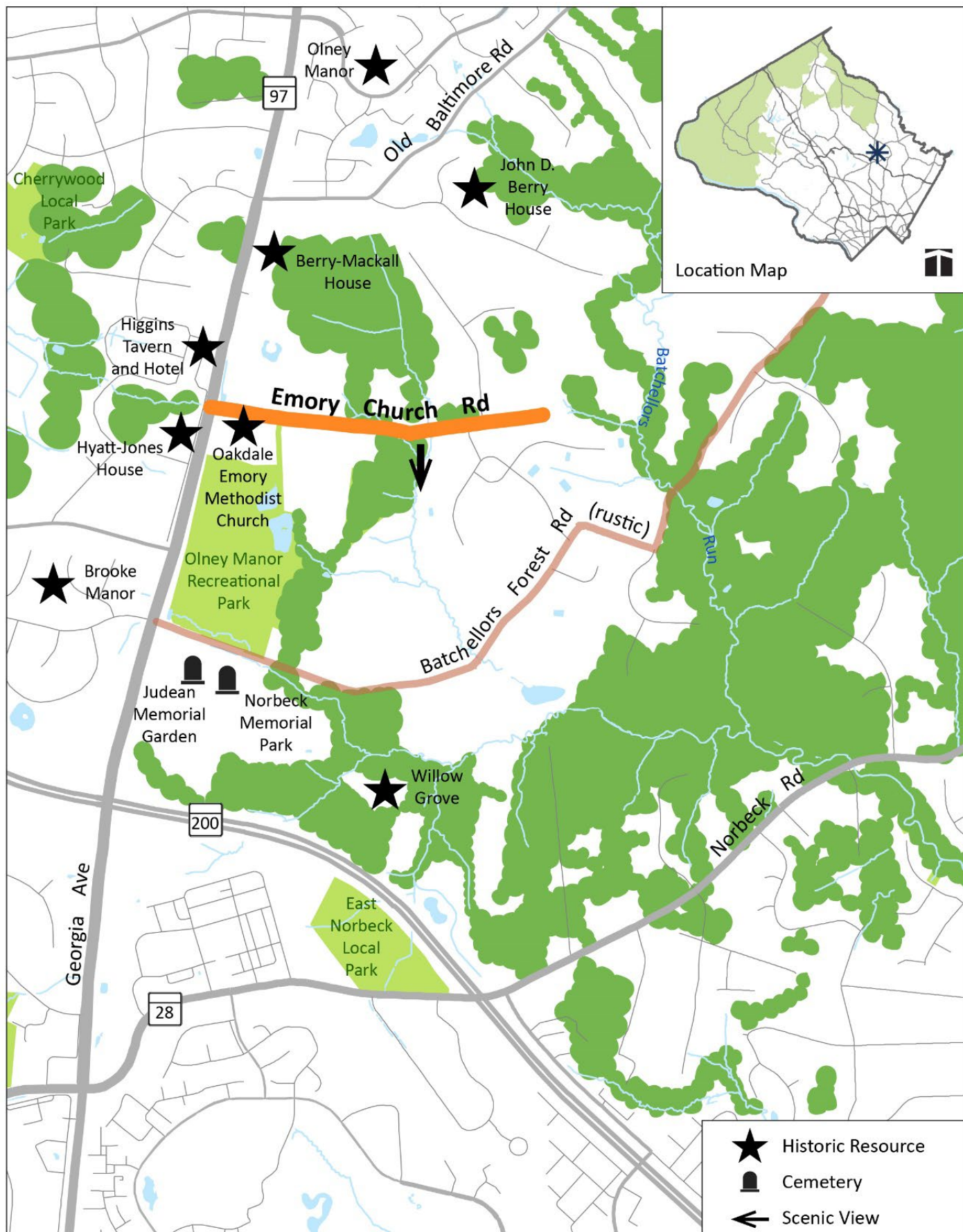
Enter Emory Church Road from Georgia Avenue (MD 97) and proceed east. The Oakdale Emory Methodist Church c. 1914 is on the right, with a parsonage in the next house. An open lot is to the left. Heading down a slight slope, mixed residences appear to the right while a forested area remains to the left and a 1940s house is seen set well back from the road. After a curve to the left, notice quick views to the south while crossing Batchellors Run stream. Approaching Norbrook Drive, a large modern subdivision appears on the right with a bike path along the road. Continuing east past a small "dead end" sign, the road becomes extremely narrow and is forested on the left, ending at a charming c. 1912 house

Environment

Emory Church Road passes two narrow panhandles extending north from Olney Manor Recreational Park. This 89-acre park features a variety of athletic fields, courts for basketball, handball, tennis, and volleyball, a playground, a skate park, a dog park, and an indoor swim center.

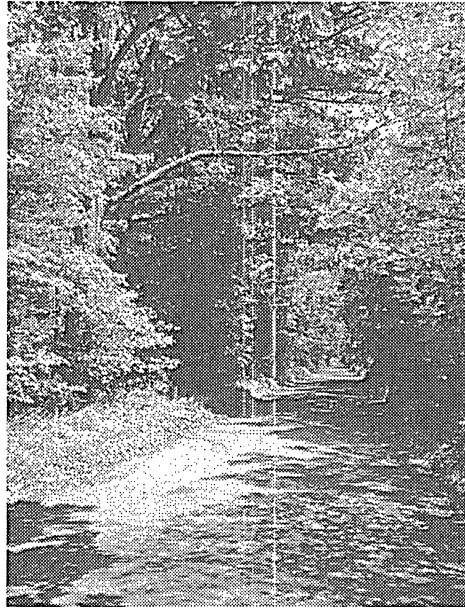
Road Characteristics

Extents	Entire road: Georgia Avenue (MD 97) to end of county maintenance
Length	0.72 miles
Width	9-19 feet
Surface	Paved
Lanes	Center line and edge markings only near the intersection with Georgia Avenue
Shoulders	None



Moore Road

A Rustic Road



Moore Road is a country road with outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Road follows the contour of the land
- Vegetation along both sides of the road is mostly forest with some hedgerows, providing a uniform tree canopy
- Beautiful view of nearby ridges through the hedgerows

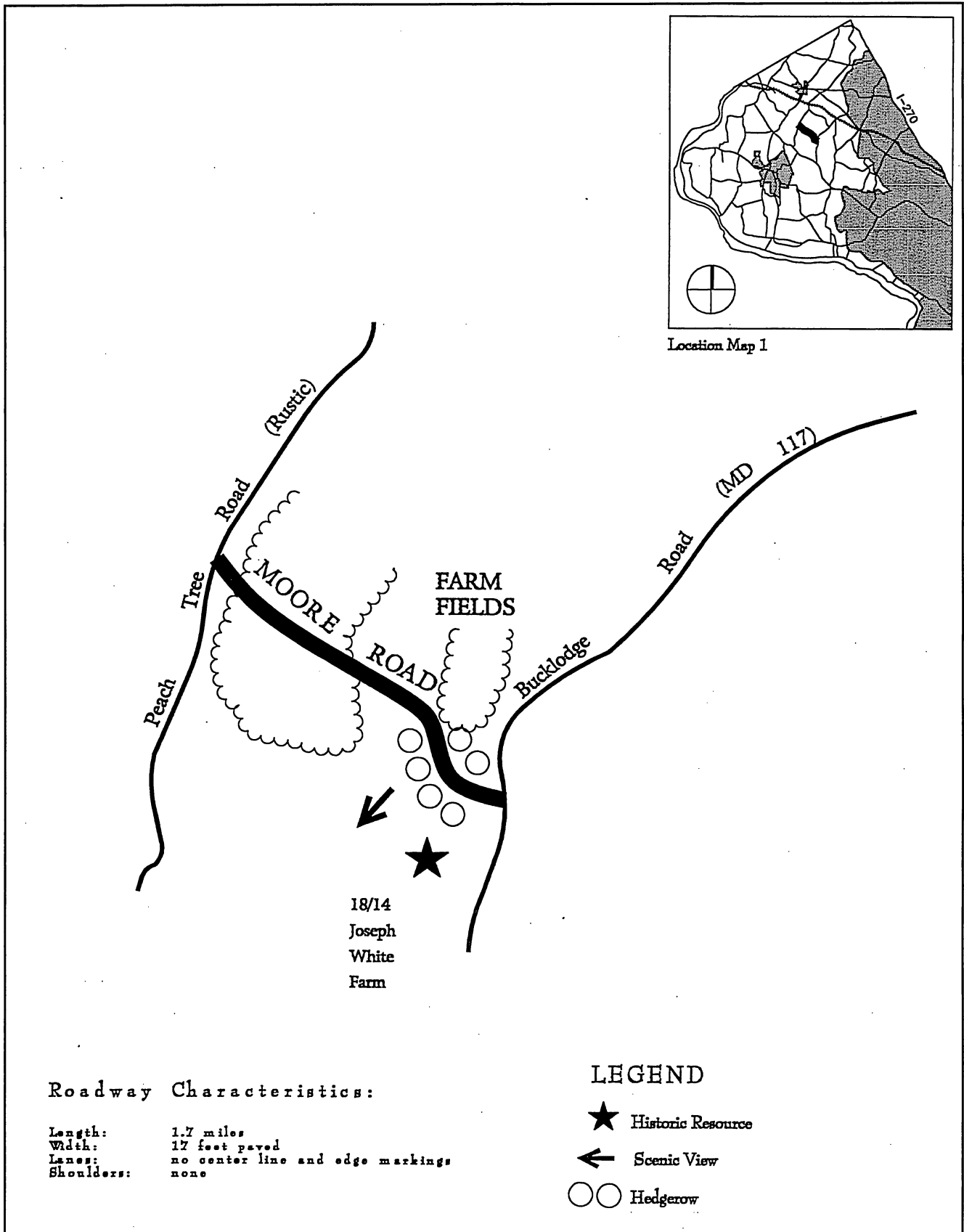
History:

This road was probably established after 1879, though by that time a "Union School" was located in this vicinity. The road is named for the Moore family, descendants of the Whites who lived at the historic Joseph White Farm from the early 1900s.

