

Clerk's note: Line numbers were removed from all pages.

Resolution No.: 20-267
Introduced: July 25, 2023
Adopted: July 25, 2023

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

By: County Council

SUBJECT: Approval of Rustic Roads Functional Master Plan Update

1. On February 24, 2023, the Montgomery County Planning Board transmitted to the County Executive and the County Council the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.
2. The February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update contains the text and supporting maps for a comprehensive amendment to the approved and adopted 1996 *Rustic Roads Functional Master Plan*, as amended. It also amends the *Master Plan of Highways & Transitways*, as amended, and *Thrive Montgomery 2050* (2022). This plan also amends the following area master plans, as amended: *Clarksburg Master Plan & Hyattstown Special Study Area* (1994), *Fairland Master Plan* (1997), *Cloverly Master Plan* (1997), *Sandy Spring/Ashton Master Plan* (1998), *Potomac Subregion Master Plan* (2002), *Olney Master Plan* (2005), *Damascus Master Plan* (2006), *Great Seneca Science Corridor Master Plan* (2010), *10 Mile Creek Area Limited Amendment* (2014), *Sandy Spring Rural Village Plan* (2015), *MARC Rail Communities Sector Plan* (2019), and the *Ashton Village Center Sector Plan* (2021).
3. On April 18, 2023, the County Council held a public hearing on the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update, which was referred to the Council's Transportation and Environment Committee for review and recommendations.
4. On July 17, 2023, the Transportation and Environment Committee held a work session to review the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.
5. On July 25, 2023, the County Council reviewed the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update and the recommendations of the Transportation and Environment Committee.

Action

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

The Planning Board Draft of the Rustic Roads Functional Master Plan Update, dated February 2023, is approved with revisions. County Council revisions to the Planning Board Draft of the Rustic Roads Functional Master Plan Update are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

All page references in this section are to Volume I: The Plan of the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.

Page 6 Revise the third paragraph of the “Rustic Roads Program in County Code” section as follows:

Article 8 also defines the membership and duties of the Rustic Roads Advisory Committee. The committee is currently composed of [seven] nine citizen members appointed by the County Executive and confirmed by the County Council. [In an effort to increase the diversity of the Committee, this plan recommends increasing the membership to nine and reconfiguring the membership criteria. See the Implementation chapter for more details about the proposed membership changes.] The RRAC reviews and advises the County Executive, County Council, Planning Board, Montgomery County Department of Transportation, Department of Permitting Services, and other county agencies on matters concerning rustic roads. Members review and comment upon roadway classifications, policies, subdivision applications, and regulations and promote public awareness of the Rustic Roads Program.

Page 10 Revise the first sentence of the second paragraph in the “Thrive Montgomery 2050” section as follows:

[The current draft of] *Thrive Montgomery 2050* maintains agriculture as the primary land use in the Agricultural Reserve but supports maximizing the benefits of the Reserve to all county residents by providing numerous opportunities for outdoor recreation and agritourism.

Page 11 Remove the last sentence:

[The SRT also included a walking tour along rustic Frederick Road in Hyattstown.]

Page 15 Revise the last sentence of the “Equity” section as follows:

[Changes] Due to recommendations in earlier drafts of this plan, the County Council enacted changes to the membership criteria for the Rustic Roads Advisory Committee [proposed in this plan are] intended to increase the diversity of the Committee.

Page 22 Revise the first sentence under “(2) Is a narrow road intended for predominantly local use” as follows:

The roadway width for roads that are recommended as rustic varies from 10 feet for a small gravel road such as Tschiffely Mill Road to [22] 24.5 feet for Old Hundred Road (MD 109).

Page 22 Revise the final paragraph on page 22 as follows:

The 1996 RRFMP established a general guideline of a maximum of 3,000 trips (specified as “average annual daily traffic” or AADT) for a rustic road, although other criteria can have more weight when classifying the roads. [A few existing rustic roads have counts higher than this, notably those in the Potomac Subregion, where some roads have higher counts due to the two-lane road policy in that area.] The five roads in the program at the outset of this master plan update that exceed 3,000 AADT are shown in Table 1.

