BOYDS
Master Plan

An Amendment to the
1978 Approved and Adopted Boyds Master Plan;
the Clarksburg and Vicinity Master Plan, 1968;
the Functional Master Plan for the Preservation of
Agriculture and Rural Open Space, 1980;
the Master Plan for Historic Preservation, 1979;
the Master Plan for Germantown, 1974;
the General Plan for the Physical Development of the
Maryland-Washington Regional District; and the
Master Plan of Highways within Montgomery County.

The Maryland-National Capital Park and Planning Commission
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20907
February, 1985

BOYDS MASTER PLAN AMENDSMENTS

February, 1985 - Amendment confirms the rural, residential character, designates a historic district along White Grounds Road and addresses the issue of wether quarrying of a large diabase deposit should be permitted.

March, 1986 - Upper and Western Montgomery County Resources approved and adopted amendment to the Master Plan for Historic Preservation designates six properties to be protected.

Certificate of Approval and Adoption

The Boyds Master Plan, being an amendment to the 1978 Approved and Adopted Boyds Master Plan; the Clarksburg and Vicinity Master Plan, 1968; the Functional Master Plan for the Preservation of Agriculture and Rural Open Space, 1980; the Master Plan for Historic Preservation, 1979; the Master Plan for Germantown, 1974; the General Plan for the Physical Development of the Maryland/Washington Regional District; and the Master Plan of Highways within Montgomery County, has been approved by the Montgomery County Council, sitting as the District Council, by Resolutions No. 10-864, 10-976 and 10-1125 and has been adopted by the Maryland-National Capital Parks and Planning Commission by Resolution 85-4 on February 13, 1985 after duly advertised public hearings held pursuant to Article 66D of the Annotated Code of Maryland, 1976 Supplement.

Charles A. Dukes, Jr.
Chairman

Norman L. Christeller
Vice-Chairman

A. Edward Navarre
Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
MONTGOMERY COUNTY PLANNING BOARD
8787 Georgia Avenue
Silver Spring, Maryland 20907

FEBRUARY, 1985

The Maryland National Capital Park & Planning Commission

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THE MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

The Commission has three major functions:

(1) the preparation, adoption, and from time to time amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;

(2) the acquisition, development, operation, and maintenance of a public park system; and

(3) in Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

Title	Approved and Adopted Boyds Master Plan
Author	The Maryland-National Capital Park and Planning Commission
Subject	Approved and Adopted Boyds Master Plan
Date	February, 1985
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ABSTRACT

This document contains the maps and supporting text of the Approved and Adopted Boyds Master Plan.

The Plan confirms the rural, residential character of Boyds as envisioned in the 1978 Boyds Master Plan. An historic district along White Grounds Road is designated.

The Plan addresses the issue of whether quarrying of a large diabase deposit should be permitted. A site suitable for a future quarrying operation is designated on the Land Use Plan map. Conditions for approval of any future quarry operation are discussed.

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INTRODUCTION

Boyds, Maryland, is a rural community in the northern section of Montgomery County. A small unincorporated town, it is located approximately 30 miles north of Silver Spring, bounded on the east by the Germantown Planning Area. The Boyds study area overlaps the western side of the Clarksburg Master Plan Area. Consisting of approximately 3,085 acres, the northern boundary line extends approximately one mile north of Black Hills Road, along MD 121 and across Slidell and Barnesville Roads. (See figure 1.)

Somewhat isolated from the urban metropolis of "down-County" and the District of Columbia, its residents highly value its serenity and seek to protect it from urban encroachment.

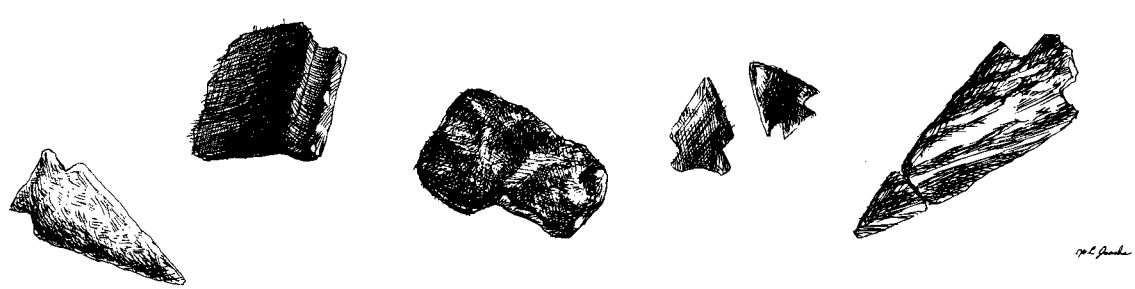
The major issue which has dominated this planning process of many years has been whether or not a rock quarry operation should be permitted in Boyds (a large diabase rock deposit exists in Boyds). Both the Planning Board and County Council have, through studies and worksessions, carefully reviewed potential environmental, transportation, land use, community, and noise impacts associated with a quarry operation.

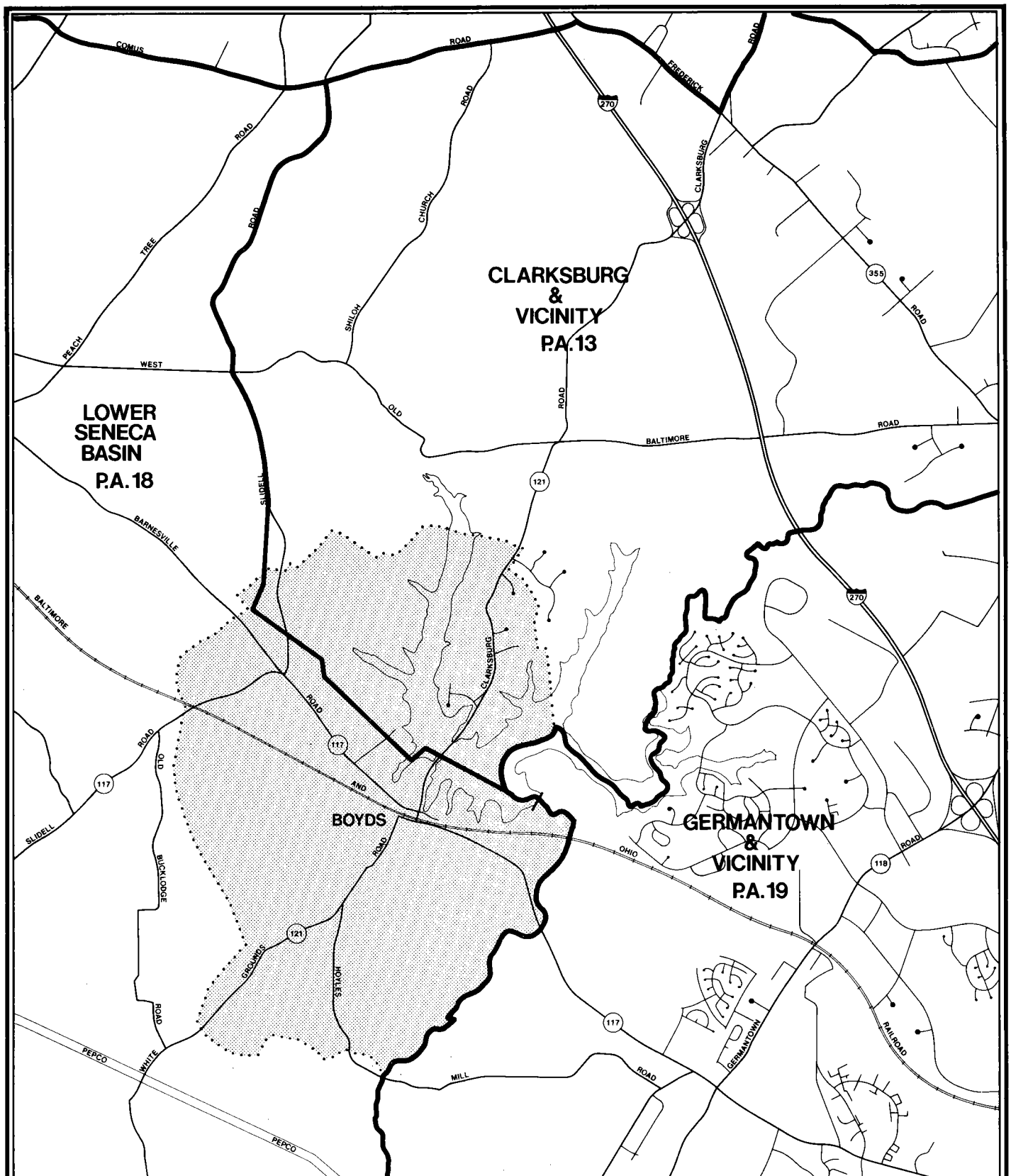
Based on these studies, this Plan concludes that although Boyds may become "less rural" in terms of peace and quiet due to a quarry, in terms of land use, environmental setting, and residential character, Boyds will still retain its present identity if the stone is hauled from the quarry by rail only. This Plan, therefore, recommends that an area which may be suitable for quarrying in the future be shown on the Boyds Land Use Plan. Actual development of the site, however, is not recommended to proceed until certain noise, transportation, and other development standards can be met. The most important development standard imposed by this Plan is that all stone mined at the quarry be shipped by rail for both the short and the long term.

The citizens of Boyds recognize the need for an orderly and well-balanced growth policy which will enhance the livability of the area rather than permit haphazard development which could destroy its charm and rural atmosphere. There is concern regarding change within the community, particularly if a quarry is located in Boyds. Although quarrying may be most compatible in rural areas, specific impacts must be evaluated at the local level so that the community's concerns are addressed. This Plan includes such an evaluation.

It is the intent of this Plan to address

those needs which are critical to rural areas in a manner which is sensitive to the community and not simply an attempt to adapt urban concepts to a rural scale.