Driving Experience:

At its western intersection with Peach Tree Road (a rustic road), Moore Road is covered by a tree canopy. From Peach Tree Road, it descends into a stream valley, rises, then dips into a second stream valley. Residences are scattered along the road and views include pastures, cultivated fields, and nearby ridges seen through the hedgerows. Approaching Bucklodge Road, the Joseph C. White Farm is on the south (right) side. The farm includes a substantial brick house built c1822 by its namesake. The farm was inherited by White's granddaughter Eliza Virginia Moore in 1911.

Figure 48



Moore Road

A Rustic Road

Moore Road is a rural road with outstanding natural features. This road was designated rustic in the 1996 *Rustic Roads Functional Master Plan*.

Significant Features

- Road follows the contour of the land
- Vegetation along both sides of the road is mostly forest with some hedgerows, providing a uniform tree canopy
- Beautiful view of nearby ridges through the hedgerows

History

This road was established in the late 19th to early 20th centuries. It is named for the Moore family, descendants of the Whites who lived at the historic Joseph C. White House (Master Plan Historic Site #18/14) from the early 1900s. The former plantation property includes a substantial brick house built c. 1822 by its namesake, who farmed tobacco and wheat here using an enslaved workforce. The farm was inherited by White's granddaughter Eliza Virginia Moore in 1911.

Driving Experience

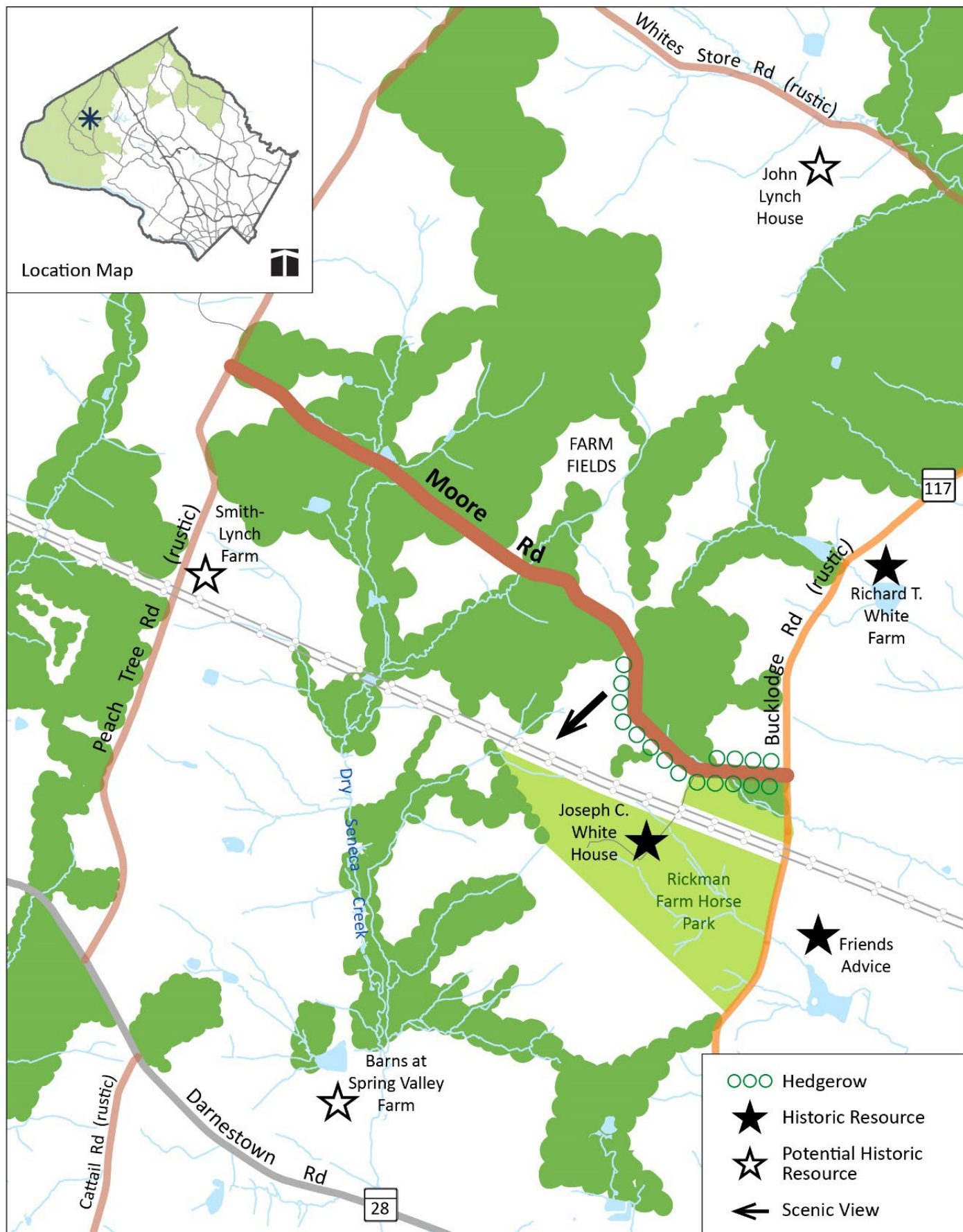
At its western intersection with Peach Tree Road (a rustic road), Moore Road is covered by a tree canopy, with forest on the left and a few yards on the right. The road becomes fully enclosed in forest as it descends into a stream valley, rises, then dips into a second stream valley. Residences are scattered along the road and views include pastures, cultivated fields, and nearby ridges seen through the hedgerows. Approaching Bucklodge Road (a rustic road), the road becomes very flat and straight; the Joseph C. White Farm and the Rickman Farm Horse Special Park are on the south (right) side.

Environment

At its eastern end, Moore Road abuts the Rickman Farm Horse Special Park, a scenic 100-acre park operated by Great and Small, a non-profit organization that provides equine-assisted activities and therapies to children and adults with a wide range of special needs.

Road Characteristics

Extents	Entire road: Peach Tree Road to Bucklodge Road (MD 117)
Length	1.68 miles
Width	17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Hoyles Mill Road

An Exceptional Rustic Road



Hoyles Mill Road has outstanding natural features.

Recommended as an *exceptional rustic road*.

Significant Features:

- Dense forest on either side of the road
- Road surface is primarily gravel
- Ford over Little Seneca Creek

Historic Resources:

The road was named for a saw and grist mill established by John Hoyle on Little Seneca Creek by 1865. The mill was located on the upstream side of the ford. The road was originally surveyed by Charles F. Townsend in 1883 in order to provide access to the mill. About 1928, the mill operation moved to Barnesville Road in Boyds.