Page 23 Revise the text following Table 1, Roads with High Traffic Counts, as follows:

In part due to their high traffic counts, this plan removes Frederick Road and a segment of Old Hundred Road from the Rustic Roads Program. [These] The traffic counts [and the road segments they apply to] for these two roads are discussed in the [individual road profiles] individual road recommendations; Glen Road is discussed below.

Page 23 Revise the first sentence of the third paragraph as follows:

The rustic segment of Glen Road has [one of] the highest traffic count[s] of the rustic roads, with a 2019 AADT count of [5031] 5,031 trips, which is considerably higher than the 3,000-trip threshold used in the 1996 *Rustic Roads Functional Master Plan*.

Page 26 Revise the second sentence of the paragraph between Tables 2 and 3 as follows:

Out of the 19 nominated roads not removed from consideration, [only Riding Stable Road, the nominated section of Brighton Dam Road,] three roads and one portion of Kings Valley Road are not recommended as rustic or exceptional rustic.

Pages 26-27 Revise the following row in Table 3, Recommendations for Nominated Roads:

Road Name	Area	Extents	Recommendation
Holsey Road	Damascus	Ridge Road (MD 27) to end of county maintenance	[Rustic] <u>Do not designate rustic</u>

Page 28 Revise the first sentence of the “Roads with No Major Changes” section as follows:

[Thirty-three] Thirty-one of the 99 roads currently in the program have only minor changes that do not affect their designation in the program or change any significant features.

Pages 28-29 Revise Table 4, Roads with No Major Changes, to remove Bentley Road and Meeting House Road.

Pages 29-30 Revise Table 5, Extent Changes for Existing Rustic Roads, to add the following rows:

Road Name	Extent Changing	Old Extent	New Extent
<u>Bentley Road</u>	<u>Southern</u>	<u>Olney-Sandy Spring Road (MD 108)</u>	<u>Sandy Spring Museum entry drive</u>
<u>Meeting House Road</u>	<u>Northern</u>	<u>Olney-Sandy Spring Road (MD 108)</u>	<u>CRN/R-200 boundary on the east side of the road</u>

Pages 30-31 Revise Table 6, Rustic Roads with Incomplete Descriptions, for Frederick Road (MD 355) as follows:

Road Name	Classification	Extents	Notes
<i>Clarksburg Master Plan and Hyattstown Special Study Area (1994)</i> (pp. 126-130 and appendix pp. 34-42)			
Frederick Road (MD 355)	Rustic	Between recommended Hyattstown Bypass intersections	[In Hyattstown Historic District] <u>Recommended for removal</u>

Page 31 Revise the first sentence as follows:

Complete road profiles were written for each of these roads recommended to remain in the program and the blue page symbol shown above appears at the top of the profile.

Page 32 Revise the first sentence of the second full paragraph as follows:

[Two] Three roads lacking a complete description, Frederick Road, Link Road, and Boswell Lane, are recommended for removal from the program as discussed [below] in the recommendations for individual roads.

Pages 32-33 Revise Table 7, Roads with Changes to Significant Features, to add the following row:

Road Name	Master Plan
<u>Elton Farm Road</u>	<u>Rustic Roads</u>

Pages 33-34 Revise Table 8, Rustic Roads Recommend as Exceptional Rustic, to remove Elton Farm Road.

Page 34 Revise the final sentence of the paragraph under Roads to Be Removed from the Program as follows:

These roads are shown in Table [7] 9 along with their recommended classification from [the current road code types;] the *Complete Streets Design Guide* [recommendation is also shown].

Page 34 Revise the title of Table 9, Roads Currently Recommended to Be Removed from the Program as follows:

Table 9, Roads [Currently Recommended] to Be Removed from the Program

Remove the “Recommended Classification” column.