BOYDS MASTER PLAN BOUNDARY

PLANNING AREA [P.A.] BOUNDARIES

N

0 2000 feet 4000

0 .5 kilometer 1

Approved and Adopted Feb. 1985

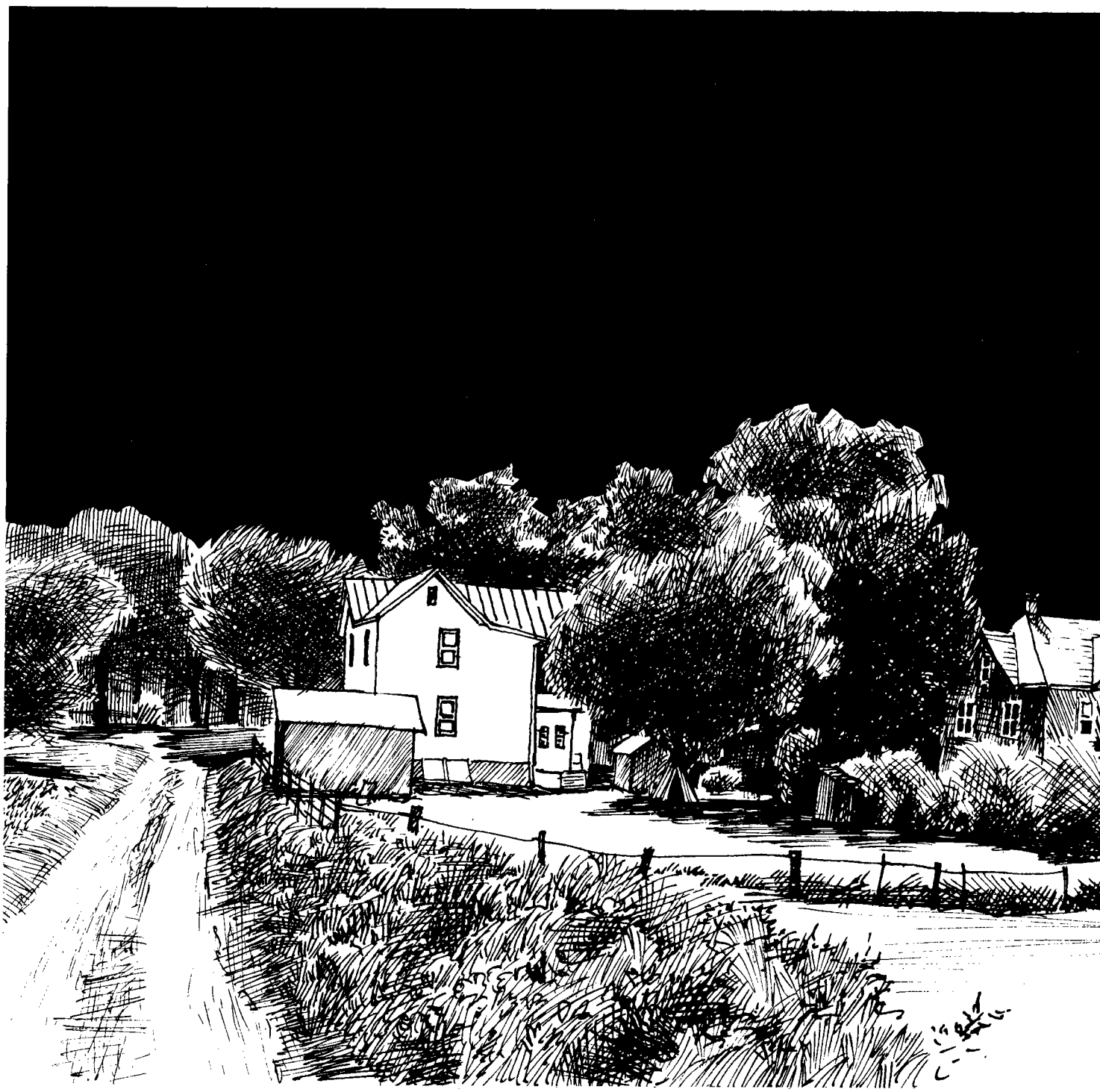
BOYDS MASTER PLAN

Montgomery County, Maryland

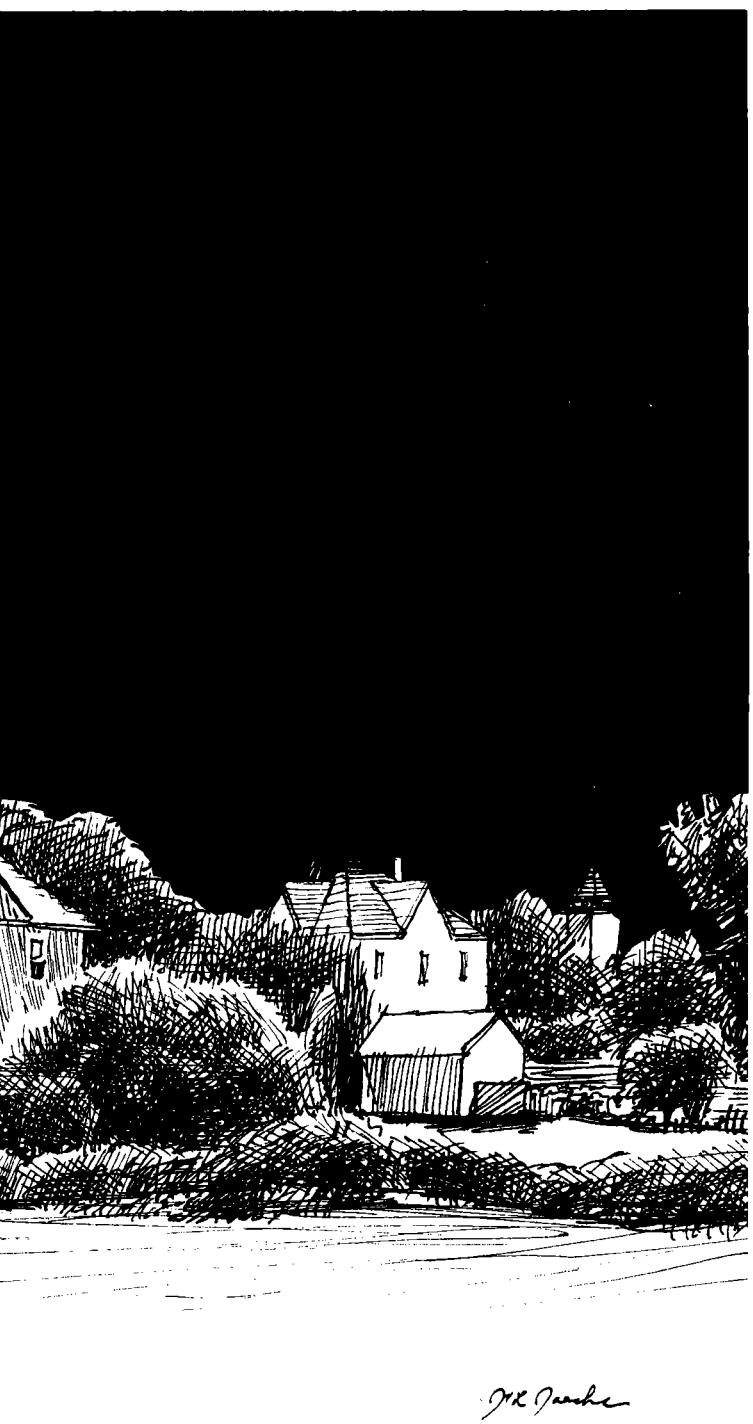
Plan Showing Relationship with Germantown & Clarksburg Planning Areas

1

FIGURE



LAND USE PLAN



The total population and developed base of Boyds is small and, therefore, the need for public facilities does not develop in a continuous pattern. Change will come in increments to Boyds--a park developed, new commercial establishments added, and roadways improved. These actions affect the gradual residential growth of Boyds and serve as the generators of other public projects and governmental activity.

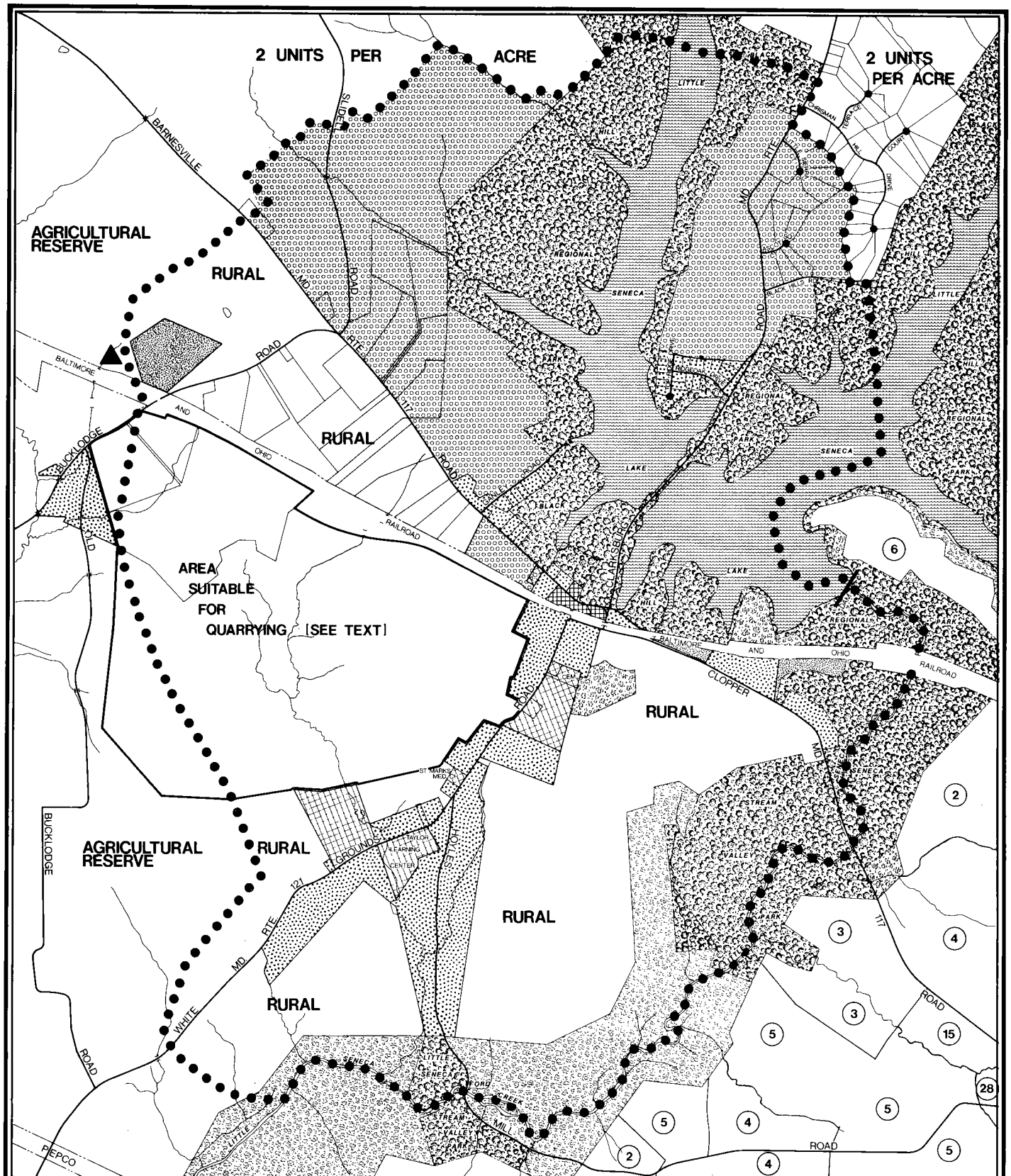
Planning issues have been identified and developed after numerous meetings with residents of the area and after considerable citizen involvement. It is the aim of the Boyds Master Plan to address the balance of pressure from regional activities and the retention of local community integrity.

MAJOR PLANNING ISSUES:

- Continuation of an existing rural community in accordance with the "wedges and corridors" concept of the General Plan.
- Impact of the development of a 500-acre lake to be used as an emergency regional water supply reservoir and a regional park.
- Provision of some additional housing and commercial growth.
- Improvement of road circulation.
- Provision of a public park which would provide a diversity of outdoor recreational facilities.
- Presence of a natural mineral resource, a large diabase rock deposit. If developed as a quarry, the extraction of the stone would have to be undertaken in a manner which would not cause a significant negative impact upon the town and the surrounding communities. Since any decision on whether a quarrying operation will be permitted in this area is dependent upon considerable review by numerous other agencies, the issue of a quarry will be addressed in detail and separately from other issues of this Plan. (See Diabase Deposit chapter.) The impact of a possible quarry will be significant and requires careful and detailed evaluation.

LAND USE

Recommendations made in the Plan are designed to fulfill the following four basic objectives:



AGRICULTURAL RESERVE	COMMERCIAL	PUBLIC/SEMI-PUBLIC
RURAL	INDUSTRIAL	POTENTIAL SWM FACILITY LOCATION
RESIDENTIAL 1&2 ACRE LOTS	PARKLAND-EXISTING	(4) UNITS PER ACRE (GERMANTOWN MASTER PLAN)
RESIDENTIAL 2 UNITS PER ACRE	PARKLAND-PROPOSED	

N

0 1000 feet 2000

0 .25 kilometer .50

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Land Use Plan Map

2

FIGURE

1. Boyds should continue as a rural, residential community composed primarily of single-family detached dwellings at varying densities.

2. Land use recommendations should be in harmony with the present Germantown and Clarksburg Master Plans.

3. Public services should be developed and maintained to ensure the highest possible level of service attainable within fiscal constraints at each stage of the community's development.

4. If approved, future quarrying operations should be compatible with the rural residential character of Boyds.

The majority of the developed land in Boyds is in residential use, with large parcels of land either vacant or in agricultural use. The town center consists of a few local commercial establishments, with the B&O Railroad passing through the center of the town. Along the railroad in the eastern section of the town are two small industrial uses. There is also a commuter stop on the railroad, created in the center of town, which at present is somewhat under-utilized. Educational facilities consist solely of the Taylor Learning Center. The major problem in the town is that of private septic systems, many of which are subject to failure due to soil conditions. This fact is probably the major deterrent to the return of young families who grew up in the area.

The major change to the existing land use pattern proposed by this Plan is a possible future quarry operation. (See figure 2.) This Plan includes detailed locational and operational criteria relating to any future quarry operation to help assure the continuation of Boyds as a rural, residential community.

Relationship of This Plan to Montgomery County General Plan

The General Plan recognizes the unique features of rural communities and recommends their continuation. The General Plan concludes that ultimately, the well-being and stability of all rural uses depends upon the conservation and proper development of natural resources. The General Plan states:

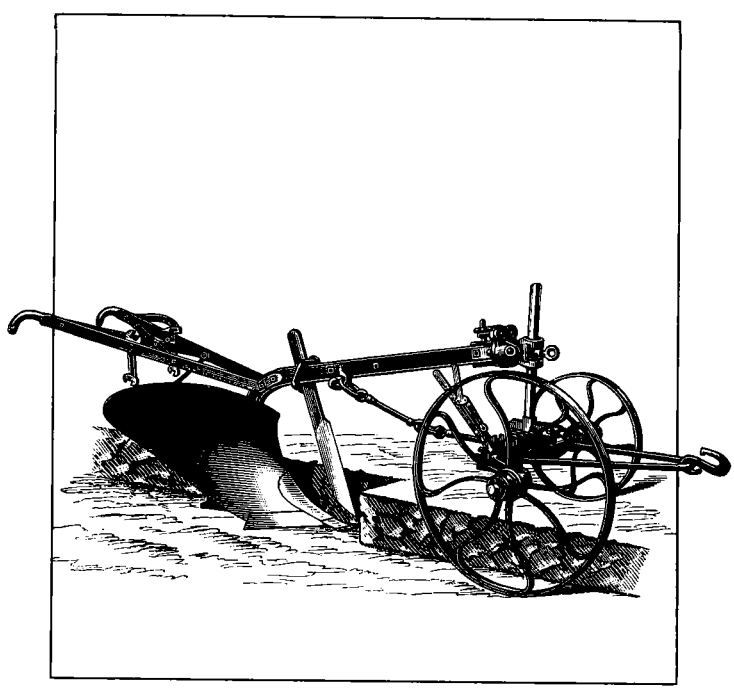
> "The many different land uses appropriate in rural areas usually have two things in common: they require large amounts of land, and they are directly related to natural resources. Therefore, the well-being and stability of rural uses depends upon the conservation and proper development of natural resources. . . Public policy should protect rural areas so that their natural resources will remain useable."

The General Plan further states that one of the major uses permitted and encouraged in the Rural Zone should be "natural resource business, including agriculture, forestry and mineral extraction." The Plan also recommends that "several natural resources in the Regional District support important businesses now and should be encouraged to continue this role."

Residential Land Use

This Plan recommends a continuation of half-acre zoning (R-200) in Boyds and White Grounds. The development of new homes at this density is directly dependent upon finding a solution to the sewage problems in the area.

The most feasible solution lies in the development of a community system rather than leaving the solution to the individual homeowner, since the dense diabase formation in this area makes individual septic systems difficult and is the source of the existing problem of septic failures. The issue of sewage service is discussed in the Public Facilities chapter.



Northeast of Barnesville Road, the majority of land is zoned RE-2. This Plan extends the RE-2 zoning to Barnesville Road to create a definable edge for the RE-2 Zone and to create a more logical zoning transition from Clarksburg to Boyds.

This area will be re-examined when the Clarksburg Master Plan is revised.

Industrial Land Use

This Plan recommends 22 acres of light industrial (I-1) zoning at the northwest intersection of Bucklodge Road and the B&O Railroad. Uses permitted in this zone include warehousing, electronics assembly, lumber yards, printing plants, and the like.

Industrial zoning has existed in this area since the 1950's. By 1982, rezoning actions had reduced 89 acres of industrial zoning to 20 acres. This Plan confirms 22 acres of light-industrial zoning but shifts the I-1 designation to a site adjoining the railroad tracks. Rural zoning is continued along Bucklodge Road to a depth of several hundred feet to help buffer industrial uses from existing residences. Rural Density Transfer (RDT) zoning is confirmed to the north and west.

Although the Master Plan recommends I-1 zoning, this property is not suitable as a major employment center. Low intensity uses, such as warehousing, are envisioned.

A stormwater management facility is recommended at the location shown in the Land Use Plan map.

Due to the poor soil condition in this general area of the County, the Health Department generally requires ten-acre minimum lots for development on well and septic systems. These restrictions will remain since this Plan does not recommend extension of public sewer and water to this site.

Commercial Land Use

The commercial area of Boyds provides very few services, a characteristic of many rural communities. These services, however limited, are located in the center of the community on Barnesville Road (MD 117) between the intersection of Clarksburg Road and the B&O Railroad underpass. The few commercial facilities in this area consist of a general store, a farm implement and supply store, and a paint store, with a concrete company and a lumber operation located nearby. Citizens of the Boyds area have indicated that some additional facilities which would provide convenience goods and services at the local scale would be appropriate.