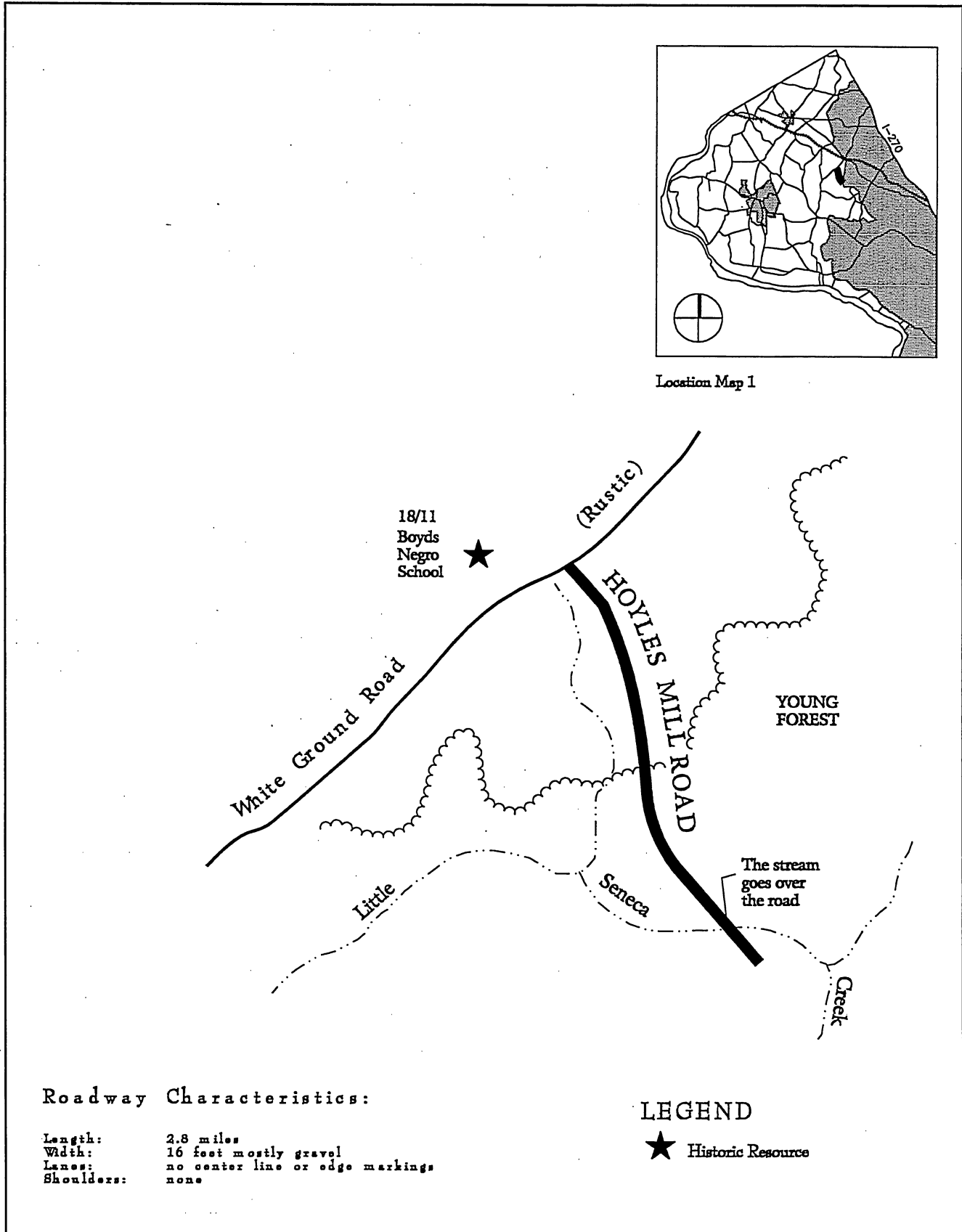
Boyd's Negro School is a one-room school house opened in 1895. It's a rare surviving example of an early educational building for rural black children.

Driving Experience:

The road extends from White Ground Road (a rustic road) near Boyds to Schaeffer Road in Germantown, crossing Little Seneca Creek as a ford. The first 1,100 feet of the road from its intersection with White Ground Road is an older residential neighborhood and is paved. From this point the road begins descending toward Little Seneca Creek through a dense young forest. Numerous rock outcroppings can be seen along the road and in one place right in the road. Little Seneca Stream Valley Park is located on the west side of the road near the Little Seneca Creek crossing. This entire western portion is in the Agricultural Reserve.

The eastern portion of the road is in the developing corridor city of Germantown. Hoyles Mill Road is not a master-planned road in the Agricultural Reserve. Hoyles Mill Road will no longer directly connect Germantown to Boyds. Part of the road in Germantown is being rebuilt as part of Kings Crossing subdivision; the part near the Plan boundary will be removed.

Figure 38



Hoyles Mill Road

An Exceptional Rustic Road

Hoyles Mill Road has outstanding natural features. This road was designated exceptional rustic in the 1996 *Rustic Roads Functional Master Plan*. The road is now closed to vehicular traffic through Hoyles Mill Conservation Park.

Recommendation

- Update the eastern extent of the road to the park gate that closes the road to motor vehicles on the east side of Hoyles Mill Conservation Park.

The road originally extended from White Ground Road (a rustic road) near Boyds to Schaeffer Road in Germantown, but the segment of the road within Hoyles Mill Conservation Park has been closed to vehicles since at least 2003 and is now part of the Hoyles Mill Trail. The eastern segment connecting to Schaeffer Road is now Leaman Farm Road, while the old road alignment was abandoned within the Kings Crossing development in the 1990s. Hoyles Mill Road now terminates at Bubbling Spring Road, although this eastern end of the current road is not part of the exceptional rustic designation.

The eastern extent of the exceptional rustic designation in the 1996 Plan was the “plan boundary,” which corresponded to the areas zoned RDT (Rural Density Transfer) at the time (now zoned AR—Agricultural Reserve). Now that the road has been closed to traffic on the eastern end (other than for authorized vehicles—there is a small WSSC facility on this end of the road), the exceptional rustic designation should be updated to include the entire road within the park.

Significant Features

- Dense forest on either side of the road
- Road surface is primarily gravel
- Ford over Little Seneca Creek

History

The road was named for a saw and grist mill established by John Hoyle on Little Seneca Creek by 1865. The mill was located on the upstream side of the ford. The road was originally surveyed by Charles E. Townsend in 1883 in order to provide access to the mill. About 1928, the mill operation moved to Barnesville Road in Boyds.

The nearby Boyds Negro School (Master Plan Historic Site #18/11), officially named School No. 2, Election District 11, is a one-room school house that opened in 1895. It's a rare surviving example of an early educational building for rural African American children.

Driving, Hiking, and Biking Experience

The first 1,100 feet of the road from its intersection with White Ground Road is an older residential neighborhood and is paved. At the end of the paved segment, a gate closes the road to motor vehicles and the road's surface changes to packed gravel. From this point the road begins descending toward Little Seneca Creek through a dense young forest. Numerous rock outcroppings can be seen along the road and in

one place right in the road. The road formerly crossed Little Seneca Creek as a ford, but the ford has been replaced by a bridge for hikers and bikers.

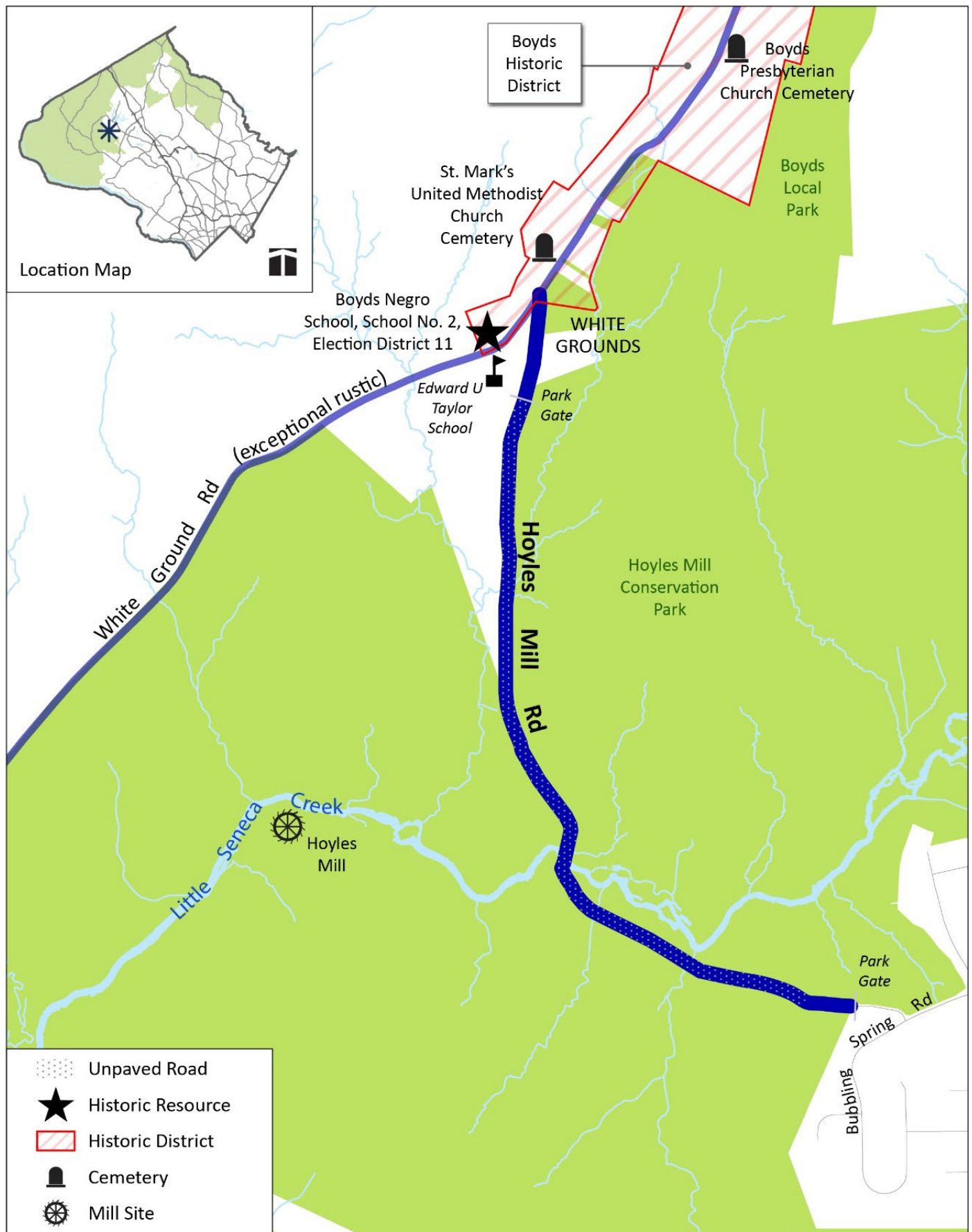
Environment

Almost all of Hoyles Mill Road lies within or along Hoyles Mill Conservation Park. The park—currently 1,500 acres—provides opportunities for quiet enjoyment of the natural environment. The park features the Hoyles Mill Trail, which travels south from Black Hill Regional Park through Boyds Local Park, Hoyles Mill Conservation Park, and South Germantown Recreation Park, ending at Schaeffer Farms in Seneca Creek State Park. Avid bikers love this connection from Black Hill to Schaeffer Farm.