Revise Table 9 to add or revise the following rows:

Road Name	Master Plan	Current Designation	Complete Streets Design Guide Class.
<u>Frederick Road (MD 355)</u>	<u>Clarksburg</u>	<u>Rustic</u>	<u>Country Connector</u>
<u>Link Road</u>	<u>Cloverly</u>	<u>Rustic</u>	[Unclassified] <u>Country Road</u>

Page 35 Revise Figure 4, Rustic Roads as Recommended, to reflect the final status of roads in the plan.

Pages 36-43 Revise Table 10, Summary of Criteria Evaluation of Existing and Nominated Rustic Roads, as follows:

Revise the third column header of Table 10 as follows:

Natural, agricultural, or historic features are predominant; compatible land use goals and zoning

Revise the following rows in Table 10:

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic						Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county
R	Bentley Road: <u>Sandy Spring Museum entry drive to end of road</u>	✓	✓	✓	✓	✓	✓			✓
[E] R	Elton Farm Road	✓	✓	✓	✓		✓	✓	[✓]	✓
[R]	Frederick Road (MD 355): Old Hundred Road (MD 109) to Frederick County line	✓	[✓]				✓	✓		✓
[R]	Holley Road	[✓]	✓	✓		✓	✓	✓		
E	Meeting House Road: [Olney-Sandy Spring Road (MD 108)] CRN/R-200 boundary on east side of road to end of county maintenance	✓	✓	✓	✓	✓	✓	✓	✓	✓

Pages 44-45 Revise the following rows in Table 11, Exceptional Rustic Road Classifications:

Road Designation	Road Name	Limits	Min. ROW Width
[E-28	Elton Farm Road	Entire road: Howard Chapel Road to end of road	80’]
E-34	Meeting House Road	[Olney-Sandy Spring Road (MD 108)] <u>CRN/R-200 boundary on the east side of the road</u> to end of county maintenance	60’

Update all Road Designations as appropriate.

Pages 45-48 Revise the following rows in Table 12, Rustic Road Classifications:

Road Designation	Road Name	Limits	Min. ROW Width
R-78	Bentley Road	[Entire road: Olney-Sandy Spring Rd (MD 108)] <u>Sandy Spring Museum entry drive</u> to end of the road	70'
R-?	<u>Elton Farm Road</u>	<u>Entire road: Howard Chapel Road to end of road</u>	<u>70'</u>
[R-54	Frederick Road (MD 355)	Old Hundred Road (MD 109) to Frederick County line	80']
[R-68	Holsey Road	Entire road: Ridge Road (MD 27) to end of county maintenance	70']

Update all Road Designations as appropriate.

Page 49 Add the following rows to Table 13, Other Roadway Classification:

Map Key	Road Name	Limits	Min. ROW Width
Country Connector			
CC-?	Frederick Road (MD 355)	Old Hundred Road (MD 109) to Frederick County line	60'
Country Road			
CR-?	Bentley Road	Olney-Sandy Spring Rd (MD 108) to Sandy Spring Museum entry drive	70'
CR-?	Holsey Road	Entire road: Ridge Road (MD 27) to end of county maintenance	70'
CR-?	Meeting House Road	Olney-Sandy Spring Rd (MD 108) to the CRN/R-200 boundary on the east side of the road	60'

Update all Map Keys as appropriate.

Page 50 Revise Figure 5, Roadway Classifications, to reflect the final status of roads in the plan.

Page 51 Revise the “Rustic Roads Advisory Committee” section to reflect the changes approved by Bill 30-23.

Page 52 Remove the final sentence from the “Rustic Roads Advisory Committee” section:
 [See the recommendations below for proposed changes to the Committee’s membership and defined responsibilities.]