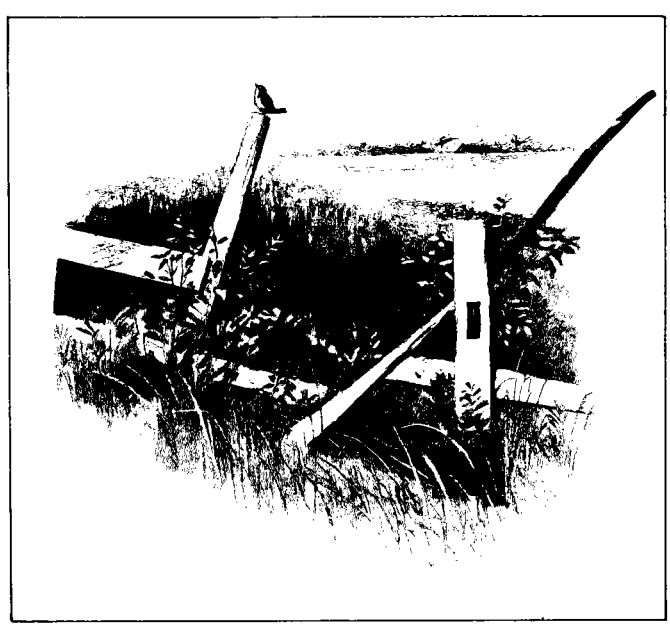
Locating future commercial expansion on the north side of Barnesville Road across the street from the existing commercial development will allow the proposed commuter rail parking lot to be used jointly with the commercial center. Grouping all of the commercial facilities in close proximity will tend to strengthen and revitalize the whole commercial center of Boyds. Finally, this location provides the opportunity to integrate the rail stop and commercial center with the recreational facilities that will be provided in conjunction with the development of Black Hill Regional Park. This site has been supported by the Boyds Civic Association.

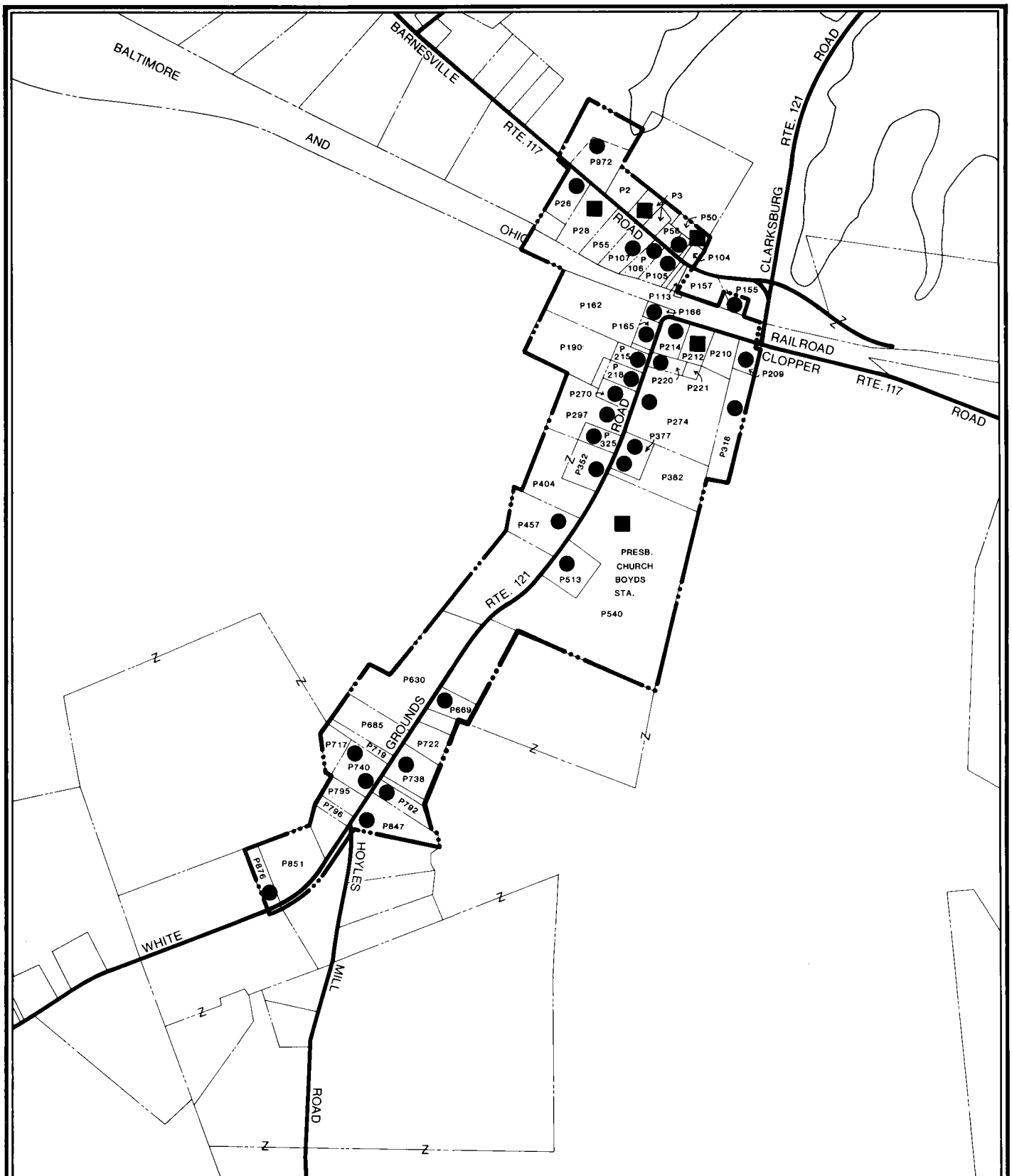
Two 5-acre parcels are located on the western edge of the commercial area. To the east is the post office and to the west the zoning is Rural. This Plan designates the two parcels as RE-1 (one-acre residential lots) to provide a more gradual transition from the commercial area to the rural open-space land beyond.

Zoning changes recommended by this Plan will be implemented by a Sectional Map Amendment (see Implementation chapter) which will generally confirm existing zoning in the area.

Historic Preservation

This Plan delineates an historic district in Boyds. (See figure 3). The Boyds Historic District is significant as a cohesive grouping of residential, religious, and commercial structures characteristic of a turn of the century agricultural village and reflective of the rail-oriented heritage of the County. The proposed District still conveys through its remaining resources such as the mill, the churches and the railroad, a sense of time --





HISTORIC DISTRICT BOUNDARY

PRIMARY RESOURCES 1850-1935

SECONDARY RESOURCES 1936-

N

0 350 feet 700

0 2.1 kilometer 4.2

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Master Plan Historic District

3

FIGURE

circa 1900, and place -- a rural Maryland village.

Boyds was originally settled in 1753 on a tract of land named by Thomas Howard "Resurvey of Gum Spring." The area was primarily farmed as a tobacco plantation and the first residents were brought as slaves in the mid 1800's. Following the abolition of slavery in 1864, some of the freedmen purchased property adjacent to the plantation and built many of the houses that stand in the community today.

The community remained small until approximately 1873, when Col. James Alexander Boyd, a Scottish contractor for the Metropolitan Branch of the B&O Railroad, completed the section of rail that ran through the area. In addition to the construction of the railroad, he purchased 1100 acres of land for his own use, on both sides of the track, and proceeded to design and construct a model village.

The town continued to grow as the railroad and access to nearby urban markets allowed dairy farming to prosper and made the Ten Mile Creek area an attractive summer resort for Washington residents. The design, setting, and materials of the structures have not changed significantly since the time of Colonel Boyd.

Historic Resources in the Boyds Planning Area

Two documents identify historic resources in Boyds: the Locational Atlas and Index of Historic Sites in Montgomery County (M-NCPPC, October 1976) and Black Historical Resources in Upper Western Montgomery County, Maryland (Sugarloaf Regional Trails, July 1979).

The County's official historic inventory, Locational Atlas, identifies a historic district, as shown in figure 4, and two separate sites listed together as index number 18/11, St. Mark's Church and the Boyds Negro School.

The Black Historical Resources of Upper Western Montgomery County, Maryland lists 17 resources, both standing structures and sites only, along White Grounds Road. Seven sites, shown in figure 4, were recommended for special recognition due to their historic significance: (1) Duffin family house; (2) Duffin-Hebron family house; (3) Carter log house; (4) Odd Fellows Lodge--demolished; (5) St. Mark's Church and cemetery; (6) Boyds Negro School; and (7) St. Mark's Parsonage (no longer standing).

The Boyds/Clarksburg/Germantown Historical Society has nominated to the National Register of Historic Places a district which is a compilation of historic resources listed in both of these documents. The district, which has been accepted in concept by the Governor's Consulting Committee (the State's National Register reviewing body) as eligible for the National Register, is shown in figure 4.

The Montgomery County Historic Preservation Commission has endorsed the boundaries accepted by the Governor's Consulting Committee as eligible for the National Register of Historic Places with two minor exceptions and exclusions:

1) Parcels 157 and 155 north of the B&O Railroad tracks includes only the Mill Building with an area of 5 feet from the building line on each of the three sides, with the rest of the land and three other buildings excluded from the District, and

2) The southern end of the District excludes the lower portion of Parcel 847 beginning at a distance of 10 feet to the south of the main historic structure, the William Gibbs House, continuing across the width of the property and extending to the southernmost boundary of the parcel.

This Plan endorses the historic district delineated by the Historic Preservation Commission.

Historic Area Work Permit Process

Since Boyds is a designated Master Plan Historic District, any significant changes to the exterior or environmental setting of properties within the district must be reviewed by the Montgomery County Historic Preservation Commission (HPC) and a Historic Area Work Permit (HAWP) issued under Sections 24A6, 7, and 8 of the Historic Preservation Ordinance.

The Historic Preservation Commission has developed Guidelines to assist individual property owners within designated Districts. The general philosophy of these Guidelines is that Historic Districts are living and working areas where special attention is paid to protecting those qualities which make them significant resources for the County. They must not become areas where protective concerns override all other activities. For example, in rural districts not only can vernacular architecture and important settings be protected, but working farms can be sustained to provide close to market produce, and rural villages retained to provide local, small-

BOYDS HISTORIC DISTRICT
(AS SHOWN IN LOCATIONAL ATLAS & INDEX OF HISTORIC SITES IN MONTGOMERY COUNTY)

NATIONAL REGISTER ELIGIBLE HISTORIC DISTRICT

HISTORIC RESOURCES
(WHITE GROUNDS COMMUNITY)

1. DUFFIN FAMILY HOUSE
2. DUFFIN-HEBRON HOUSE
3. CARTER LOG HOUSE
4. ODD FELLOWS LODGE
5. ST. MARKS CH. & CEM.
6. BOYDS NEGRO SCH.
7. ST. MARKS PARSONAGE

N

0 350 feet 700

0 2.1 kilometer 4.2

SOURCE: MARYLAND HISTORICAL TRUST; BLACK HISTORICAL RESOURCES/UPPER WESTERN MONT. CO.

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Historic Resources within the Planning Area

FIGURE 4

scale goods and services.

According to the Guidelines, a Historic District as identified and if approved for inclusion in the County's Master Plan for Historic Preservation, shall consist of the entire area represented by all of the historic resources with their appurtenances and environmental setting. Non-historic properties within the boundaries of the Historic District are also subject to regulation, as they are considered appurtenances and part of the environmental setting of the historic resources of the District. The ordinance does require the Preservation Commission be lenient in its judgement of plans for structures of little historic or design significance or for plans involving new construction unless such plans would seriously impair the historic or architectural value of surrounding resources or impair the character of the District.

The ordinance also states that a Historic Area Work Permit must be granted if the proposal is necessary so that the owner of the property will not be deprived of reasonable use or suffer undue hardship, or if the alternate proposal is in the greater public interest.

Any incompatible, intruding use would still require a HAWP and would be reviewed by the HPC to minimize its impact on the Historic District.

A list of all resources in the District and a description of their contribution to the Victorian rural village is provided in Appendix A.

Preservation Incentives

The Approved and Adopted Master Plan for Historic Preservation outlines a number of federal and state incentives for designated historic properties including tax credits, tax benefits possible through the granting of easements on historic properties, and outright grant or low interest loan programs.

In addition to these federal and state incentives, the County has enacted its own tax credit for properties designated in the Master Plan. The County is also studying other possible ways to support locally significant properties including the transfer of development rights for designated sites and property assessment reduction.

Community Facilities

Development of a Local Park

The development of a local park in Boyds is recommended by this Plan. The park will be an 11-acre facility designed to serve approximately 2,000 people in the Lower Seneca Basin Planning Area. The Land Use Plan map shows the proposed location of the park.

The Boyds Master Plan recommends that the park be located near the center of town at the intersection of Barnesville Road, Clopper Road, and White Grounds Road. The park will require an access road and parking. A realignment in the roadway system at Clopper Road near the B&O Railroad underpass would provide better access to the new park as well as the needed recreation resources within the park itself. (See Land Use Plan map.)

Park construction will provide a community-oriented park and encourage implementation of the first stage of the new proposed circulation plan for the community.

Black Hill Regional Park

A regional park consisting of a 550-acre lake and water-oriented recreational facilities is being developed north of Boyds. (See Land Use Plan map.)

The lake, which is formed by a dam on Little Seneca Creek below the junction of Ten Mile Creek and Cabin Branch, will provide an emergency source of drinking water for the region and will help prevent flooding. The Washington Suburban Sanitary Commission (WSSC) will be responsible for the dam construction and Maryland-National Capital Park and Planning Commission (M-NCPPC) will develop the lake-oriented regional park facility. The dam, lake, and other facilities necessary for this project are presently under construction.

The community of Boyds and the Ten Mile Creek Watershed Association have endorsed the development of the lake and regional park.

The park plan proposes that most of the development will take place on the eastern peninsula between the Cabin Branch and Little Seneca Creek arms of the lake. This area will be accessible by automobile by a park road constructed from Old Baltimore Road. This road will loop around the southern end of the peninsula. The park manager's office, control point, and nature center will be located on this road. Several parking lots, three large group picnic areas, and eight family picnic areas will be provided off the loop. Each picnic area will have restrooms, shelters, tables, trash receptacles, and game areas. A series of hiking trails will connect the picnic areas and the lake. There will also be a small boat

launching area, boat rental facility, two scenic overlooks, and a maintenance facility.

Other areas of Black Hill Regional Park, with the exception of small fishing access areas, would remain undeveloped. The park development plan seeks to provide a modest level of facility development without unduly altering the natural appearance of the parklands. The emphasis is on relatively passive recreation uses.