Hoyles Mill Conservation Park falls within one of the County’s Best Natural Areas. This area contains large contiguous mixed deciduous forest on diabase bedrock, high quality bottomland swamp, and rare, threatened, or endangered plant species.

Road Characteristics

Extents	White Ground Road to the park gate near the eastern end
Length	1.05 miles
Width	16 feet
Surface	Paved for western 1,100 feet and eastern 950 feet; gravel in between
Lanes	No center line or edge markings
Shoulders	None



Game Preserve Road

A Rustic Road

Game Preserve Road is a narrow road that winds along Seneca Creek State Park providing views of and access to Great Seneca Creek. This road was designated rustic in the 2010 *Great Seneca Science Corridor Master Plan*.

Recommendation

- Approve the road's significant features.

The 2010 *Great Seneca Science Corridor Master Plan* classified Game Preserve Road as rustic, but did not specify the significant features of the road, tell the history of the road, or describe the driving experience.

Significant Features

- 1906 B&O Railroad bridge
- Rolling, winding, historic alignment following Seneca Creek
- Views into creek from many segments of road
- Steep embankments, forests, and mature trees close to the road

History

Game Preserve Road was platted in two segments c. 1885. The road improved public access to Clopper's Station on the B&O Railroad, first north from the Germantown Road (Clopper Road) in 1885 and then south from the Frederick Road (MD 355) in 1886. These roads appear on U.S. Geological Survey maps by 1894, but do not appear to have been formally connected until 1906.

These were predated by a private road serving the farms and residences between the major roadways, as well as an established culvert providing passage under the tracks of the B&O Railroad. This structure is presumed to have been replaced c. 1906 by the current stone underpass. Longstanding local oral tradition ties the railroad underpass to a history of reported paranormal activity dating to the late 19th century, when the *Montgomery County Sentinel* first reported mysterious flashing lights in March of 1876 at the nearby bridge over the Seneca Creek.

The nineteenth century road served a community shaped by the influence of wealthy property-owner Francis C. Clopper. Within Seneca Creek State Park, the ruins of Clopper's Mill (Master Plan Historic Site #19/21) are remnants of a prosperous mill first built in the late eighteenth century and modernized by Clopper in 1834. Francis Clopper donated land for the railroad station and for St. Rose of Lima Catholic Church (Master Plan Historic Site #20/28), first built in 1838 and rebuilt in 1883 in the Carpenter Gothic style. In contrast to this generosity, Clopper enslaved over a dozen individuals and held people in bondage until Maryland abolished slavery in 1864.

The road's modern name is derived from a nearby fish and game refuge that opened by 1927 on the left bank of Seneca Creek. The refuge was managed by Emma Jane King, notable for being an early female game warden. The 76-acre preserve stocked quail, duck, and pheasants as well as fish for anglers. King lived with her sons at the early twentieth century Craftsman-style bungalow at 11131 Game Preserve Road.

Driving Experience

Heading south from Frederick Road, one encounters wooden guard rails at either side of the road as you rise into a mature forest hosting native flora and several specimen trees. To the right is a Lodge of the Knights of Pythias sitting in Seneca Creek State Park, though the forest rises quickly on both sides.

The road hastens to views of the park and the creek along the right before encountering I-270 looming overhead, evidence of modernity attempting to coexist with nature and history. Great Seneca Creek winds along the roadside rising and falling against the slope offering views and occasional access. Occasional houses appear on either side uniquely placed with varying setbacks. After I-270, gentle curves become more pronounced as the creek wends away. Trains can be heard closing in as one approaches the sharpest curves and an overhead rail crossing that narrows the road to a single lane. This outstanding arched one-lane stone underpass requires drivers to take turns from each direction.

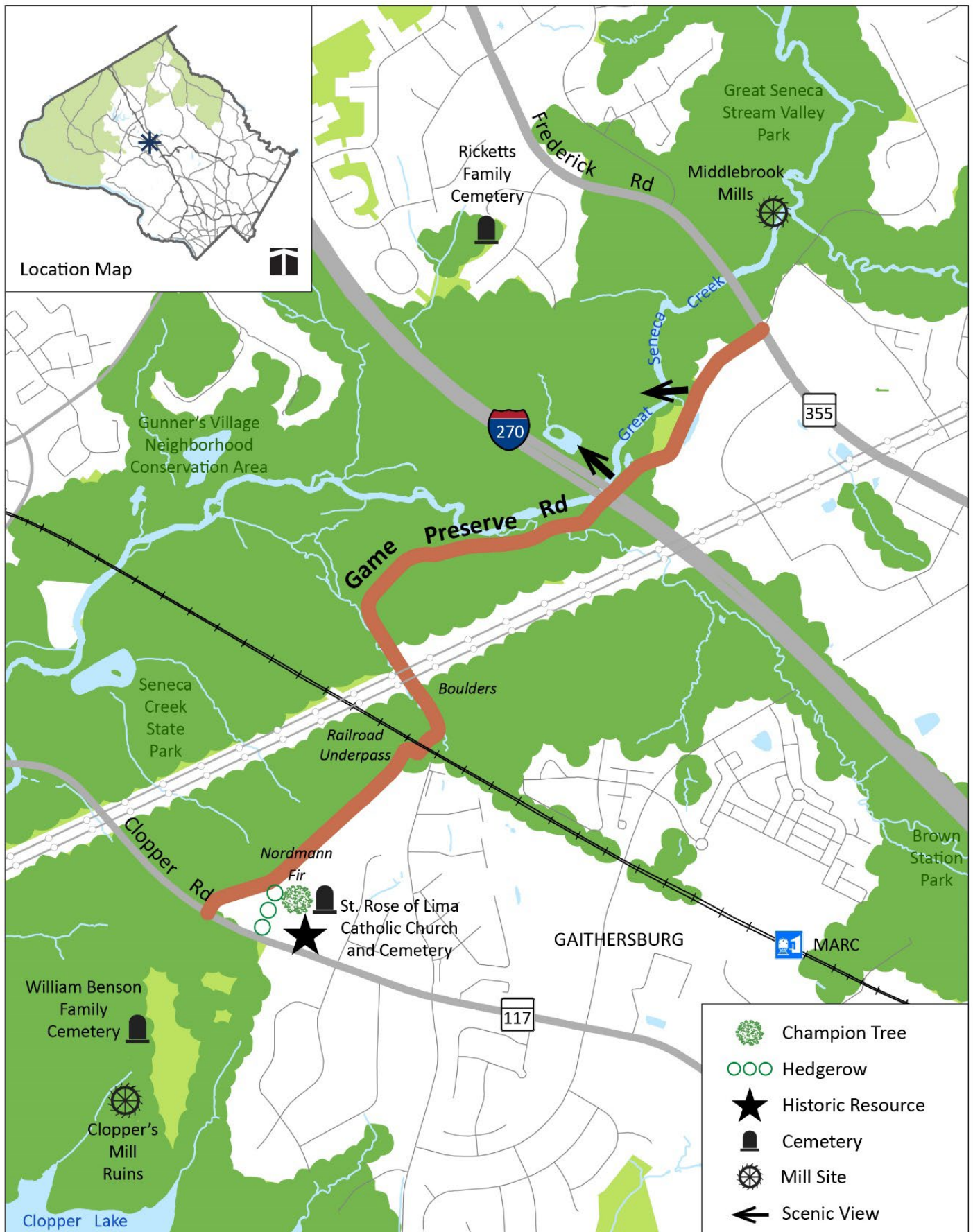
After the railroad bridge, there is a pull-off on the right where a driver can park momentarily to see the train passing over. The road then rises a slope into a contemporary development, sporting well-manicured lawns and more specimen trees on the left and the park continuing on the right. The residential opening on the left gives away to more and more open space until a cedar hedgerow diverts away from the road directly to St. Rose of Lima Catholic Church.

Environment

Most of the land on the western side of Game Preserve Road is within Seneca Creek State Park. This 6,300-acre park extends along Seneca Creek and Great Seneca Creek for 14 miles of its length. The park contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. Both the road and Great Seneca Creek pass under I-270 under the same bridge, and the Seneca Creek Greenway Trail briefly uses the road's shoulder here as well. This 16.5-mile trail connects the C&O Canal and the Potomac River to MD 355.