Page 53 Revise under Recommendation 2 the first sentence of the proposed Executive regulation text, as follows:

A rustic or exceptional rustic road will receive the level of maintenance as necessary to ensure its continued viability as a transportation facility and to allow for safe travel by all users of the road, and by agricultural equipment in particular.

Pages 58-59 Remove the “Rustic Roads Advisory Committee Changes” section. Renumber any recommendations that follow this section.

Page 64 Remove the “Appendixes” heading from above the Individual Road Recommendations section so that it is the final section of the previous chapter rather than a plan appendix.

Page 66 Revise the first recommendation for Batchellors Forest Road as follows:

Update western extent to the Washington Christian Academy entry drive. Reclassify the segment between Georgia Avenue and the entry drive as a neighborhood connector.

Page 68 Revise recommendation for Bentley Road as follows:

[No new recommendations.]

Recommendation:

- Update southern extent to the Sandy Spring Museum entry drive (approximately 265 feet north of Olney-Sandy Spring Road [MD 108]). Reclassify Bentley Road as a country road south of the museum entry drive.

For the first 200 feet north of MD 108, the property on the west side of Bentley Road is in the CRN zone. It is occupied by a gas station, food market, and auto mechanic shop, with the latter two in a three-story building resembling a small office building. There is concrete curbing along the gas station property. Immediately to the north of the service station, the land is zoned RE-1 and within the Sandy Spring/Ashton Rural Village Overlay zone.

The Sandy Spring Museum entry drive is on the east side of Bentley Road approximately 265 feet north of the center of its intersection with MD 108. This is the only vehicular entrance to the museum’s parking lot, which currently has 35 spaces but has been approved for a total of 47. A new exit-only connection from the Sandy Spring Museum parking lot onto Bentley Road has been approved approximately 600 feet north of MD 108. The museum property and the remainder of the properties along Bentley Road north of the service station are in the RC zone.

The new northern exit point from the parking lot is only expected to be used to assist with circulation for occasional events and is not expected to generate large volumes of traffic on a regular basis. On the other hand, the CRN zoning, the service station and office building, and the presence of concrete curbing on the southernmost segment of the road indicate a land use and zoning designation that are incompatible with rural character. Although the Sandy Spring Museum does not generate much daily traffic, the many events throughout the year indicate that the initial segment of the road is not intended only to serve local traffic. The rustic road should begin past the museum entry drive. The segment south of the entry drive should be reclassified as a country road.

Page 68 Revise recommendation for Boswell Road as follows:

Remove the road from the Rustic Roads program. Reclassify Boswell Road as a neighborhood connector.

Page 69 Revise the final sentence of the Boswell Road recommendation as follows:

The road should be reclassified [primary residential] as a neighborhood connector.

Page 70 Revise the first recommendation for Brookeville Road as follows:

Update eastern extent to new roundabout at the Brookeville Bypass. Reclassify the segment between the roundabout and old MD 97 as a country road.

Page 73 Revise the first recommendation for Dustin Road as follows:

Update the eastern extent of Dustin Road to the roundabout at Old Columbia Pike. Reclassify the segment between the roundabout and Columbia Pike (US 29) as a country road.

Page 74 Replace the “change classification” symbol with a “revised significant feature” symbol for the second Elton Farm Road recommendation. Revise the second recommendation as follows:

- [Change designation from rustic to exceptional rustic.

Both the paved and unpaved sections of this road wind gently through the natural environment while offering views of the countryside and historic resources. The road has a gravel surface for about half its length. This road would be very negatively impacted if it were to be improved.]

- Replace “unpaved road” with “narrow road with trees close to road” as a significant feature of the road.

Both the paved and unpaved sections of this road wind gently through the natural environment while offering views of the countryside and historic resources. The road has a gravel surface for about half its length. Although gravel surfaces are typically noted as significant features of rustic and exceptional rustic roads, one section of the gravel portion of Elton Farm Road has proved to be particularly problematic whenever there is a heavy rainstorm, requiring repeated trips by maintenance crews every year to repair the damage. Although Executive Regulations allow road surfaces to be altered to reduce maintenance problems, such work requires protecting the significant features of the road, which would be difficult if the significant feature were the road surface itself.