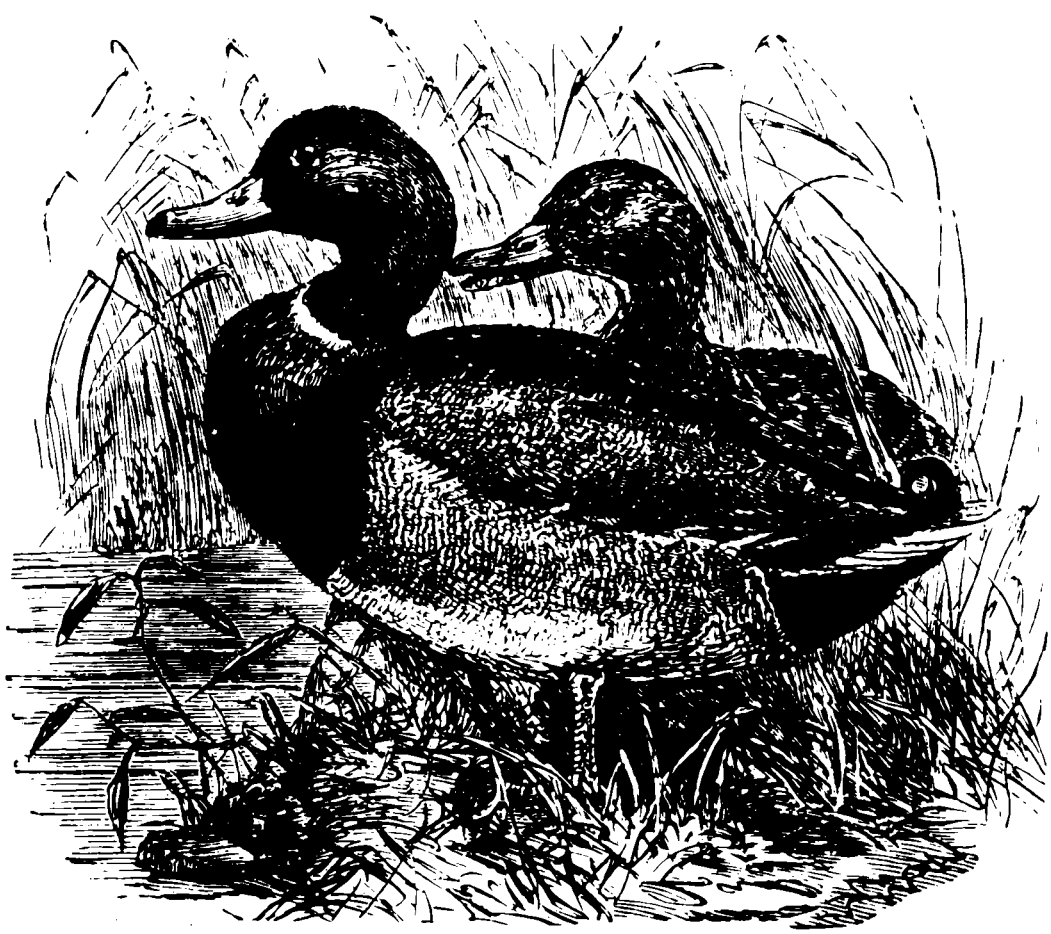
A future cooperative development and management plan for the park, including the area downstream of the dam, will be coordinated with the regional and district manager of the Maryland Wildlife Administration.

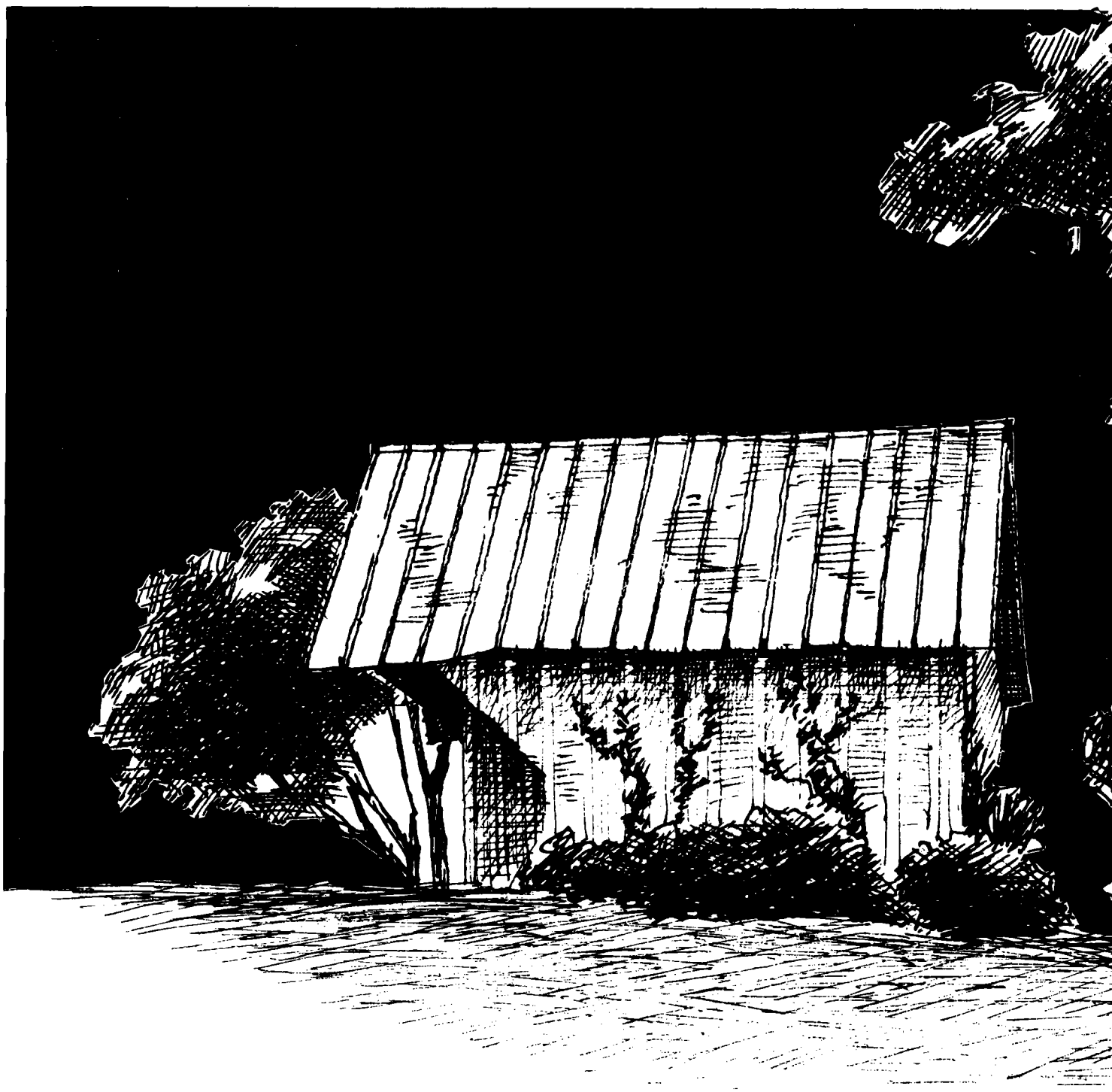
Taylor Learning Center

Taylor Learning Center is housed in the former Taylor Elementary School. Taylor Learning Center is a county resource for all residents of the upper County. The center has limited enrollment and provides programs for multiple-handicapped as well as pre-school and head-start children.

At such time as a quarry operation is considered, special attention should be paid to the impact of noise upon Taylor Learning Center. An application for a quarry operation should not be approved until the air-conditioning of Taylor Learning Center is programmed in the County Capital Improvements Program (CIP) or is in operation.

The major period of impact on the school from the quarry would likely be in the summer when windows are open, because the school is not air conditioned. Given the sensitivity of students to distractions and for health reasons, the school would benefit from air conditioning, with or without the quarry. This Plan recommends air conditioning the school prior to operation of any quarry. Presently, the playground area adjoins White Ground Road. Relocation of the play area to the rear of the school would buffer children from the road. Redevelopment of the playground would provide the opportunity for building play equipment for handicapped children, which is not available now.





TRANSPORTATION

The transportation system in the Boyds area is in need of roadway realignment, upgrading, and rehabilitation rather than major new construction. The goal of the transportation plan is to provide a good affordable level of service while maintaining the rural character so highly valued by the citizens of Boyds. Therefore, it is the intent of the Plan to restrict highway improvements to those which are deemed necessary for safety and maintenance reasons.

GOALS

- A major Plan objective is to upgrade existing facilities rather than to encourage new construction, with the emphasis on service capacity improvements to existing facilities such as improved signing, widening, and the addition of turning lanes.

- The Boyds Master Plan must also reflect the transportation needs of the adjacent communities and coordinate proposals as closely as possible with those areas. The adjacent communities which must be handled in a sensitive manner are Clarksburg and Germantown, both designed as Corridor Cities.

- Much of the existing traffic in the Boyds area is north-south through traffic, Clopper Road (MD 117) being the most heavily traveled road in the area. There is a definite need to improve the existing sight distance and roadway alignment to accommodate the through traffic in a safer and more efficient manner, while also improving local circulation.

- Another major objective is to provide a safe and convenient pedestrian and bicycle circulation system for Boyds. The connection of the commercial area, rail station, churches, day-care center, parks, and school with each other will improve the existing pedestrian/bicycle system, rendering it a viable alternative to automobiles for local circulation.

- The transportation plan encourages the use of commuter rail for down-County work trips and proposes convenient access to the commuter rail station, both for vehicular trips and pedestrians. A sufficient number of parking spaces should be made available, ideally with a joint-use possibility.

- The Boyds Master Plan recommends that a local park be located at the intersection of Barnesville Road, Clopper Road, and White Grounds Road. To serve this local park, an access road and parking area should be provided as well as improvements made to the sight distances in the vicinity of the B&O Railroad bridge.

To accomplish these objectives, it is recommended that the following actions be undertaken:

Intersection Realignment

The development of the local park will provide an excellent opportunity to improve the existing intersection at Barnesville, Clopper, and White Grounds Roads, thus improving the highway design while at the same time providing acceptable access and circulation for park traffic. At present, the 90-degree intersection is the minimum design standard for trucks and buses. It is often necessary for trucks and buses to swing wide onto the crossroad to negotiate this turn and, in so doing, encroach upon the opposing traffic lane.

An undeveloped parcel of land lies directly adjacent to the Presbyterian Church which could accommodate the realignment of White Grounds Road as shown on the Tranportation Plan map. (See figure 5.) A one-way entrance on existing White Grounds Road at the intersection of this re-alignment would also eliminate the visibility problem and new alignments would permit movements to be made in an open area.

Realignment of MD.121

The construction of Little Seneca Lake has resulted in the relocation of MD 121 (Clarksburg Road) from near Ridgeoak Drive to Barnesville Road. The new alignment is shown on the Transportation Plan map.

Rehabilitation of Commuter Rail Station

The Montgomery County Department of Transportation has recommended a number of improvements to the Commuter Rail Station. Greater rail patronage will create additional demand for the commercial area to develop as a one-stop shopping area. The transportation plan recommends the following specific improvements as part of a Commuter Rail Improvement Project.

- Develop part of the recommended commercial expansion site as a commuter parking lot in anticipation of future expansion.

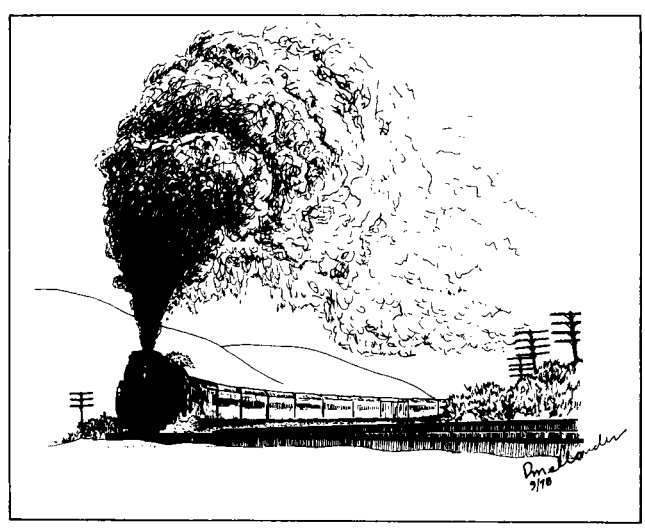
- Consolidate commercial area parking with commuter rail parking for maximum use.

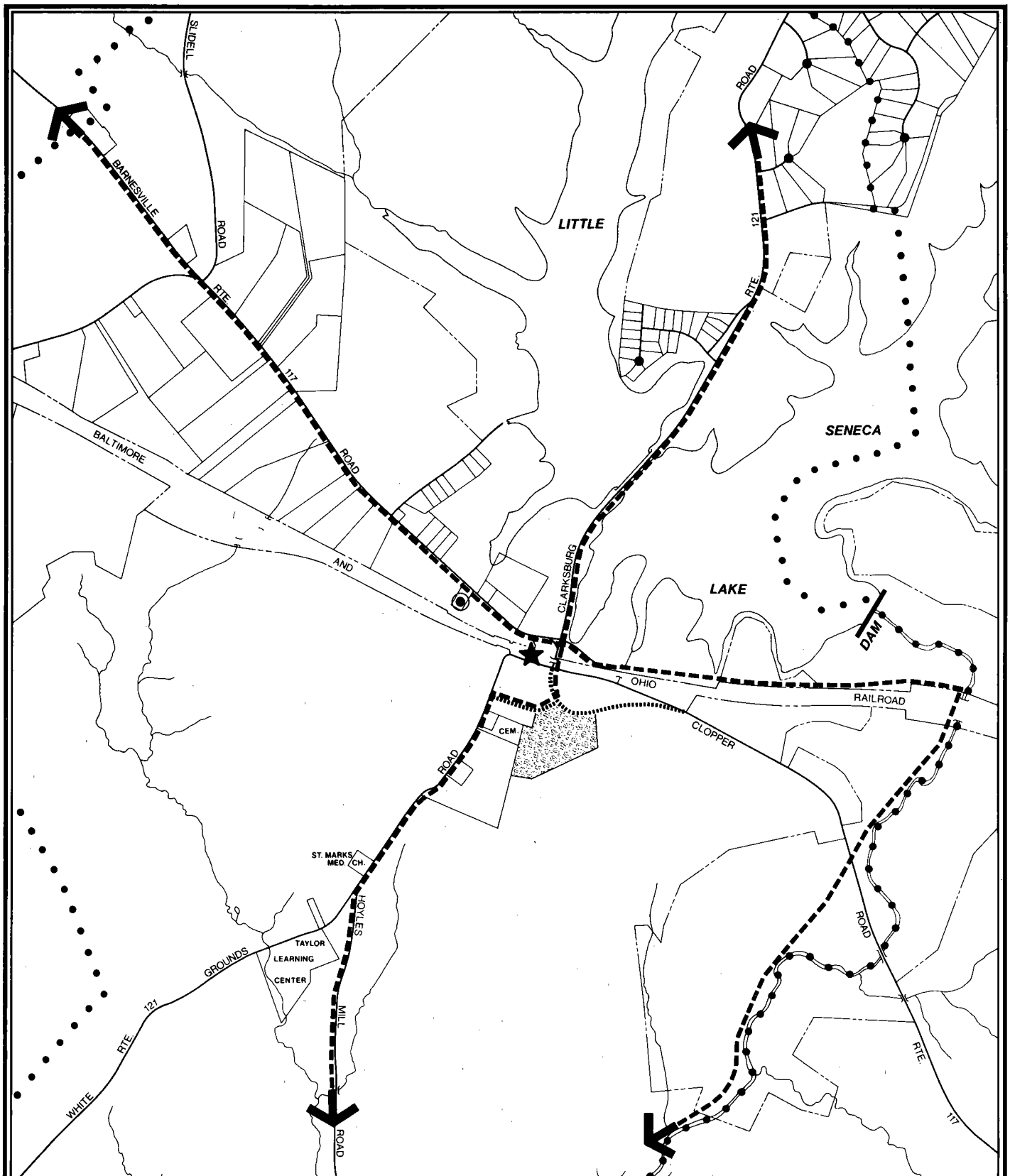
- Build the platform and shelter in such a manner that pedestrian use of the stations will be encouraged. In conjunction with this, the existing pedestrian underpass should be rehabilitated.