Road Characteristics

Extents	Entire Road: Clopper Road (MD 117) to Frederick Avenue (MD 355)
Length	1.65 miles
Width	18.5-20.5 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None



Moxley Road

A Rustic Road



Moxley Road has a varied character with outstanding natural features, long views, and farmland vistas.

Recommended as a *rustic road*.

Significant Features:

- Alignment blends into countryside
- Expansive view into Frederick County

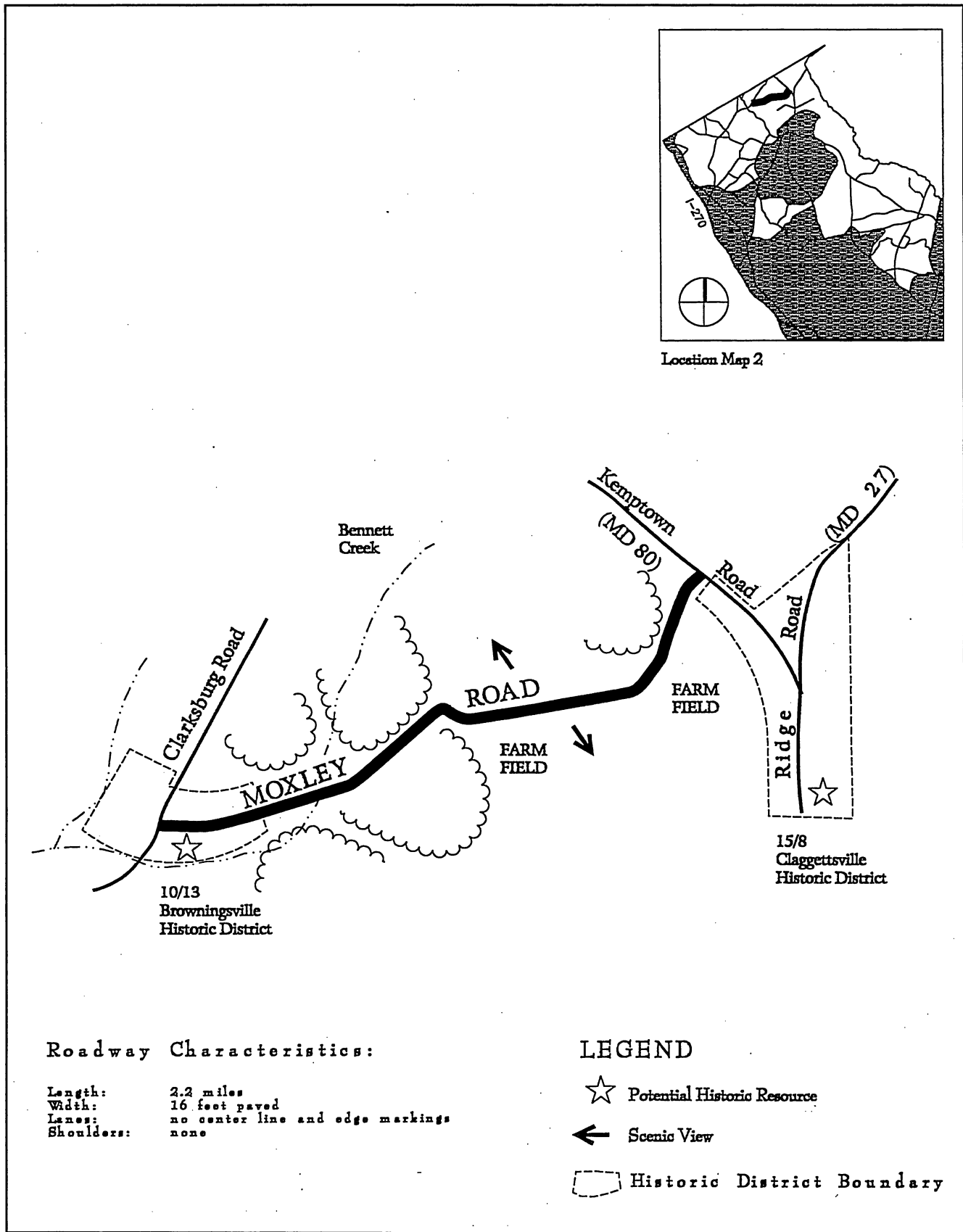
History:

Established after 1879, the road traverses farmland owned by the Moxley family who were early settlers in this area. Moxley Road connects two historic communities— Browningsville and Clagettville.

Driving Experience:

At its northeastern end, Moxley Road intersects with Kemptown Road (MD 80) at the edge of the Clagettville Historic District. Established in 1874 by John H. Clagett, this community is characterized largely by Victorian era residences. Moxley Road dips and faces a farm field which, in early spring, had sheep and new lambs. The road elevation changes, with broad views into Frederick County on the right and across farm fields on the left. It travels through a spotty forest down to Clarksburg Road at the Browningsville Historic District. Browningsville, which developed initially around a saw and grist mill on Bennett Creek, grew in the later 1800s to accommodate local farm families. The community retains examples of early houses of log construction with clapboard sheathing and external chimneys, as well as later houses with internal chimneys and central cross gables on their main facade. In between seeing the sheep at Kemptown Road and the hillside with cattle at Clarksburg Road, a driver who stops to observe the countryside may find a flock of guinea hens around the car.

Figure 52



M-NCPPC

Moxley Road

A Rustic Road

Moxley Road has a varied character with outstanding natural features, long views, and farmland vistas. This road was designated rustic in the 1996 *Rustic Roads Functional Master Plan*. This classification was confirmed in the 2006 *Damascus Master Plan*.

Recommendation

- Slightly revise the list of significant features to include views in all directions.

One of the current significant features of Moxley Road is an “expansive view into Frederick County.” This road offers expansive views in all directions, not just towards Frederick County.

Significant Features

- Alignment blends into countryside
- Expansive views on both sides of the road

History

Established after 1879, the road traverses farmland owned by the Moxley family, who were early settlers in this area who owned significant extensive land worked by enslaved individuals. Moxley Road connects two historic communities, Clagettville and Browningsville. Clagettville, established in 1874 by John H. Clagett, is characterized largely by Victorian era residences. Browningsville, which developed initially around a saw and grist mill on Bennett Creek, grew in the later 1800s to accommodate local farm families. The community retains examples of early houses of log construction with clapboard sheathing and external chimneys, as well as later houses with internal chimneys and central cross gables on their main façades.

Driving Experience

At its northeastern end, Moxley Road intersects with Kemptown Road (MD 80) at the edge of the Clagettville community. Heading southwest, Moxley Road dips and travels through farm fields on both sides of the road, with a pond on the left. A few modern homes line the road to the left, while a wooded area is to the right. The road rolls up and down through this area before opening to broad views across farm fields on both sides of the road. The road continues along a ridge on a long straight section with particularly long views that continue as the road begins to head back downhill. It continues descending through a spotty forest with equestrian and other farms on the right before another section through the woods prior to its intersection with Clarksburg Road. The road is very low here and the trees conceal Bennett Creek on the south side of the road while there is a very picturesque farm on the north side. Across Clarksburg Road is an excellent view of the farmland and buildings of Mendelsohn Terrace (Master Plan Historic Site #10/12).

