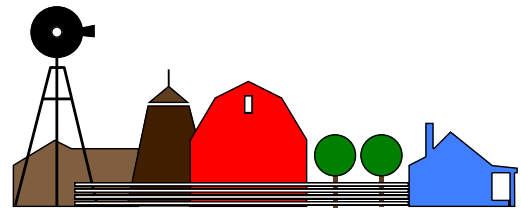


RUSTIC ROADS ADVISORY COMMITTEE

4th Tuesday of the month

7-9 PM Executive Office Building, Rockville

15th floor conference room



Tuesday, January 29, 2013

Members present:

Eric Spates

Marc Miller

Christopher Marston

Bob Goldberg

Greg Glenn

M-NCPPC member: Leslie Saville

Staff coordinator: Jay Beatty

Absent:

Angela Butler

Greg Deaver

Guests:

Kevin Foster, GLW

Michael Clay, GLW

Tom Mateya—Toll Brothers

The meeting was called to order at 7:00 pm.

The November 27, 2012 minutes were approved as corrected.

Trotters Glen

Guests Kevin Foster, Michael Clay and Tom Mateya presented the site plan for Trotters Glen, a proposal for a development with 69 houses (including 10 MPDUs) on 175 acres on the former Trotters Glen Golf Course on Batchellors Forest Road, a rustic road.

The majority of rustic roads are in the Ag Reserve, in the RDT zone, so the RRAC seldom sees site plans. Kevin Foster described some of the details included in the site plan

The committee reviewed the previous submission (the preliminary plan) in 2012. Since then, as requested by the committee, a proposed loop driveway was removed from the east side of the rustic road, and the “main” new road on the west side was moved slightly south, away from the 90 degree bend on Batchellors Forest Road.

Michael Clay discussed the fence along Batchellors Forest Road, which is within the right of way (ROW) of the road. The fence provides much of the character of the road, but DOT will not maintain it. The applicant is proposing to build a new fence a foot or two further from the edge of pavement than the current fence (~ seven feet away from the edge), but still within the ROW (to maintain the sense of enclosure along the road), and make an agreement with DOT that the home owners association will maintain the fence. Because the property was a thoroughbred track prior to becoming a golf course, a wooden four-rail horse fence will probably be chosen—in either natural wood or stained.

The fence will continue from Batchellors Forest Road onto the new roads, about seven feet from the edge of pavement. These are proposed as residential tertiary roads which have 20 feet of pavement within a 73-foot ROW. The applicant proposes establishing a maintenance easement with DOT as was done in Clarksburg with the granite curbs there.

Stone entry walls are also proposed flanking both of the new roads. They will be curved, starting about 10 feet behind the fence, three feet tall and with five-foot piers. There will be no vinyl or plastic. On the new roads, at the end of the stone wall, the fence will continue for about 50 feet, then there will be a hedge for about another 50 feet. The stone walls will mimic dry stacked stone walls with mortar behind. Lighting is likely. Examples from a wall in Lexington KY will be sent to the committee by the applicant.

Kevin Foster indicated that the fire marshal is requiring that the paving over the culvert on Batchellors Forest Road be widened to 20 feet. The road is mostly 16-17 feet to 20-22 feet along most of the length of the road. The applicant would like to keep the stone headwalls, move the metal guardrails, and add the required pavement. Alternative paving materials and timber guardrails had previously been discussed. No one wants to hinder fire and rescue operations.

Kevin also indicated that the Planning Board agreed at the pre-preliminary plan (reviewed by the RRAC in 2012) that no road connection to Emory Church Road was needed. Based upon a percentage of trips now using Old Baltimore Road as a commuter cut through, the applicant's team estimates that connecting Batchellors Forest Road and Emory Church Road would generate 625 new trips on the rustic road. Given the current volume of 2,800 trips per day, this could lead to exceeding the 3,000 trips per day criterion for rustic designation. The applicants indicated that four people on Batchellors Forest Road have said that they support the connection to Emory Church Road.