- Coordinate all public transit programs for the area with those for the Germantown area to maximize resources and increase patronage. The Germantown Master Plan proposes a first stage public transit system involving bus service linking Germantown with employment centers in Gaithersburg, Rockville, and Washington. Additional transit improvements are also proposed in that Master Plan, including development of the transit easement extending northward from Shady Grove.

- The recommended bicycle paths shown in this Plan are consistent with the Master Plan for Bikeways in Montgomery County. Design standards for bicycle paths in the Boyds Plan should be consistent with those developed in the Master Plan for Bikeways. (See figure 5.)

- Implementation of the plan for Little Seneca Lake and the regional park will require relocation of the existing bicycle path along Ten Mile Creek Road. This section of the bicycle/pedestrian system will then be located in the park roughly paralleling the edge of the lake, eventually connecting into the bicycle path on West Old Baltimore Road.





PROPOSED RELOCATION OF RTE.121 & 117

PROPOSED BIKE PATHS

PROPOSED LOCAL PARK

POST OFFICE

COMMUTER RAIL STATION

N

0 750 feet 1500

0 1 kilometer 2

Approved and Adopted Feb. 1985

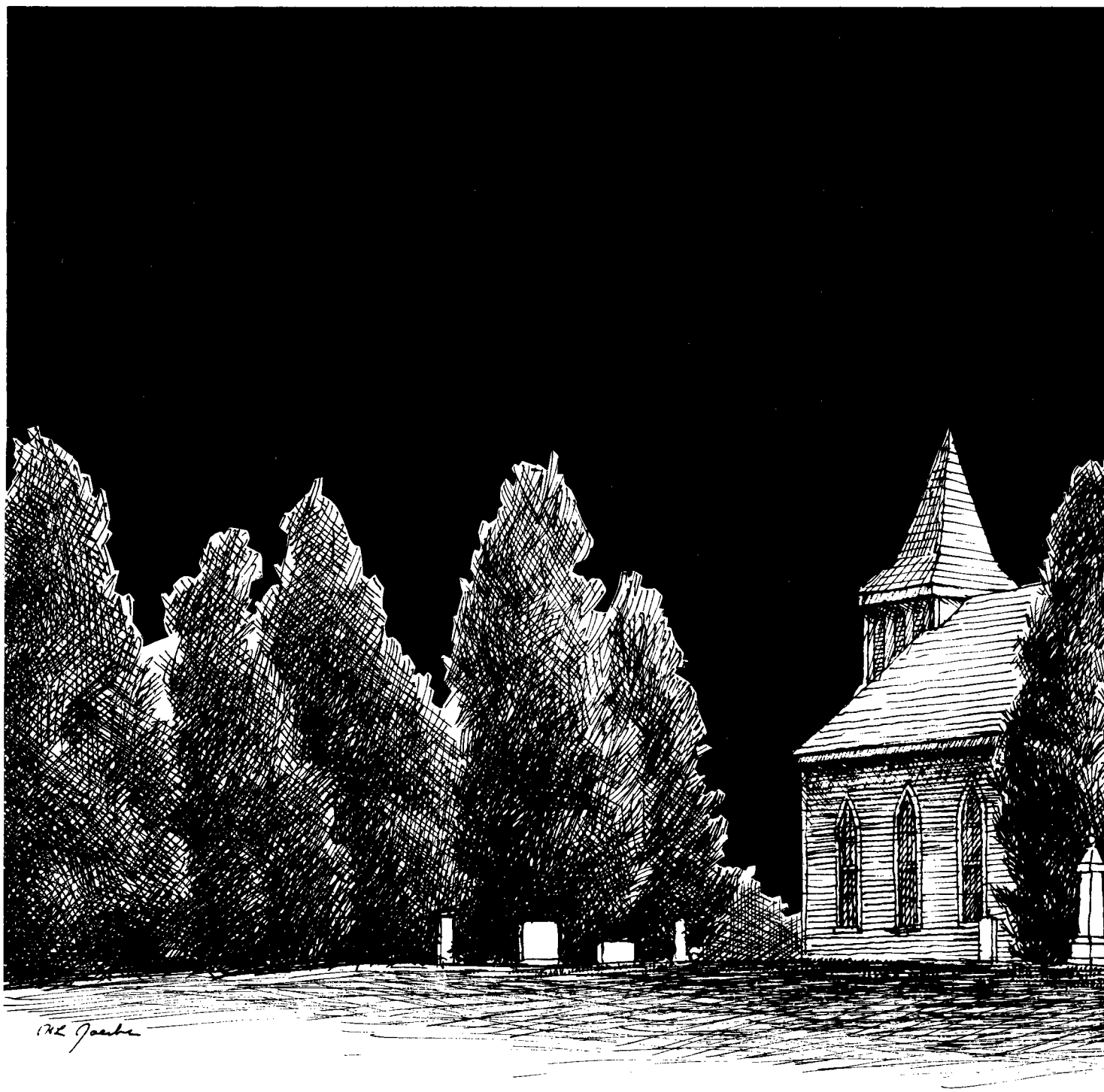
BOYDS MASTER PLAN

Montgomery County, Maryland

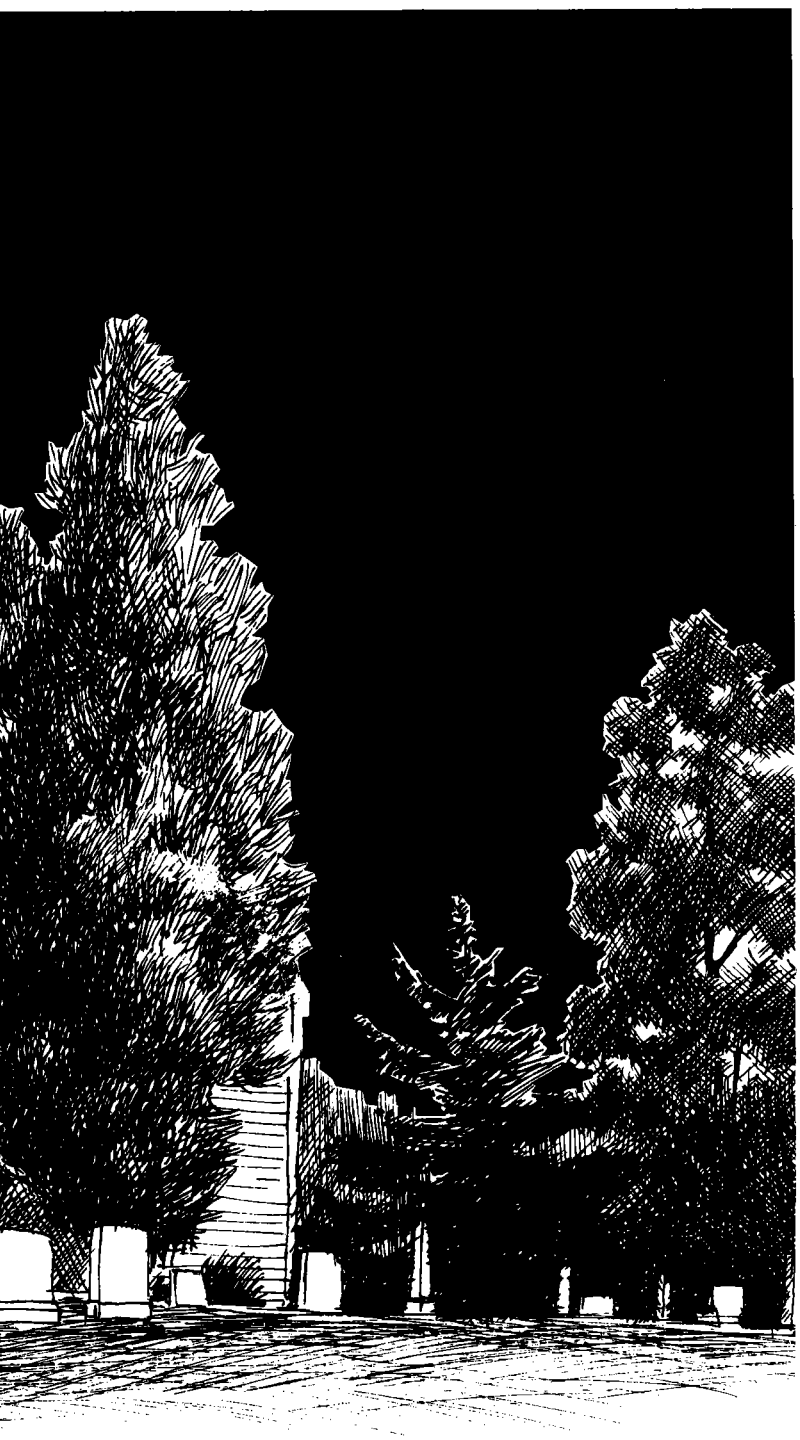
Transportation Improvements Map

5

FIGURE



PUBLIC FACILITIES



Water Supply

Various schemes have been explored to provide Boyds with a reliable drinking water supply which is of acceptable physical, chemical, and bacteriological quality. The major factors taken into consideration were availability, safety, reliability, treatment, distribution requirements, costs, and environmental impacts.

This Plan recommends that community water service should be provided only in conjunction with community sewer service unless the County determines that a public water system is needed to safeguard public health. The exact alignment of the water mains will be subject to further study; prior studies have indicated possible extensions from either MD 118 at Clopper Road or from the western edge of development in Churchill Village.

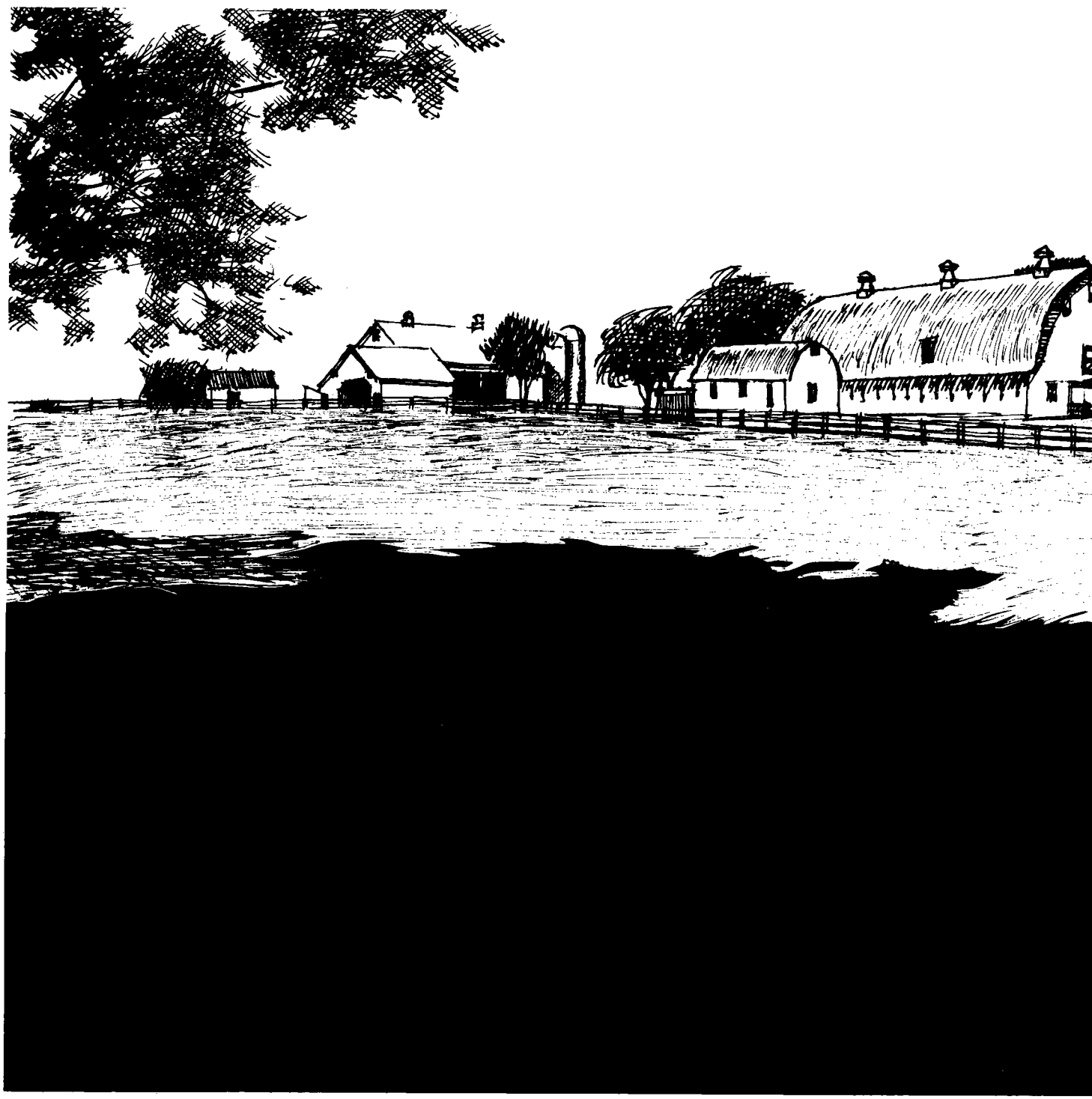
Sewer Service

The existing sewer situation in Boyds is less than adequate and presents some special problems which must be solved if the town is to continue as a viable community. Although the majority of homes have working septic systems, there are several which totally lack indoor wastewater facilities. Also, there have been a number of instances when existing systems have failed.