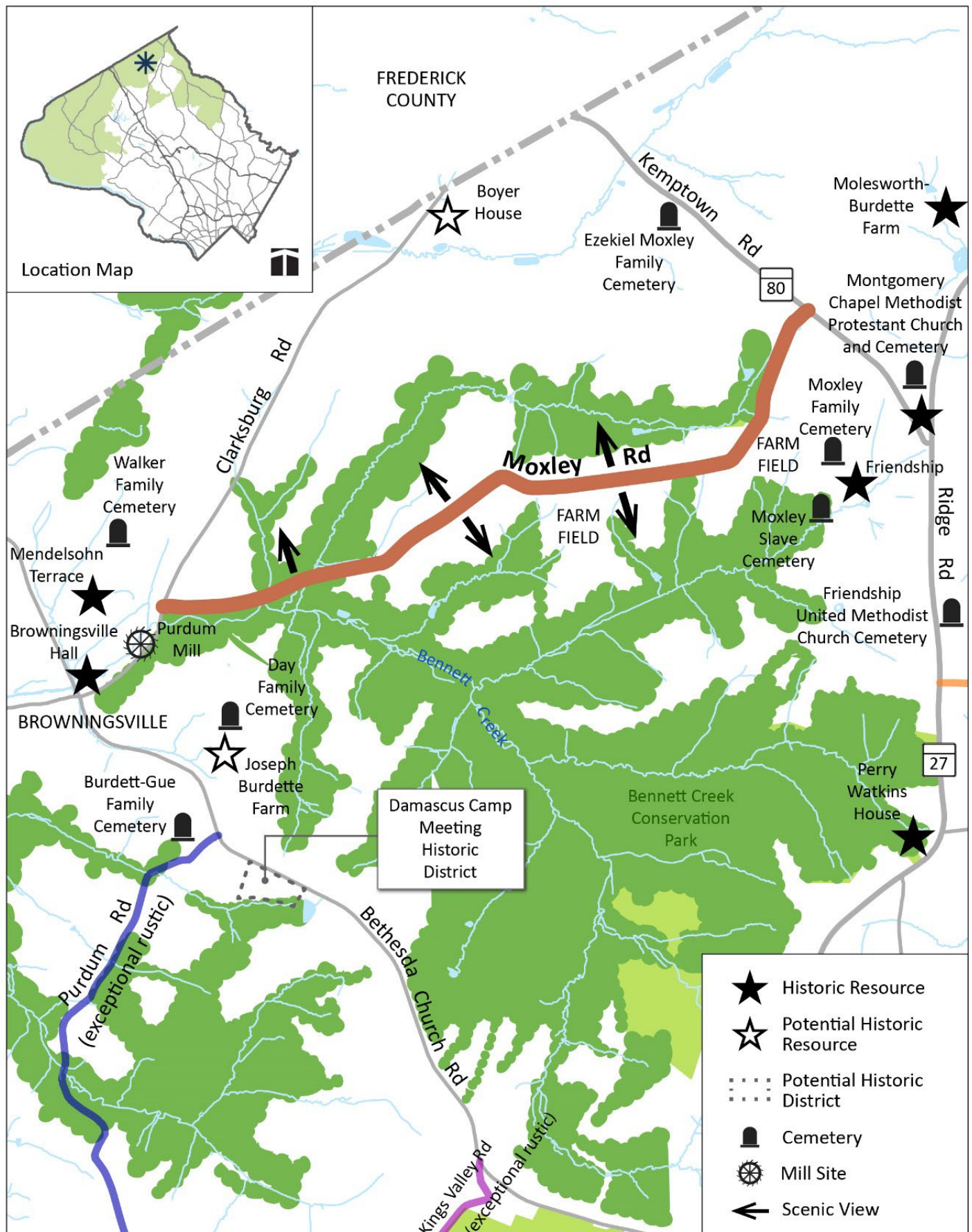
Environment

The road parallels Bennett Creek and one of its tributaries at both ends, and briefly touches the small North Point Neighborhood Conservation Area. This 9-acre park protects the headwaters of a tributary of Bennett

Creek and provides open space for the adjacent neighborhood. Much of the western end of the road is within the floodplain of Bennett Creek.

Road Characteristics

Extents	Entire road: Kemptown Road (MD 80) to Clarksburg Road
Length	2.22 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Tschiffely Mill Road

A Rustic Road



Tschiffely Mill Road has historic value and outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Gravel surface of roadway; historic alignment of road
- Closed canopy
- Seneca Stone Mill
- View of river/wetlands/boat basin

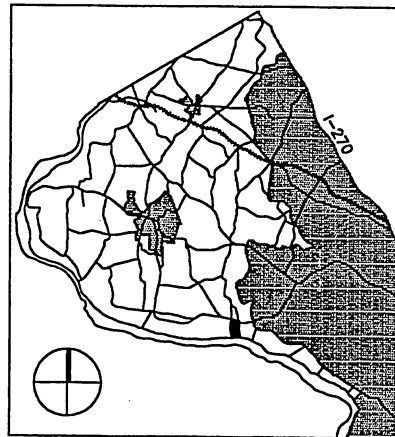
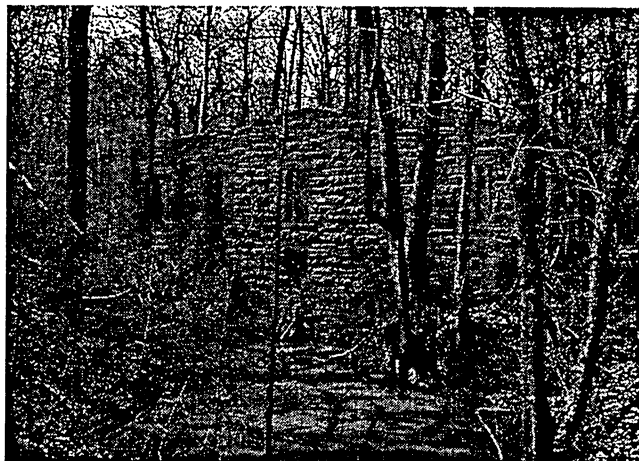
History:

Tschiffely (pronounced shif-FAY-lee) Mill Road is named for the grist mill which once stood where River Road crosses Seneca Creek. The road runs along the course of a small gauge railroad which once carried grain south from the grist mill to a loading platform at the canal, and stone north from the stone mill to River Road. Built of Seneca sandstone c1837, the mill was used to cut and dress stone from the stone quarries, just west of this location. The quarries were in use from 1774 until 1900, though they were most actively worked after the opening of the canal in 1833. One historic resource and three potential historic resources are along this road.

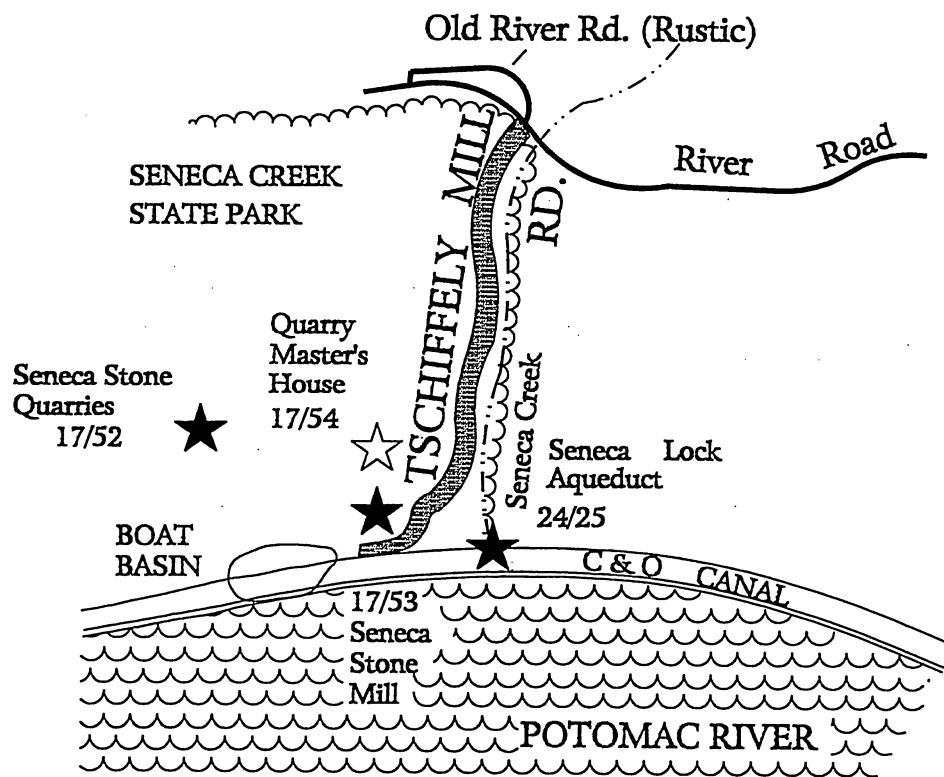
Driving Experience:

This one-lane gravel road parallels the last stretch of Seneca Creek before it reaches the Potomac River. Almost entirely under a closed canopy, the setting is wholly rustic. With a mature forest on one side and a view through trees on the other side of Seneca Creek and Rileys Lock Road (a rustic road), this road offers not only a peaceful quiet atmosphere, but an historic experience as the road terminates at the C&O Canal and Seneca Stone Mill. The road offers an awe-inspiring view of the monumental Seneca Stone Mill. The Quarry Master's house, an abandoned sandstone structure which has been restored, is located to the west, though it is accessed from River Road. The road terminates with a view of the boat basin, a wide pond beside the canal, where barges were loaded with finished stone. The Seneca Aqueduct at the C&O Canal is one of the canal's most admired features, the only one of the 11 canal aqueducts made of red Seneca sandstone.

Figure 70



Location Map 1



LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ▨ Unpaved Road

Roadway Characteristics:

Length: 0.7 miles
 Width: 10 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

Tschiffely Mill Road

A Rustic Road

Tschiffely Mill Road has historic value and outstanding natural features. This road was designated rustic in the 1996 *Rustic Roads Functional Master Plan*.

Recommendation

- Change designation from rustic to exceptional rustic.

The Rustic Roads Advisory Committee recommends reclassifying this road as an exceptional rustic road. To be classified as an exceptional rustic road, in addition to meeting the criteria for designation as a rustic road, it must be found that the road:

1. Contributes significantly to natural, agricultural or historic characteristics.

The road runs parallel to Seneca Creek, and the ruins of Seneca Mill and Seneca Stone Mill are located on each ends of the road.

2. Has unusual features found on few other roads in the County.

The road is a narrow gravel road with trees and houses close to the road. There are views to Seneca Creek.

3. Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.

The changing of the surface material of the road would negatively impact the character of the road.

