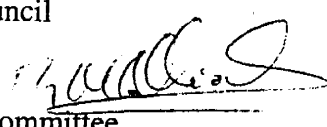




RUSTIC ROADS ADVISORY COMMITTEE

April 15, 2003

TO: Michael L. Subin, President
Montgomery County Council

FROM: Robert Albiol, Chair 
Rustic Roads Advisory Committee

SUBJECT: Recommendation to Delete Piedmont Road from Rustic Roads Program

The RRAC has recently reviewed residential development plans along Piedmont Road. Piedmont Road is currently designated a rustic road between Stringtown Road and Hawkes Road, a distance of 1.66 miles. The approved Clarksburg Village Plan will cul-de-sac Piedmont Road at Stringtown Road and create a realignment to intersect A-305. A preliminary plan currently under review (Tregoning/Dameron properties (#1-03063) proposes 92 single family houses to be constructed in a new subdivision adjacent to approximately one mile of roadway on the south side of Piedmont Road in what is currently farm fields.

The RRAC believes that the existing character of Piedmont Road is only marginally rustic and that the proposed developments will degrade that character further. We have considered the following characteristics under the statute and found that Piedmont Road:

- (1) will no longer be located in an area where natural, agricultural, or historic features are predominant, since the Clarksburg Master Plan land use goals and zoning are incompatible with its rustic character;
- (2) will no longer be a narrow road intended for predominantly local use;
- (3) will no longer be a low volume road; and
- (4) will lose most of its outstanding natural feature – “The view of the road as it fits into the adjacent terrain of open fields.”

Therefore, we request that the County Council consider withdrawing the rustic designation for Piedmont Road and re-designating it as a primary or secondary residential roadway. Section 49-78(e)(3)(B) of the County Code provides for the County Council to

Mr. Michael Subin
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withdraw a rustic road designation at the request of the RRAC and after holding a public hearing.

We would be happy to answer any questions regarding this recommendation. Either our staff coordinator (Sarah Navid, Department of Permitting Services, 240-777-6304) or our M-NCPPC member (Maria Martin, 301-495-4734) may be contacted directly regarding this recommendation.

sm\piedmont.doc

cc: Douglas M. Duncan, County Executive
Derick Berlage, Chairman, Montgomery County Planning Board
John Carter, Chief, Community-Based Planning Division
Albert J. Genetti, Jr. – Department of Public Works and Transportation

VICINITY MAP FOR
PIEDMONT ROAD

ATTACHMENT 2



Map compiled on August 23, 2000 at 7:53 PM | Site located on base sheet no - 233NW12

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Key Map



Research & Technology Center



1 : 14400

ATTACHMENT 3

Description: Stringtown Road is paved, approximately 18 feet wide. It has no curbs and slight gravel shoulders with a drainage ditch along a portion of one side of the road. At the western end of this road, Piedmont Road (also a rustic road) is recommended for realignment, consistent with the rustic road character of these two roads, in order to create adequate intersection spacing between Midcounty Highway and Piedmont Road. This section of Stringtown Road has one other intersection, that of Needle Drive on the south side of the road. Needle Drive is part of the street system for the Fountain View subdivision which lies between Stringtown Road and Piedmont Road.

The road has, particularly on the north side, vistas of farmland, open fields and an old farm house. On the south side is the aforementioned subdivision. The road has views to the north away from Clarksburg.

Criteria: The road traverses an area where natural and agricultural features predominate. It is a narrow road. This section of roadway is not included in MCDOT's map showing annual average weekday traffic; therefore, no volume information is available. The road is bordered by farmland and a small subdivision. This section of Stringtown Road had no reported accidents for the period 1989 through 1991. The classification of this road as a rustic road would not impair the function of the roadway network nor would it impair the safety of the roadway network.

Significant Features: The setting of this road within the terrain is a significant feature, as are the views from the road to the north away from Clarksburg.

Rustic Road Network: This road connects with Piedmont Road, and both Piedmont Road and Stringtown Road (outside the Clarksburg Study Area) connect with Hawkes Road. These three roads form a small rustic roads network.

Master Plan of Highway Designation:

Rustic R-7

Right-of-way, 80 feet

Piedmont Road

Description: Piedmont Road is approximately 1.66 miles long and connects Stringtown Road on the west with Hawkes Road on the east. Piedmont Road is an 18-foot wide paved road with grass shoulders. The road has both edge lines and a center line. The one stream crossing is a culvert. Needle Drive and a cul de sac named Remae Court intersect with this roadway on the north side; Skylark Road intersects it on the south side. The adjacent terrain is level and the views are open. Ovid Hazen Wells Park is on the east side. The park land is currently cultivated fields. The road has sharp turns and the appearance of a somewhat modern rural roadway.

Criteria: Piedmont Road has agricultural uses on one side. Those features seem to be the predominate character of the area. It is a narrow road and is intended for predominantly local use. It is a low-volume road (not included on MCDOT's

Average Annual Weekday Traffic map) and has outstanding vistas of farm fields and rural landscape for a portion of its length.

During the three-year period of 1989-1991, seven accidents occurred along this section of Piedmont Road. One of these accidents occurred at Hawkes Road; the others occurred at non-intersection locations. The one at the intersection was an early morning accident with no identified cause; the others occurred during the evening and speed was identified as a contributing cause. One of these accidents involved two vehicles; the others were single vehicles running off the edge of the road. Two of the accidents, including the two-vehicle one, had possible injuries; the others were property damage only.