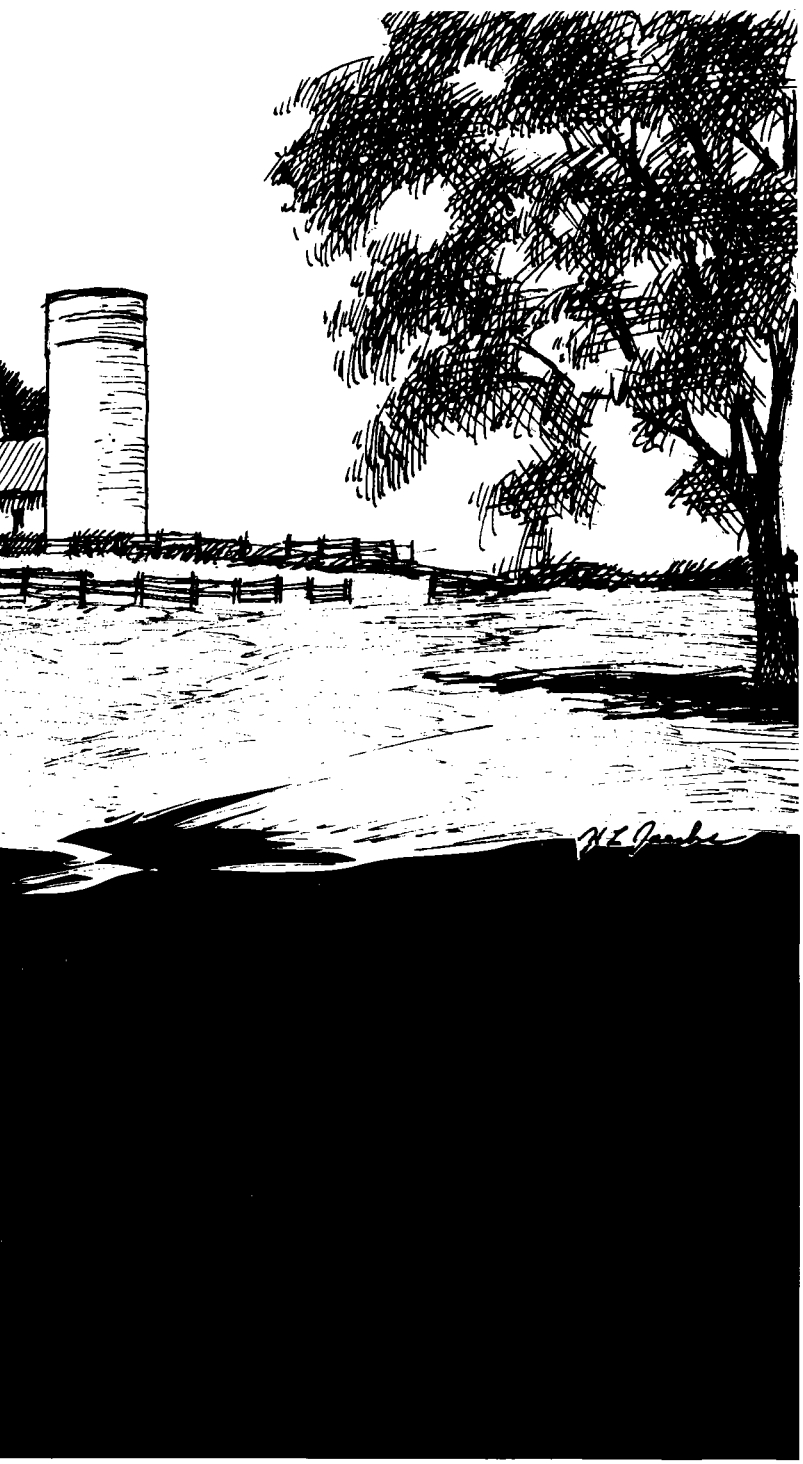
The feasibility of providing sewer service to Boyds was explored in 1978. Residents were given the option to petition for service but no such petition was ever filed.

This Plan recommends that community sewerage service be extended only if the County determines that a community system is required to safeguard the public's health. The service area of any future sewerage and water system should be limited to residential and commercial areas along White Grounds Road and Hoyles Mill Road. (See the Land Use Plan map.) The boundaries of the service area should reflect the Plan's objective to maintain Boyds as a rural, residential community.

The Boyds Land Use Plan does recommend areas for half-acre zoning (R-200). Although the absence of public sewer and water will make it difficult, if not impossible, to achieve densities of 2 units per acre, R-200 zoning will allow flexibility in lot configuration and lot sizes. This same zoning approach has been used in other rural communities to encourage smaller, more affordable lots, given favorable soil and water table conditions.



DIABASE DEPOSIT



Located within the Boyds Planning Area is a large deposit of diabase stone. (See figure 6.) This type of stone makes excellent crushed stone due to its hardness and skid resistant qualities. Diabase is an igneous rock composed of rather coarse crystals. Preliminary analysis of actual rock samples from the Boyds deposit by the U.S. Geological Survey and the Bureau of Mines indicates that it is free of asbestos minerals.

The deposit is located around and under the community of Boyds, south of the B&O Railroad and east and west of White Grounds Road. At this time, a large portion of the deposit is owned by a crushed stone company (Rockville Crushed Stone).

The possibility of a quarrying and crushing operation is of great concern to the citizens of Boyds because of its potential effect on the character of the community. Such a quarry has been vigorously and consistently opposed by the community. Because of the community concern and the economic potential of a quarry, extensive study and discussion of this subject was undertaken in the preparation of this Plan. Consultants for the owners of the deposit made studies of the environmental impact of one possible site and operation. Citizens of the area reviewed this study and conducted studies of their own. Planning Board and County Council staff evaluated these reports and also conducted some additional analyses.

As directed by the 1978 Boyds Master Plan, the Planning Board and County Council evaluated the "need for resource materials of this type in the County" as part of the planning process. It became evident fairly early that need cannot be determined strictly in terms of economic benefits. An economic approach to need only examines monetary benefits and monetary drawbacks. The master plan process, on the other hand, factors community impacts into the discussion of need.

To evaluate need, the benefits to the County and region from opening a quarry were weighed against the local impacts upon Boyds and surrounding communities. The following types of County and regional benefits were considered:

- Availability of a local source of stone would generally tend to decrease the price of stone due to lower haul costs.
- Unlike the serpentinite at Travilah, diabase is asbestos free.
- The Boyds diabase deposit would provide a local source of stone for the ready mix concrete industry for which there is

presently no County source.

- Diabase is of a heavier and harder quality than serpentinite.
- The Boyds diabase deposit meets federal skid-resistant standards for highways and would increase the state-wide availability of such stone. (See Figure 7: Locations of Aggregate Sources map.)
- Mining the diabase of Boyds would help reduce truck trips along MD 28 through Rockville from Travilah.

These benefits were weighed against the following community impacts:

- The perceived and real impacts on the rural character of Boyds.
- Increased noise in Boyds due to the quarry operation.
- Increased noise at Taylor Learning Center and Boyds Day Care due to haul truck traffic to and from the quarry and in terms of blasting and construction noise.
- Increased dust at Taylor Learning Center due to quarrying operations and haul truck traffic.
- Increased noise along the haul route.
- A change in the character of noise along the haul route from auto-dominated to truck-dominated during certain hours of the day.
- The combined effects of the quarry operation and Black Hill Lake operation upon Germantown and Boyds.
- Potential safety issues.
- The potential pressure to manufacture concrete and asphalt on-site to reduce haul costs.
- The potential pressure to build roads in Germantown more quickly than the Germantown Master Plan recommends.
- The psychological effect of a quarry on the residents of Boyds.
- The costs and problems of enforcement at a time when the technology and budget constraints make enforcement difficult.

Based on a careful analysis of potential benefits and potential impacts, this Plan concludes that the Boyds diabase deposit is a valuable natural resource which should be preserved and protected for the future until such time as clear and documented benefits from the use of this deposit can be demonstrated. Therefore, this Plan designates an area which may be suitable for mineral resource extraction in the future under certain criteria as set forth in this Plan. Consideration and evaluation of benefits of a quarrying operation and the appropriate time for commencement of quarrying activities should be determined in connection with the findings necessary in the local map amendment process, without need for the future amendment of this Plan for this purpose.

If, in a future zoning case a quarry is approved, it would bring change to Boyds; but any quarry must be properly located, designed, and operated to preserve the rural residential character of Boyds.

During the Plan process, it became clear that the biggest potential source of change to the rural residential character of Boyds would not be the quarry operation itself but the traffic and noise associated with trucks carrying stone to and from the quarry. Therefore, this Plan recommends that if a quarry is ever approved, all stone mined from any quarry operation at Boyds must be shipped by rail. The area shown on the Land Use Plan map as suitable for quarrying adjoins a rail line and the crushed stone company (RCS) has stipulated that rail haul is economically feasible for both short-term and long-term operations.

This Plan recognizes that the appropriate zone for a quarry operation is the Mineral Resource Recovery (MRR) Zone. This zone contains strict performance standards and requirements to ameliorate direct and secondary community impacts. The zone text states that the MRR Zone is applicable only where indicated as appropriate on an approved and adopted master plan. This Plan makes such an indication for future use if a need for the quarry can be demonstrated at that time.

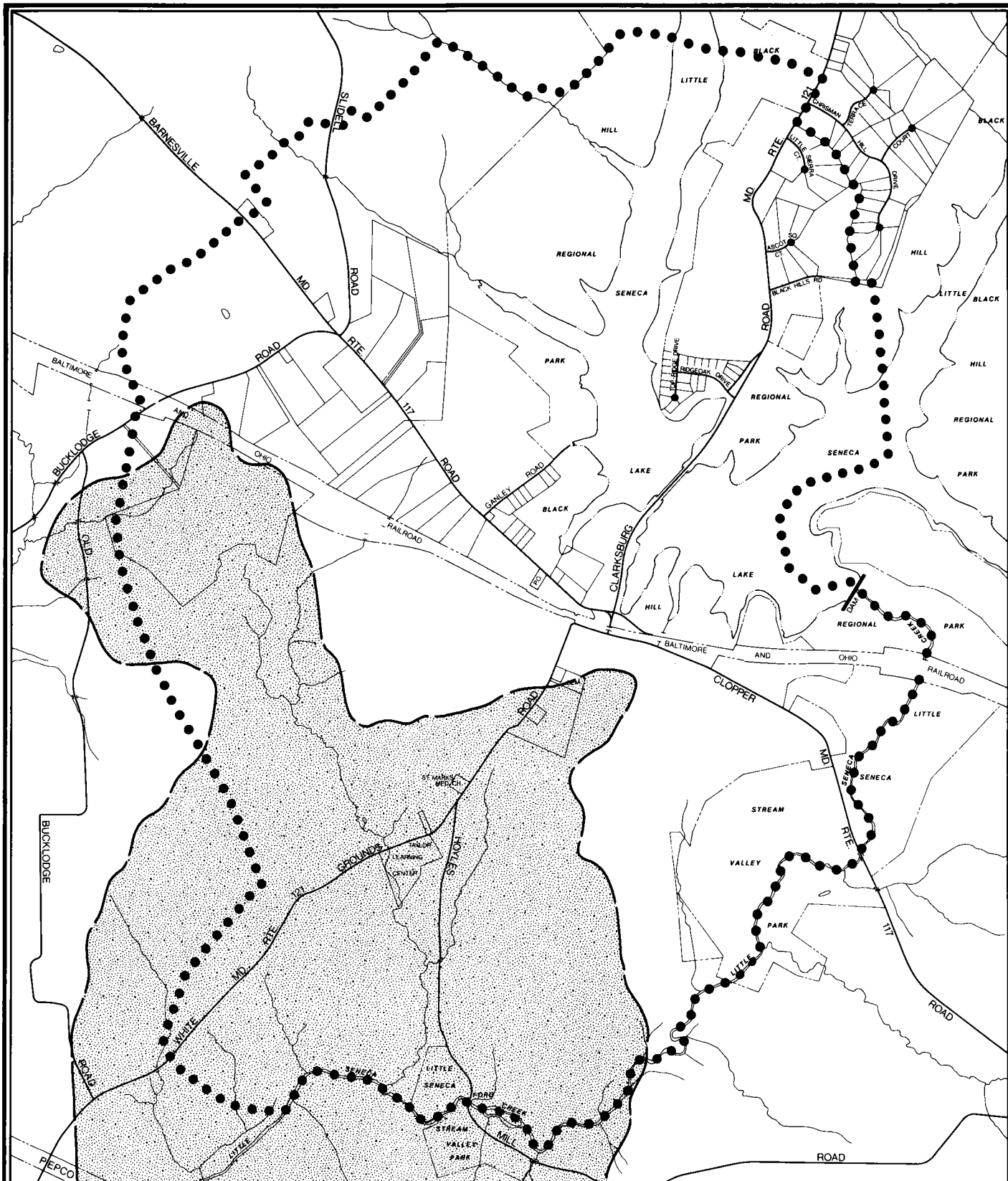
An application for the MRR Zone will only be approved when the operational and locational concerns contained in this Plan are addressed. These concerns are discussed below.

Quarry-Related Concerns

Any future application for a permit to quarry will be subject to extensive review by all agencies concerned with quarrying and the attendant problems which it generates. The purpose of outlining the following planning concerns is to delineate the scope and direction which appropriate reviews should take. Approval of an MRR Zone application for a quarry operation will be dependent upon the following concerns being addressed and satisfied:

Evaluation of Potential Benefits and Impacts of a Quarry Operation

During this Master Plan process, the poten-



GENERALIZED LOCATION OF DIABASE DEPOSIT

N

0 1000 feet 2000

0 .25 kilometer .50

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Diabase Deposit Map

6

FIGURE

tial benefits and impacts associated with a quarry were considered. A more detailed evaluation will be required as part of the MRR zoning process. This evaluation should include the following elements:

- The general availability of diabase or similar stone in the region.
- The cost of procuring the stone, including hauling cost.
- The need for the stone from a County-wide and region-wide perspective.
- The demand for the use of diabase or similar stone in state and County road projects.
- Other relevant factors suitable for demonstrating the economic benefit from use of the stone and its need from a County-wide perspective.
- The impact of a quarry (including dust, hydrologic impacts, and site development impacts) and haul traffic on Boyds and other affected areas.

A finding that County and region-wide benefits from the quarry exceed community impacts, controlled as required in this Plan, should precede approval of the MRR Zone.