Significant Features

- Gravel surface of roadway
- Historic alignment of road
- Closed canopy
- Seneca Stone Mill
- View of river/wetlands/boat basin

History

Tschiffely (pronounced shif-FAY-lee) Mill Road is named for the grist mill which once stood where River Road crosses Seneca Creek. The road runs along the course of a small gauge railroad which once carried grain south from the grist mill to a loading platform at the canal, and stone north from the stone mill to River Road. Built of Seneca sandstone c. 1837, the mill was used to cut and dress stone from the stone quarries, just west of this location. The quarries were in use from 1774 until 1900, though they were most actively worked after the opening of the canal in 1833.

Driving Experience

This one-lane gravel road parallels the last stretch of Seneca Creek before it reaches the Potomac River. Almost entirely under closed tree canopy, the setting is wholly rustic. With a mature forest on one side and a view through trees on the other side to Seneca Creek and Rileys Lock Road (a rustic road), this road offers not only a peaceful, quiet atmosphere, but an historic experience as the road terminates at the Chesapeake & Ohio Canal (a National Register Historic District) and the Seneca Stone Mill (Master Plan Historic Site #17/52). The road offers an awe-inspiring view of the monumental Seneca Stone Mill. The Quarry Master's house, an abandoned sandstone structure which has been restored, is located to the west, though it is accessed from River Road (Locational Atlas Site #17/54). The road terminates with a view of the boat basin, a wide pond beside the canal, where barges were loaded with finished stone. The Seneca Aqueduct at the C&O Canal is one of the canal's most admired features, the only one of the 11 canal aqueducts made of red Seneca sandstone (Master Plan Historic Site #24/25).

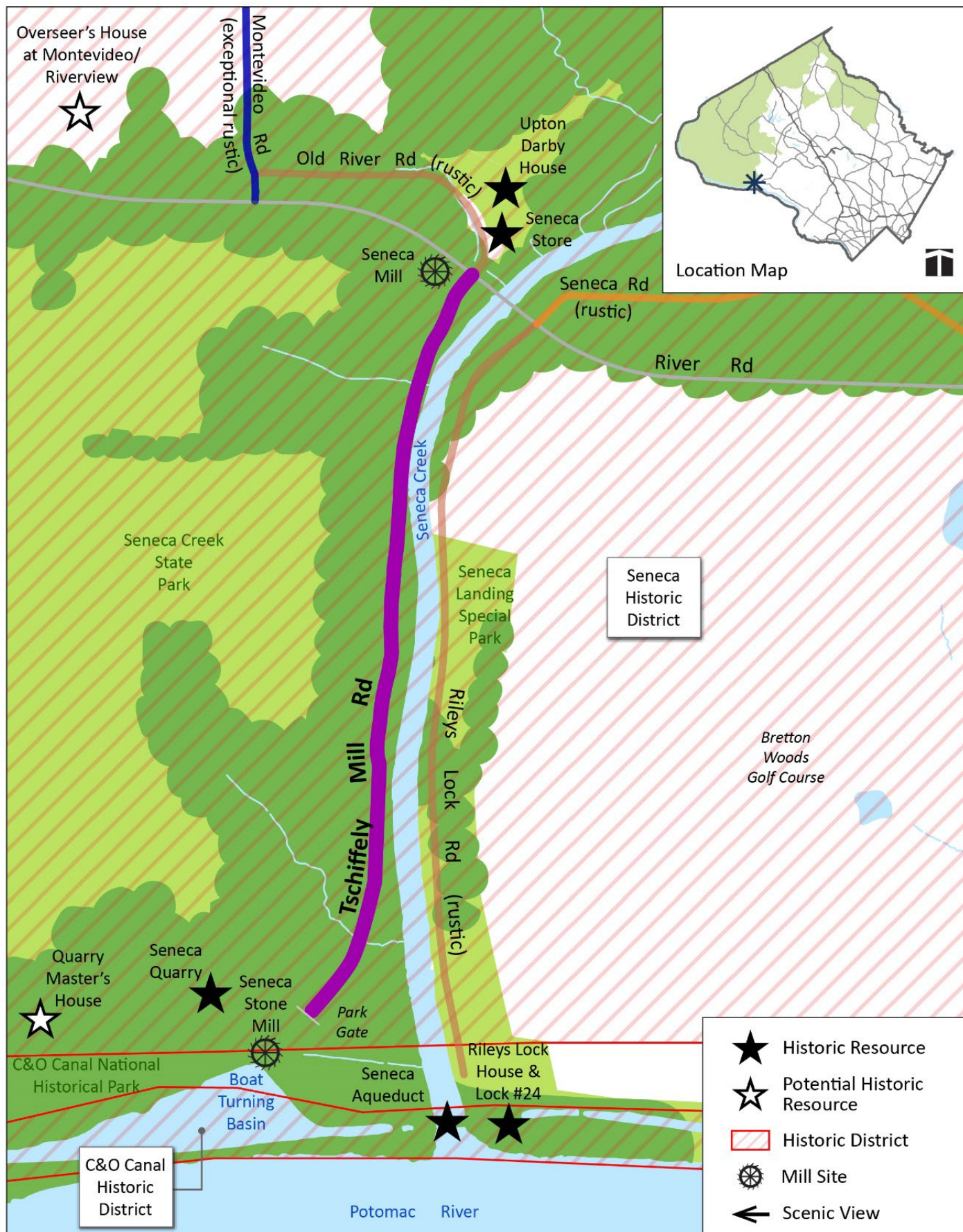
Environment

The west side of Tschiffely Mill Road is part of the 6,300-acre Seneca Creek State Park and is the path of one of the marked park trails. The park winds through a variety of habitats throughout its 14-mile length along Seneca Creek.

Tschiffely Mill Road ends at a parking lot that provides access to the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown, Washington, DC to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities.

Road Characteristics

Extents	Entire road: River Road to gate at Seneca Stone Mill
Length	0.68 miles
Width	10 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None



Link Road

A Rustic Road

According to the 1997 *Cloverly Master Plan* (page 53), this road had been identified as an exceptional rustic road on the original interim list of rustic roads, but the classification was changed to rustic when part of the road was abandoned in 1993 during the approval of a preliminary plan of subdivision through which it ran. The 1997 Plan confirmed the designation.

Recommendations

- Remove Link Road from the Rustic Roads program

When Link Road was confirmed rustic in the 1997 *Cloverly Master Plan*, no description of the road was included in the plan and no significant features were called out. The summary of evaluation criteria to determine Rustic Road status in the 1997 Plan showed that Link Road met the criteria for being included in the program: the road is narrow and intended for local use, the traffic volume is consistent with a rustic road, it has historic value, and its accident history does not suggest unsafe conditions.

A preliminary plan of subdivision (plan no. 119910300) approved in 1993 almost completely realigned the historic farm lane to bypass a remaining farm when the rest of the site was developed with modern homes. More recently, the only part of the road that had maintained its original alignment and character was determined to be a private road, and therefore ineligible for the program at that end.

As stated in the 1996 *Rustic Roads Functional Master Plan*, “[t]he single, most distinctive feature in the character of rural roads is the way drainage is handled. ... The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside” (p. 28). While views of farm buildings and houses along the north side of the road and at the end of the road remain, the character of the road itself has become as modern as any other subdivision approved in the last 30 years. Today Link Road is a uniformly wide asphalt road with modern drainage ditches on both sides, regularly spaced trees lining both sides of the road, and modern homes with landscaping throughout its length. The road no longer meets the criteria of a rustic road and should be removed from the program.

Significant Features

- Views of farm fields on north side for at least half of road
- View of a prominent bank barn on a rise above the road
- Views of the Frank Wilson/Link Farm at the end of the road

History

Link Road was first established as the long drive for the c. 1865 William Franklin “Frank” Wilson home, which sits at the end of the road. As the original access to the house and farm, the road may date to c. 1837 when Frank Wilson first settled along the Patuxent and established a prosperous farm. The dwelling includes a pre-1865 log section that was incorporated into a c. 1894 conversion of the home into a Queen Anne-style residence. Surviving farm buildings, including a chicken coop, smokehouse, and corncrib, reflect the property’s long agricultural history.

North of Link Road, Frank Wilson and his wife Elizabeth Harding Wilson are buried in the Wilson Family Cemetery (Montgomery County Burial Sites Inventory #003). The road is named for their descendants, the Link family.

Link Road does not appear consistently in USGS mapping until the mid-20th century, when land along the road remained largely undeveloped.