The applicants sought support for:

- Retaining the fence in the ROW
- Stone entry features along the rustic road
- Widening the culvert
- Not placing a through connection to Emory Church Road

The applicant indicated that they would send photos of stone walls. The committee was also interested in information about alternative ideas and materials for the culvert; that will be sent for review.

The committee continued the discussion after the applicants left. Members agreed upon several items:

- The fence in the ROW is important to the character of the road; it should be retained or rebuilt in or close to its current location. If a breakaway design is needed for safety, the committee would support it.

- Entry features are generally discouraged along rustic roads, and it seems unlikely that a stone feature can be made in a breakaway design. The committee deferred a final decision until the photos are received and reviewed.
- Widening the culvert should only be done if no emergency access from Emory Church Road is possible. If it must be widened to 20 feet, an alternative material should be used (keep the section over the culvert as one lane to slow traffic). The committee would like to see alternative ideas and materials for paving. The guardrail should be rustic-looking, such as steel-backed timber.
- If adding a connection to Emory Church Road would increase traffic beyond the 3,000 trips per day for Batchellors Forest Road, the committee would not recommend it.

Farming at Metro’s Edge Conference

Two of the committee’s farmer members, Eric Spates and Greg Glenn, were on panels at the Farming at Metro’s Edge Conference (January 11-12 at the Universities at Shady Grove). Greg’s panel focused on the environmental aspects of farming and Eric’s panel focused on the economic aspects. The conference was good and well attended. Greg touched on the benefits of farming near the large DC area population, and Eric mentioned the importance of the info provided by Colby Ferguson (Frederick County Ag Business Development specialist)—Frederick is able to partially feed its own population with what is grown within the County, but Montgomery cannot—the population is too large and the amount of farmland is limited.

Guidelines

Work continues on the Guidelines (Sarah Navid has volunteered her time to help, as discussed in December) and there was a short discussion of the current draft.

Based on the Trotters Glen discussions, the committee realized that there are instances when having things in the ROW such as a fence is important to the character of the road. The recommendation on page 12 (January 2013 draft) should be changed to “should.” Recommendations were also made for the “Road edges” section on page 11—six feet from the edge of pavement should be maintained.

A large number of photos and drawings will be needed to illustrate what the committee is trying to accomplish or avoid. Marc Miller offered to take photos if needed.

New Member

Bob Goldberg’s position—the civic group rep from within the Reserve—is still open. Staff at the County Executive’s office has been contacted to see if any applications have been received. There was no update as of the time of the meeting. Bob can continue attending and voting as a member until the position is filled.

Future Meetings

Topics for future meetings were discussed. Ideas:

- Invite the heads of the Dept of Permitting Services and the Dept of Transportation on a recurring basis

- Invite Council members on tours
- Website work
- Promote the Rustic Roads Program:
 - Attend area events as a committee rep
 - Partner with others holding events (MD Scenic or National Road or Friends of Fred's Gravel Roads, etc)
 - Partner with local events (e.g., Heritage Montgomery?)

A proposal was made to start the RRAC meetings at 6:30. It was decided that we should try it to see how well it works for everyone's schedules. The new start time will begin with the next meeting.

Other Items

Bob brought up the matter of signs that should be posted for safety purposes. For example, there is a narrow bridge on Huntmaster Road that has a very sharp turn on one side. Large trucks need to make multiple movements to negotiate the turn, but there is no warning sign to advise them of this, and there is no place for them to turn around. Another example is the ford on West Old Baltimore Road. During high water, the ford is closed, but there aren't even signs indicating that there is a ford on the road. Again, there is not space to turn around. Can the committee request signs for these things? What is the procedure? Jay said that he would find out who to contact in the County about this problem and Bob agreed to write a letter to the appropriate person(s).

From past meetings, letters have not yet been drafted for Greenbriar Park (Glen Road) and Horizon Hill (Glen Mill Road), but they will be forthcoming.

Adjourned

The meeting was adjourned at 9:10 pm.

MINUTES APPROVED: March 5, 2013