Impacts Upon Surrounding Land Use

The community has expressed concern about a quarry opening Boyds to more industrial development and thereby destroying residential land use patterns. To ease this fear, this Plan re-affirms the General Plan's finding that extractive uses are compatible in the Rural Zone. This assumption affords the community the greatest land use protection against urban, industrial land uses in Boyds. While mineral extraction may be acceptable in the Rural Zone, non-resource based industries should be channeled to urban areas. Concrete batching plants, for example, should not enjoy the same presumption of compatibility as a quarry.

Ultimately, quarry operations will end and the quarry site will be redeveloped. The MRR Zone requires a plan for the reclamation and ultimate re-use of all lands proposed to be included in the MRR Zone. The reclamation plan must be initiated within six months after quarrying operations close. Planning Board review of the reclamation plan would be guided by the following concerns:

1. The reclamation plan should be consistent with the rural, residential character of Boyds and conform to rural zoning standards.
2. Redevelopment plans for the quarry pits should emphasize safety.
3. All industrial equipment should be removed, including rail siding.
4. Regrading to natural contours should occur to the maximum extent possible.

Siting of the Activity

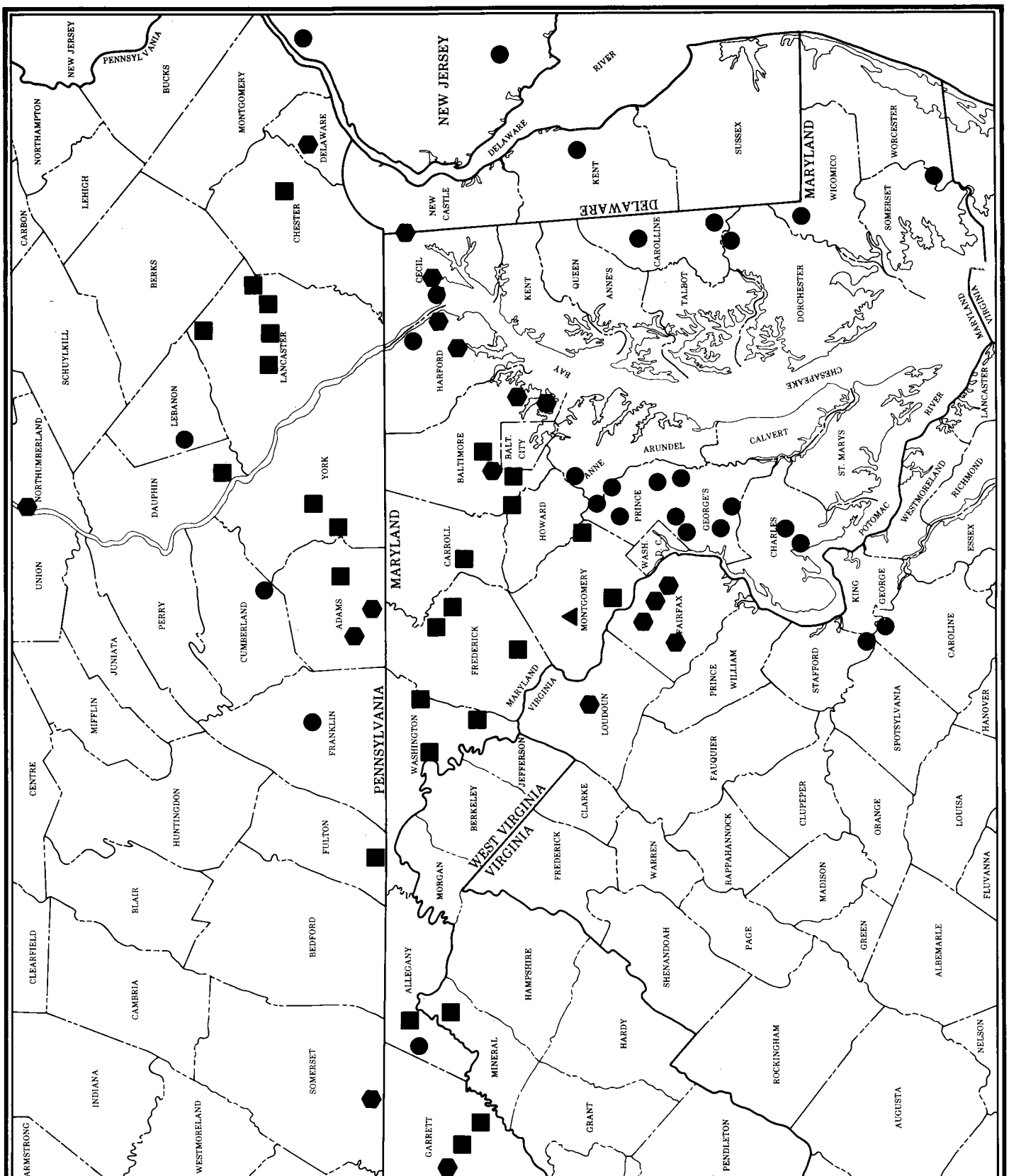
The appropriate location for any future quarry is the northwest area of Boyds, abutting the rail line. (See Land Use Plan map.)

Buffering and Community Protection

There are several aspects of quarrying operations which have a major impact on a rural village environment. The visibility of the machinery, loading and stockpiling areas, roadways, and the quarry itself must be carefully examined in terms of its effect on residents, schools, and other institutions in Boyds. Berming or other landscaping should be provided, along with other approaches to mitigate the visual impact of the quarry. There is a strong concern in Boyds that the kind of rural community envisioned by this Plan is not likely to survive a quarry/crushing operation, and this concern must be weighed and confronted in making a decision to operate a rock crushing industry in Boyds. Whether the rural land use character of Boyds survives a quarry/crushing operation will depend in part on how well the community is protected from the visual and noise and other environmental impacts of a quarry.

Transportation

During the early stages of this Plan process, possible development of a quarry at Boyds, with trucks used for the major portion of rock hauling, was considered. The impact on the local community of such traffic, in terms of safety, noise, vibration, fumes, and level of service would be severe and these impacts could radically change the present character of Boyds. Therefore, this Plan rejects any truck haul of stone from a quarry in Boyds. All stone from the future quarry site shall be shipped by rail only for both the short term and long term. An application for the MRR Zone shall not be



SOURCE: MARYLAND DEPARTMENT OF TRANSPORTATION FEB. 1982

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Locations of Aggregate Sources

7

FIGURE

approved until a signed agreement has been reached with the B&O Railroad Company regarding on-site rail siding at Boyds.

To minimize the impact of site construction upon the Boyds community, this Plan does recommend a temporary access road with appropriate buffering for the transport of construction materials which by-passes the residential and commercial center of Boyds. The construction of a permanent access road for haul trucks, however, is not recommended by this Plan nor is any local access for delivery of stone to Germantown, Boyds, or Gaithersburg.

Noise

Site operation noise at the quarry site, including the rail siding area, must meet the standards of the Montgomery County Noise Ordinance. Measures must also be taken to assure adequate enforcement since the character of Boyds would be seriously affected by sustained levels of noise in excess of the noise ordinance.

Dust

The amount and the components of the dust that might be generated from a quarry are a matter of great concern, not only to the residents of the area, but to all persons with environmental and health concerns. While asbestos has rarely been found in diabase stone, specific studies would need to be verified at the time of zoning. At such time as a quarry might be put into operation, the applicant will be required to meet any and all dust control measures established by appropriate agencies. Among the dust control measures which could be considered are the following:

- Pave all private access and on-site roads near public roads or provide appropriate dust retardant treatment.
- Leave a 500-foot buffer to the nearest neighbor or public road.
- Locate the crushing plant in as low an area as possible.
- Construct and landscape berms wherever necessary to provide visual screening and to collect any fugitive dust.

Hydrologic Impact

A number of questions relating to the water resources and hydrologic problems in the area have been raised, in particular, the effect that a quarry might have upon Little Seneca Lake, private well water supplies, and local streams.

Studies by geologists for the Soil Conservation Service, consultants to the WSSC and consultants to Rockville Crushed Stone, Inc. all indicate the improbability of groundwater flows between the lake and quarry. Groundwater flows in opposite directions from a topographic high midway between the lake and quarry sites. Even if the flow direction should change from the lake toward the quarry site, the 4000-foot distance and the low transmissivity of the rocks would prevent any significant increases in flow into the quarry.

It is essential that any quarry proposal which might be submitted, however, address this problem and furnish conclusive evidence that a quarry would not have an adverse hydrological impact on the area. To achieve this, the following measures must be taken:

1. A Discharge Permit must be obtained before development to discharge water from the site. All clean water and discharge regulations must be met in accordance with the regulations of the Maryland Department of Natural Resources.

2. Stormwater management and sediment control measures must be in compliance with appropriate ordinances as administered by the County Department of Environmental Protection.

3. In order to avoid well-water drawdown, local streams which have been diverted around the quarry should be returned to their natural course beyond the quarry.

4. A protected area extending at least 750 feet from the perimeter of the quarry should be provided; in this area, the quarry operator would be responsible for maintaining the same well water yields and levels as existed prior to quarrying operations with presumption of responsibility on part of the operator.

5. The Department of Environmental Protection should require the applicant to submit to them for approval, a well-monitoring program to determine whether any problems with individual wells/septic fields are attributable to the operation of the quarry, and the Department should establish an environmental mediation system.

Site Development Concerns

The community will likely experience substantial impact from the quarry during site

construction. This Plan recommends the quarry operator submit as part of its zoning submission a detailed construction schedule and program which will minimize the impact of construction on the site upon the Boyds community.

During construction and after operations begin, lighting at the site should not be intrusive to the community.

Summary of Quarry Development

The need for a mineral resource zone containing strict performance standards for quarries was identified in the 1978 Boyds Master Plan. The Mineral Resource Recovery (MRR) Zone, adopted in 1980, meets this need.

Should a quarry operation ever be approved in Boyds, the appropriate zone for that operation would be the MRR Zone. This zone contains strict performance standards and requirements to ameliorate direct and secondary community impacts. The zone text states the MRR Zone "is applicable only where indicated as appropriate on an approved and adopted master plan."

This Plan designates an area of diabase as suitable for mineral extraction in the future on the Land Use Plan map. The diabase deposit is located on land now zoned Rural. An application for the Mineral Resource Recovery (MRR) Zone must be approved by the Montgomery County Council before any quarrying operations may occur. This Plan recommends that approval of an MRR Zone application be subject to, but not limited to, the following conditions:

1) All transportation of stone from the Boyds mineral resource extraction site shall be by rail only for the short term and long term.

2) A finding that County and region-wide benefits outweigh controlled community impacts. This analysis would include an examination on the following: (1) the general availability of diabase or similar stone in the region; (2) the projected short-term and long-term cost of procuring the stone including hauling cost; (3) the need for the stone from a County-wide and region-wide perspective; (4) the demand for the use of diabase or similar stone in state and County road projects; (5) other relevant factors suitable for demonstrating the economic benefit for use of the stone and its need from a County-wide perspective; and (6) the impact of a quarry and haul traffic on Boyds and other affected areas.

3) To ensure compatibility of mineral extraction activities and surrounding land uses, and to protect surrounding communities from potential negative impacts which may be associated with mineral extraction activities, an application for the Mineral Resource Recovery Zone shall not be approved unless:

- A signed agreement has been reached with the B&) Railroad Company regarding on-site rail siding at Boyds.

- The applicant can demonstrate an ability to comply with County on-site noise standards.

- The air-conditioning of Taylor Learning Center is in operation or funded in the CIP for a time that would coincide with or precede quarry operations.
- The Development Plan approved in connection with the Mineral Resource Recovery Zone requires:

  - All stone mined at the quarry to be shipped by rail.

  - A staging element coordinating construction with the availability of an appropriately zoned site for receipt of the rail-hauled stone.

  - A detailed construction schedule and program, which will minimize the impact of construction on the site upon the Boyds community.

  - All quarry operations be screened from adjoining land uses and roadways by natural topography and buffering or man-made earth berms or both.

  - Berming and extensive landscaping to screen private, on-site access roads, compatible with the surrounding countryside.

  - The crushing plant to be located in as low an area as possible.

  - Lighting at the site not be intrusive to the community.

  - A protected area extending at least 750 feet from the perimeter of the quarry site in which area the quarry operator would be responsible for

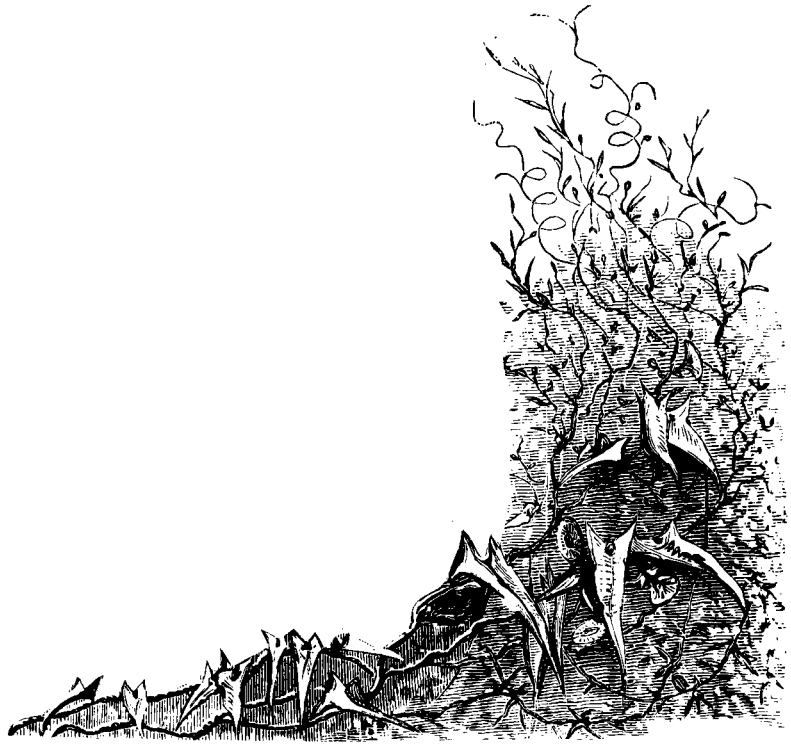
maintaining the same well water yields and levels as existed prior to quarrying operations.