Elton Farm Road is a narrow, mostly one-lane road winding through wooded areas and along tree-lined fields. These trees and the width of the road are a significant part of the experience of travelling down the road and should be added as a significant feature.

Revise recommendation for Frederick Road (MD 355) as follows:

- [Approve the new road profile and significant features.

When Frederick Road was classified rustic in 1994, the master plan, in its technical appendix, acknowledged the road’s historic alignment and the enclosed feel provided by the trees and the closeness of the buildings to the roadway. The plan specified “[t]he roadway setting, as it goes through the historic district, and the connection between the road and the adjacent houses” as significant features.]

- Remove the road from the Rustic Roads program. Reclassify the rustic segment as a country connector.

The segment of MD 355 between MD 109 and the Frederick County line through Hyattstown has been classified as a Rustic Road since the program began in 1994. The Technical Appendix from the 1994 Clarksburg Master Plan demonstrated that the road met the criteria for a rustic classification, but that the Planning Board and County Council had concerns with designating a segment of MD 355 rustic. The main justification for a rustic classification is that the road is in an area where historic features predominate, but the road was only able to meet the criterion of being low volume and for predominantly local use due to several recommendations in the plan: closing the I-270 interchange at MD 109; constructing a new interchange to the north of the Frederick-Montgomery County line to connect directly to MD 75 north of Hyattstown; and building a bypass to route the main flow of MD 355 traffic

to the east of Hyattstown. According to the Technical Appendix, the traffic volume in 1990 was approximately 9,200 daily trips south of MD 109 (no traffic volume was available for the rustic segment of the road, which is north of MD 109). The most recent analysis indicates that there are now close to 16,000 daily trips on the segment of Frederick Road between MD 109 and the Frederick County Line. This is over five times the general guideline of 3,000 daily trips for a low-volume road. With only one serious crash in the six-year study period from 2015-2020 out of 20 total non-intersection crashes, however, the road does not appear to be unsafe.

The rustic designation of Frederick Road is entirely within the Hyattstown Historic District, which largely controls the streetscape. Because it is unlikely that the transportation projects recommended in the 1994 Clarksburg Master Plan will be built in the foreseeable future and the non-local traffic volume is high, the road fails to meet the criteria for a rustic classification and should be reclassified as a country connector, consistent with the classification of MD 355 south of MD 109.

Page 68 Revise recommendation for Georgia Avenue (MD 97) as follows:

- Do not designate Georgia Avenue rustic near Brookeville.

Two short segments of Georgia Avenue were suggested as rustic roads, one on either side of the Town of Barnesville limits and the access points for the Brookeville Bypass, [currently under construction] which was opened for traffic between the approval of the Planning Board Draft of the plan and consideration of the plan by the County Council. The [idea is that the] Bypass will carry a majority of the traffic, leaving a much lower traffic volume entering and leaving historic Brookeville. This idea should be reconsidered once the Bypass has been completed and new traffic patterns have been established in order to determine if the remaining parts of “Old” Georgia Avenue, called “High Street” in the Town of Brookeville, meet the criteria for a rustic designation.

Page 78 Revise recommendation for Holsey Road as follows:

[Designate Holsey Road rustic.]

Do not designate Holsey Road rustic.

Area residents, some of whom are descended from the early inhabitants of Holsey Road and nearby Friendship, an African American kinship community, expressed a desire to improve properties along Holsey Road in the future and voiced concerns that a rustic designation would preclude such improvements as widening, drainage, sidewalks, and lighting. One person expressed additional concerns regarding safety and fire and rescue access because of the narrow road

and curves with limited sight distance, especially given an increase in delivery trucks on the road.