Driving Experience

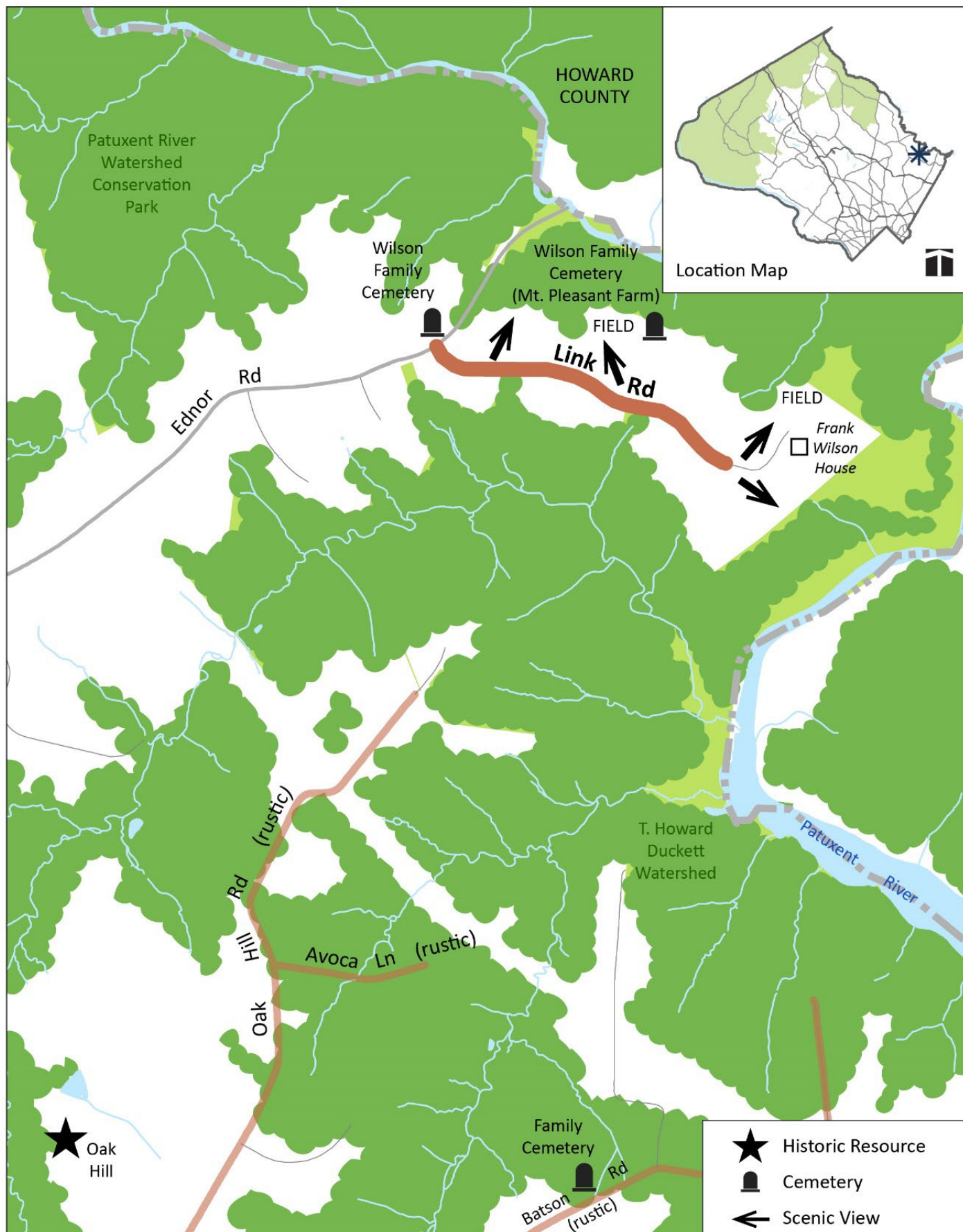
The goal on this drive is to reach the end for a look at the historic Queen Anne-style Wilson home. Turning east from Ednor Road, the first property on the left (which has an Ednor Road address) has some fields used for hay making visible through plastic three-rail fencing. Past the driveway to the house and up a hill on the left is an old white bank barn. The highly developed road continues with oversized houses, engineered swales, and tree plantings on either side of the road. At the end, a turn-around features a view of the original white farmstead home with red rood and red outbuildings.

Environment

Link Road is within the Lower Patuxent River watershed; development activity within this watershed must be reviewed to determine if the property falls within the Patuxent Primary Management Area (PMA).

Road Characteristics

Extents	Ednor Road to end of county maintenance
Length	0.47 miles
Width	20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





RUSTIC ROADS ADVISORY COMMITTEE



October 12, 2021

Gwen Wright
 Director
 Montgomery County Planning Department
 2425 Reddie Drive, 14th Floor
 Wheaton, Maryland 20902

Re: Rustic Roads Functional Master Plan

Dear Director Wright:

We are enjoying working with your talented staff on the current Rustic Roads Functional Master Plan. The Committee held a special meeting (virtual) on September 16, 2021 to make recommendations for individual roads being reviewed as part of the Master Plan amendment. We voted on roads nominated for Rustic and Exceptional Rustic status, as well as roads currently in the Program as Rustic which the Committee believes are qualified for Exceptional Rustic status. Attached is our list of recommendations as of this date which were approved at the meeting. In making our determinations, the Committee has reviewed each road against the rustic and exceptional rustic criteria as provided in county code, and found them to be eligible as shown on the attached document.

For the three roads where we have indicated that we need additional information, we ask that staff provide us with information by October 31 so that we have time to drive and review these roads prior to voting on them at our final meeting of 2021 (December 2).

We are continuing to drive the roads, inventory them, and submit updates and driving experiences to the Planning Department for this project.

You may reach the Committee through our staff coordinator, Darcy Buckley, at Darcy.Buckley@montgomerycountymd.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laura Van Etten".

Laura Van Etten, Chair

Committee Members: Dan Seamans,
 Robert Wilbur, Kamran Sadeghi,
 N. Anne Davies



cc: Donnell Ziegler, M-NCPPC
Jamey Pratt, M-NCPPC
Roberto Duke, M-NCPPC
Lauren Campbell, M-NCPPC

RECOMMENDATIONS ON MASTER PLAN ROAD STATUS
Rustic Roads Advisory Committee Special Meeting, September 16, 2021

Roads Voted as NOT Rustic

Barnesville Rd (Bucklodge Rd to Clarksburg Rd) – high traffic volumes and not rustic in appearance
Conoy Road -- not a public road
Georgia Avenue -- both locations -- not timely; wait for Brookeville Bypass to be completed
The Farm Road -- not a public road

Roads Approved as Rustic

Aitcheson Lane
Brighton Dam Road (Bordly Road to New Hampshire Ave)
Brown Church Road
Bucklodge Road (MD 117)
Dickerson Church Road
Dickerson School Road
Emory Church Road
Halterman Road
Kings Valley Road (Stringtown Road to Kingstead Road) (see also exceptional list)
Lewisdale Road (Prices Distillery Road to County line)
Mullinix Mill Road (Damascus Road MD 108 to Howard County line)
Seneca Road (Rileys Lock Road to River Road)
Sugarloaf Mountain Road
Thurston Road

Roads Approved as Exceptional Rustic

Allnutt Road -- nominee
Avoca Lane -- currently rustic
Belle Cote Drive -- currently rustic
Elton Farm Road -- currently rustic
Gregg Road -- currently rustic
Greenbridge Road -- nominee
Holsey Road -- nominee
Hyattstown Mill Road and Prescott Road -- currently rustic
Kings Valley Road -- nominee (Kingstead Road to Bethesda Church Road) (see also rustic list)
Mouth of Monocacy Road – correction to extents at east end
Mt Carmel Cemetery Road -- nominee
Old Bucklodge Lane -- currently rustic
Riggs Road -- currently rustic
Tucker Lane -- currently rustic
Tschiffely Mill Road -- currently rustic

Roads needing determination

Nicholson Farm Lane -- nominee road, recommendation pending

Roads needing more information:

Awkard Lane -- Historic preservation staff verbally confirmed historic African American community. Request info from Planning on history. RRAC will review history and drive this road before finalizing a recommendation.

Holly Grove Road -- Possible historic African American community. Request info from Planning. RRAC will review history and drive this road before finalizing a recommendation.

Riding Stable Road -- Predominantly African American census tract. Request info from Planning related to equity considerations. RRAC first impression is that the road is over engineered, so it may not qualify for a rustic designation.



RUSTIC ROADS ADVISORY COMMITTEE



December 15, 2021

Gwen Wright, Director
Montgomery County Planning Department
2425 Reddie Drive, 14th Floor
Wheaton, Maryland 20902

Re: Rustic Roads Functional Master Plan

Dear Director Wright:

The Committee held a vote at our most recent regular meeting on December 2, 2021 to recommend Exceptional Rustic designation for certain roads in the Rustic Roads Program that are currently designated Rustic. In these cases, the Committee believes that these roads have unusual features and would be more negatively affected by improvements or modifications than would most other roads in the Program.

These roads which we voted unanimously to support for Exceptional Rustic designation are:

- Wildcat Road
- Davis Mill Road
- Riggs Road
- Query Mill Road from Glen Road to Esworthy Road
- Peach Tree Road north of Barnesville Road
- Brighton Dam Road current rustic section

Thank you and your staff for the ongoing opportunity to work together on this Master Plan. You may reach our Committee through our staff coordinator, Darcy Buckley, at Darcy.Buckley@montgomerycountymd.gov.

Sincerely,

Laura Van Etten, Chair

Committee Members: Dan Seamans,
Robert Wilbur, Kamran Sadeghi,
N. Anne Davies, Barbara Hoover,
Charles Mess



cc: Donnell Ziegler, M-NCPPC
Jamey Pratt, M-NCPPC
Roberto Duke, M-NCPPC
Lauren Campbell, M-NCPPC