This road is not needed to serve a major increase in transportation. A realignment at Stringtown Road is recommended in the Clarksburg Master Plan in order to create adequate separation between the future intersection of Midcounty Highway (A-305) and Stringtown Road. That realignment should be in keeping with the rustic character of both Stringtown Road and Piedmont Road.

Significant Features: The view of the road as it fits into the adjacent terrain of open fields.

Rustic Roads System: Piedmont Road forms a system of rustic roads when paired with Stringtown Road and Hawkes Road.

Master Plan of Highways Designation:

Rustic Road R-5

Right-of-way, 70 feet

West Old Baltimore Road

West Old Baltimore Road is a historic alignment, having gone originally from the C & O Canal at the mouth of Monocacy Road to Baltimore. The road extended across Montgomery County. Portions of this road still exist in the eastern part of the County where it is called Old Baltimore Road. This section extends from Frederick Road (MD 355) westward to the boundary of the Clarksburg Master Plan. The rustic road designation has been reviewed in three sections since the travel needs and the character of the road differ for different sections. The section of this roadway between MD 355 to MD 121 is needed for the roadway network and is not recommended as a rustic road. The remaining portion of this road between Clarksburg Road (MD 121) and the western study area boundary meanders through a rural area that is partially wooded and crosses Ten Mile Creek as a ford. This section is recommended as a rustic road as described below.

West Old Baltimore Road in this section is approximately 19 feet wide, paved, with partial curbs in places. The road has extensive vegetation along both sides, very close to the roadway edge. At the time the road was field inspected, wild roses were blooming along the edge. Farm houses, fences covered with roses, honeysuckle, and wildflowers and wooded areas are along this road. The road goes through Ten Mile Creek as a ford.

Clarksburg Master Plan Rustic Roads Recommendations

Table 9

Roadway Name	Limits	Recommendation	Comments
<i>Roads on the Interim List and Present Designation</i>			
1. Old Hundred Road (MD 109) Rustic	I-270 to MD 355	Confirm Rustic designation	Plan does not propose any improvements to this interchange and supports its closure if future interchange opens to the north.
2. Burnt Hill Road Rustic	Connects to MD 121 at Study Area boundary	No change in designation; to be studied as part of Master Plan of Highways Amendment	Plan recommends realignment at connection to A-305.
3. Hyattstown Mill Road Exceptional Rustic	Connects to MD 355 in Study Area	Rustic—only the public segment	These roads were abandoned except for the first portion of Hyattstown Mill Road (that part of the road that serves adjacent private property) at the request of M-NCPPC. Roads have been closed at the stream crossings by the Parks Department. Because they are park roads, they are exempt from usual roadway standards and development activity.
4. Prescott Road Exceptional Rustic	Connects to MD 355 in Study Area	Remove designation—park road	
5. Stringtown Road Rustic	Area outside Clarksburg Master Plan Study Area	To be studied as part of the Master Plan of Highways Amendment	Piedmont Road intersection recommended for reconstruction.
6. Piedmont Road Rustic	MD 121 to Stringtown Road	Remove designation where concurrent with A-305 alignment	Needed for network.
	Stringtown Road to Hawkes Road	Confirm Rustic designation	Realignment at Stringtown Road recommended; adjacent land is recommended for 2-4 units per acre or for RC zoning; makes a system with Hawkes Road and Stringtown Road.



Map compiled on August 23, 2000 at 8:40 PM | Site located on base sheet no - 225NW16

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Key Map



1 : 28800

White Ground Road

A Rustic Road



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

Recommended as a *rustic road*.

Significant Features:

- Relationship of road to Boyds Historic District
- The road parallels a stream and its adjacent wetlands and floodplain
- One-lane bridge and its approaches
- Tree canopy over much of the road

History:

This road is believed to take its name for the thin, whitish infertile soil that weathers out of the underlying diabase rock in this area and turns to an unusual white mud when wet. The road was probably established between 1865 and 1879. Two historic resources and two potential historic resources are along this road.

Driving Experience:

From Darnestown Road (MD 28), high hedgerows line both sides of White Ground Road, screening the view of the farm field beyond. The first mile of this road, north of MD 28, is a state road, MD 121. This section has lane markings. The road passes a stone wall on the left, curves to reveal a clear view of the well-maintained and neatly landscaped Susanna Farm. Note the adaptive use of a bank barn, which was converted to a residence. Susanna Farm is listed on the National Register of Historic Places. The road crosses a stream on a one-lane steel bridge, beyond which is Schaeffer Road (a rustic road) on the right. Wetlands and floodplain are on the left; the road is under tree canopy until it reaches Old Bucklodge Lane (a rustic road). Just south of Old Bucklodge Lane, the road passes the ruins of a stone house built in the early 1800s by the Goats who owned the original Buck Lodge tobacco plantation. The house was substantially damaged by fire in 1925. The road crosses a small stream (concrete culvert) and the Boyds Negro School site sits close to the road on the left just before Hoyles Mill Road (an exceptional rustic road). The road then runs under a heavy tree canopy to the Boyds Historic District. Established in 1873 with the opening of the Metropolitan Branch of the B&O Railroad, this railroad town has gracious houses surrounded by mature trees. A MARC commuter train provides access for residents commuting into Washington, D.C.

Figure 79