The first part of Holsey Road has an industrial character because of the land use on the south side of the road. This is followed by several houses, some modern in appearance. The rustic character of the road begins about 1,000 feet east of Ridge Road (MD 27), leaving approximately half a mile of road eligible for a rustic classification. However, because residents in the area have indicated a desire to improve the properties along the road, including improvements to the roadway itself, a rustic designation is not appropriate for Holsey Road.

Page 81 Revise the first recommendation for Johnson Road as follows:

Clarify the eastern extent of Johnson Road to begin at the entry drive to James Hubert Blake High School. Reclassify the segment between the entry drive and Norwood Road as a neighborhood connector.

Page 82 Revise recommendation for Link Road as follows:

Remove the road from the Rustic Roads program. Reclassify Link Road as a country road.

Page 83 Revise the final sentence of the Link Road recommendation as follows:

The road should [revert to unclassified] be reclassified as a country road.

Page 83 Revise recommendation for Meeting House Road as follows:

[No new recommendations.]

Recommendation:

- Update the northern extent of the exceptional rustic classification to the CRN/R-200 boundary on the east side of the road (approximately 300 feet south of Olney-Sandy Spring Road [MD 108]). Reclassify Meeting House Road as a country road north of this boundary.

The properties on both sides of Meeting House Road are zoned CRN south of MD 108—for approximately 300 feet on the east side and 600 feet on the west side. The road and property along its west side are also in the Sandy Spring Historic District, which continues to the south on the Sandy Spring Friends Meeting House property. There is a parking lot along the east side of the road that serves the commercial uses in the former fire station on the southeast corner of the intersection. There is a parking lot entry drive on the west side of Meeting House Road approximately 100 feet south of MD 108 that serves the uses on the west side of the road. The building in the southwest corner of MD

108 and Meeting House Road and the larger building fronting Meeting House Road were both included in an application in 2021 to adaptively reuse both buildings as part of a 56-unit age-restricted housing community. Concrete curbs line both sides of Meeting House Road past the entry on the west, while on the east side the parking lot merges with the street for another 80 feet, followed by a short section of fence partially concealing trash receptacles.

Although it is within the CRN zone, the design of the building and grounds on the west side of the road here help reinforce the historic character of the road and contribute to the experience of Meeting House Road as an exceptional rustic road, but the retail-serving parking lot and land use on the east side detract from that character. The exceptional rustic road should begin past the CRN-zoned property on the east side of the road. The segment north of the CRN/R-200 boundary should be reclassified as a country road.

Page 87 Revise the second recommendation for Old Hundred Road (MD 109) as follows:

Update the northern extent of the rustic portion of the road to end at Peach Tree Road instead of Frederick Road (MD 355). Reclassify this segment of Old Hundred Road as a country connector.

Page 87 Revise the final sentence of the Old Hundred Road (MD 109) recommendations as follows:

The road segment should be reclassified [as an arterial road in the *Master Plan of Highways* and] as a country connector [road per the *Complete Streets Design Guidelines*].

Page 91 Revise recommendation for Schaeffer Road as follows:

Update the eastern extent of Schaeffer Road so that it ends at Burdette Lane. Reclassify the segment between the entry drive and Burdette Lane as a neighborhood connector.

Page 92 Revise recommendation for Stringtown Road as follows:

Update the southern extent of Stringtown Road from Snowden Farm Parkway to the Cedarbrook Community Church entry drive. Reclassify the segment between the entry drive and Snowden Farm Parkway as a neighborhood connector.

Page 98 Add an “Appendixes” heading to make “Chapter 49, Article 8. Rustic Roads Program” the first plan appendix.

Page 98 Update the appendix “Chapter 49, Article 8. Rustic Roads Program” to indicate the changes to the Rustic Roads Advisory Committee enacted by Bill 30-23.

- Page 120 Revise fold-out map Rustic Roads as Recommended to reflect the final status of roads in the plan.
- Page 121 Revise fold-out map Roadway Classifications to reflect the final status of roads in the plan.
- Page 122 Revise fold-out Roadway Classifications Map Key to reflect the final status of roads in the plan.
- Pages 120-122 Rearrange the fold-out maps and map key so that the Roadway Classifications map and key are on facing pages, with the Rustic Roads as Recommended map following.

All page references in this section are to Volume II: Road Profiles of the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.

Page 2 Revise the second sentence in the “Road Characteristics” section as follows:

The width shown in the table is approximate and is frequently expressed as a range because road widths vary throughout their length and roadway edges are sometimes buried beneath foliage or have deteriorated.

Page 33 Add the following sentence to the end of the introductory text of the road profile for Bentley Road:

This plan removes the rustic designation between Olney-Sandy Spring Road (MD 108) and the Sandy Spring Museum entry drive.

Page 33 Revise the second paragraph of the Travelling Experience for Bentley Road as follows:

A gas station sits close to the road on the west side and the Sandy Spring Museum is located behind groups of trees to the east; the rustic section of the road begins at the museum’s entry drive.

Page 34 Revise the Road Characteristics table for Bentley Road as follows:

Extents	[Entire road: Olney-Sandy Spring Rd (MD 108)] <u>Sandy Spring Museum entry drive (approximately 265 feet north of Olney-Sandy Spring Road [MD 108]) to end of the road</u>
Length	[0.49] 0.44 miles
Width	10-18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

- Page 35 Revise the map of Bentley Road to reflect the new southern extent.
- Page 104 At the top of the road profile for Elton Farm Road, indicate that the road is a rustic road rather than an exceptional rustic road. Remove the “changed classification” symbol and add a “revised significant features” symbol. Remove the following line from the introductory text:
- [This plan reclassifies this road exceptional rustic.]
- Page 104 Revise the first significant feature of Elton Farm Road as follows:
- [Unpaved road] Narrow road with trees close to road
- Page 106 Revise the map of Elton Farm Road to show the road as rustic.
- Page 111-113 Remove the road profile for Frederick Road.
- Page 154-157 Remove the road profile for Holsey Road.
- Page 158 Revise the fourth sentence of the Travelling Experience in the Howard Road profile as follows:
- South of its intersection with Elton Farm Road ([an exceptional] a rustic road), the Royer-Brooks Farm (Master Plan Historic Site #23/12) is located on the west side of the road.
- Page 206 Add the following sentence to the end of the introductory text of the road profile for Meeting House Road:
- This plan removes the exceptional rustic designation between Olney-Sandy Spring Road (MD 108) and the CRN/R-200 boundary on the east side of the road.
- Page 206 Revise the second sentence of the Travelling Experience for Meeting House Road as follows:
- The exceptional rustic designation begins after the parking lot behind the former fire station on the left. [Passing those and] Past the Montgomery Mutual Building, the pavement narrows and the road enters the Sandy Spring Meeting property; the 1859 “Lyceum” and newer Community House and cemetery are on the east, with a former county-champion tulip poplar in the cemetery visible from the road.
- Page 207 Revise the Road Characteristics table for Meeting House Road as follows:

Extents	[Olney-Sandy Spring Road (MD 108)] <u>CRN/R-200 boundary on the east side of the road (approximately 300 feet south of Olney-Sandy Spring Road [MD 108]) to end of county maintenance</u>
Length	[0.41] <u>0.35</u> miles
Width	12-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

Page 208 Revise the map of Meeting House Road to reflect the new northern extent.

Page 239 Revise the last sentence of the History section in the Mullinix Mill Road profile as follows:

Local tradition holds that families formerly enslaved by Asbury Mullinix were the first settlers along Holsey Road [(a rustic road)] in the early- to mid-19th century.

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the Rustic Roads Functional Master Plan Update (February 2023). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.



Sara R. Tenenbaum
Clerk of the Council