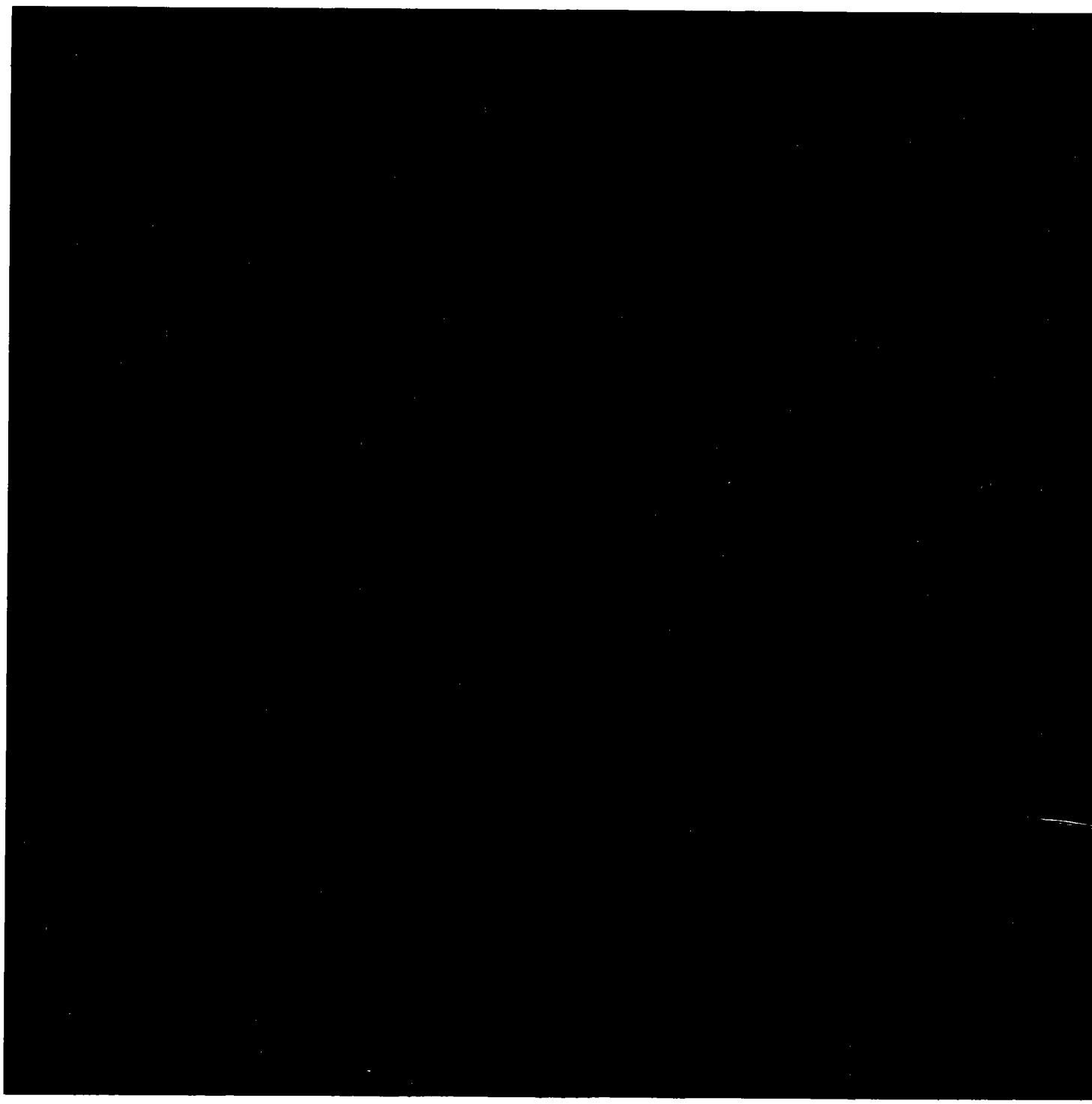
- A temporary quarry access road for the transport of construction material which by-passes the residential and commercial center of Boyds.

- That there be no access road for haul trucks and no local access for delivery of stone to Germantown, Boyds, and Gaithersburg.

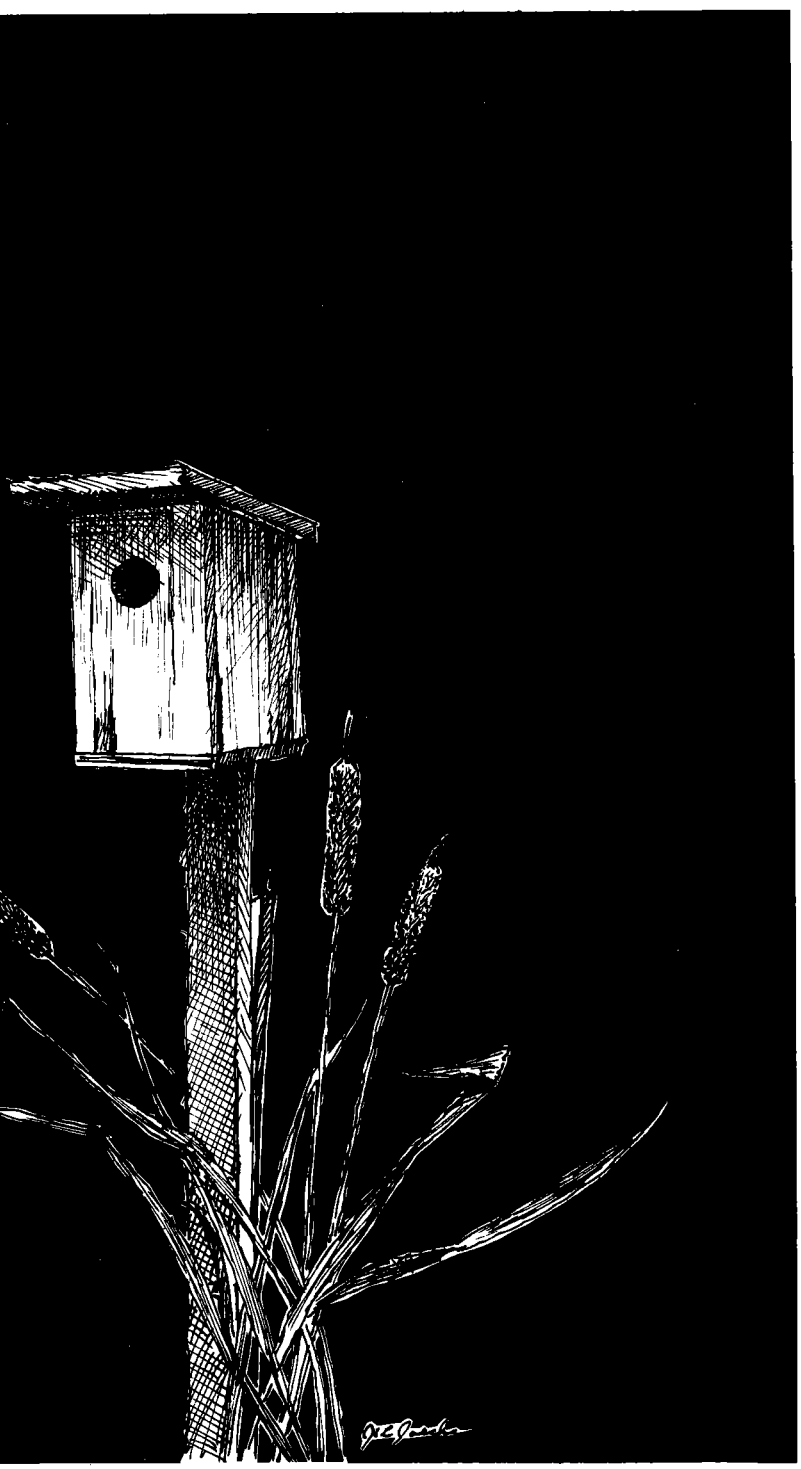
4) The Department of Environmental Protection, pursuant to the Montgomery County Quarry Ordinance, should require a regular blasting schedule be established which is compatible with the hours of operation of the Taylor Learning Center.

5) The Department of Environmental Protection should require the applicant to submit for their approval a well-monitoring program to determine whether any problems with individual wells/septic fields are attributable to the operation of the quarry, and the Department should establish an environmental mediation system.





IMPLEMENTATION

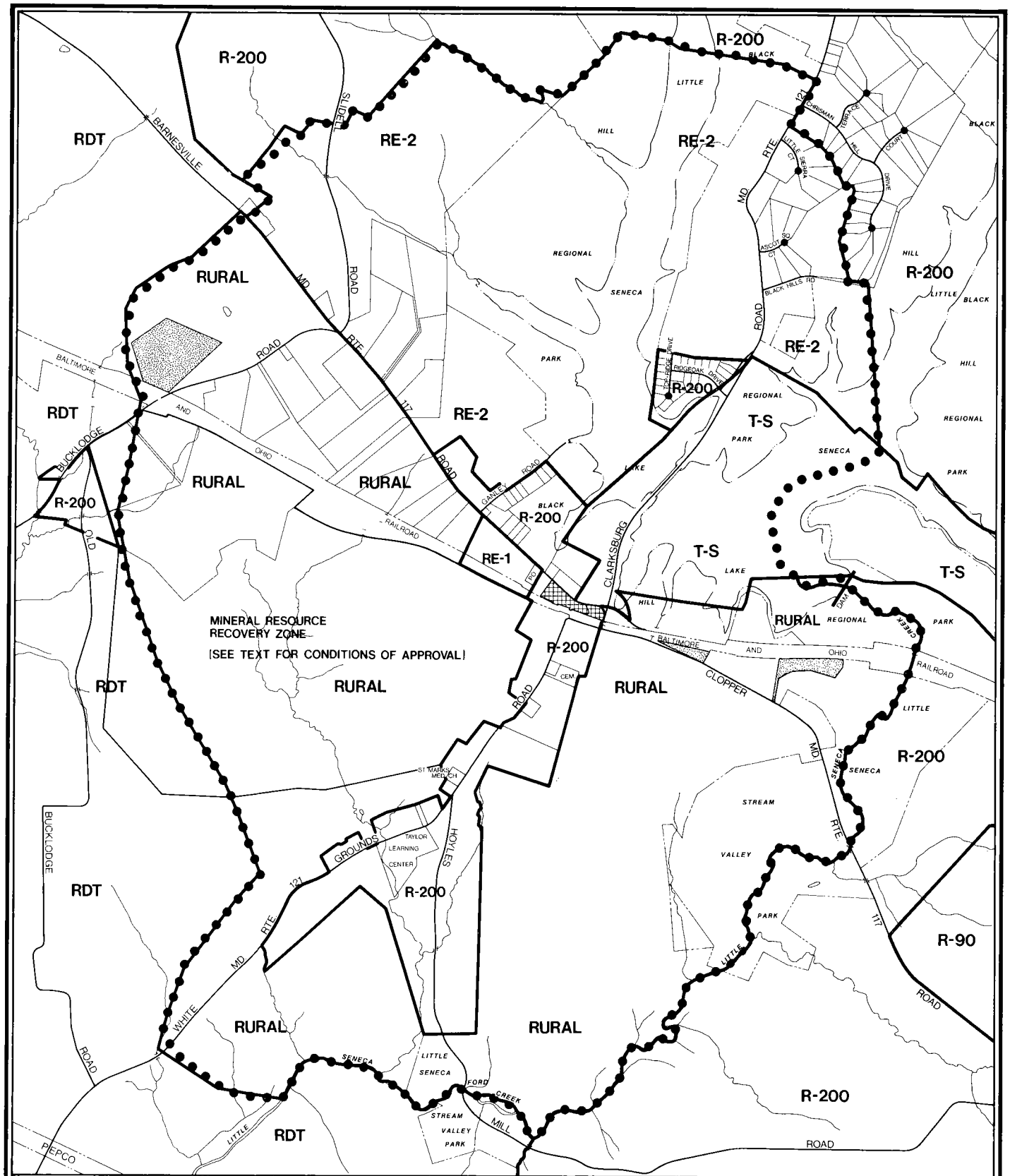


The Zoning Plan for Boyds is shown in figure 8.

This Plan will be followed by a Sectional Map Amendment (SMA). An SMA is a comprehensive rezoning process which classifies properties within the planning area to correspond with the zoning recommendations in the master plan.

In the Boyds Planning Area, few properties will be affected by the SMA since, for the most part, this Plan confirms existing zoning patterns.

The SMA will NOT rezone the area recommended as suitable for a quarry from the Rural Zone to the Mineral Resource Recovery (MRR) Zone. The MRR Zone is a floating zone which requires a separate application by the property owner. The County Council will follow the guidelines of this Master Plan in evaluating any future MRR Zone application.



RURAL	RURAL ZONE FIVE ACRES PER DWELLING UNIT	R-200	ONE-FAMILY DETACHED, LARGE LOT 20,000 SQ. FT. PER DWELLING UNIT	I-1	LIGHT INDUSTRIAL
RDT	RURAL DENSITY TRANSFER ZONE ONE UNIT PER 25 ACRES, 40,000 SQ. FT. PER DWELLING UNIT TRANSFER OF DENSITY: ONE UNIT PER 5 ACRES	R-90	ONE-FAMILY DETACHED RESTRICTED RESIDENTIAL 9,000 SQ. FT. AVG. PER DWELLING UNIT		
RE-2	RESIDENTIAL ESTATE, 2 ACRE TWO ACRES PER DWELLING UNIT	T-S	TOWN SECTOR 1500 ACRES MINIMUM. MAX. DENSITY 15 PERSONS PER AC.		
RE-1	RESIDENTIAL ESTATE, 1 ACRE 40,000 SQ. FT. PER DWELLING UNIT	C-1	LOCAL COMMERCIAL		

N

0 1000 feet 2000

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Approved and Adopted Feb. 1985

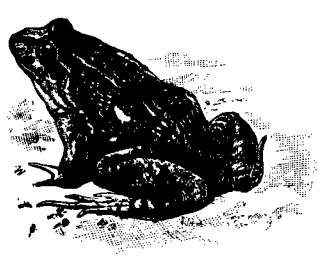
BOYDS MASTER PLAN

Montgomery County, Maryland

Zoning Plan

8

FIGURE



APPENDICES

APPENDIX A

RESOURCES WITHIN THE BOYDS HISTORIC DISTRICT

This amendment recommends the designation of the area identified in Figure as a Master Plan Historic District. All properties within the District will be subject to the provisions of the County's Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, which governs exterior changes to the District's resources and their environmental settings.

(Note: For future reference and administration of the Ordinance, the Atlas identification number 18/8 has been assigned to District properties as indicated.)

18/8 Boyds Agricultural Village

- A cohesive grouping of residential, religious and commercial structures characteristic of a turn-of-the-century agricultural village and reflective of the rail-oriented heritage of the County.

The following properties are recognized as primary resources to the Boyds Historic District:

Atlas #	Site	Parcel #
18/8-1	David Mauglin House - 15215 Barnesville Road	P972

- Circa 1890--Gothic Revival residence with decorative fan-like porch brackets and carved balusters.
- The only surviving structure built by Col. James A. Boyd, contractor with the B & O Railroad and co-developer of Boyds.

18/8-2	15200 Barnesville Road	P26

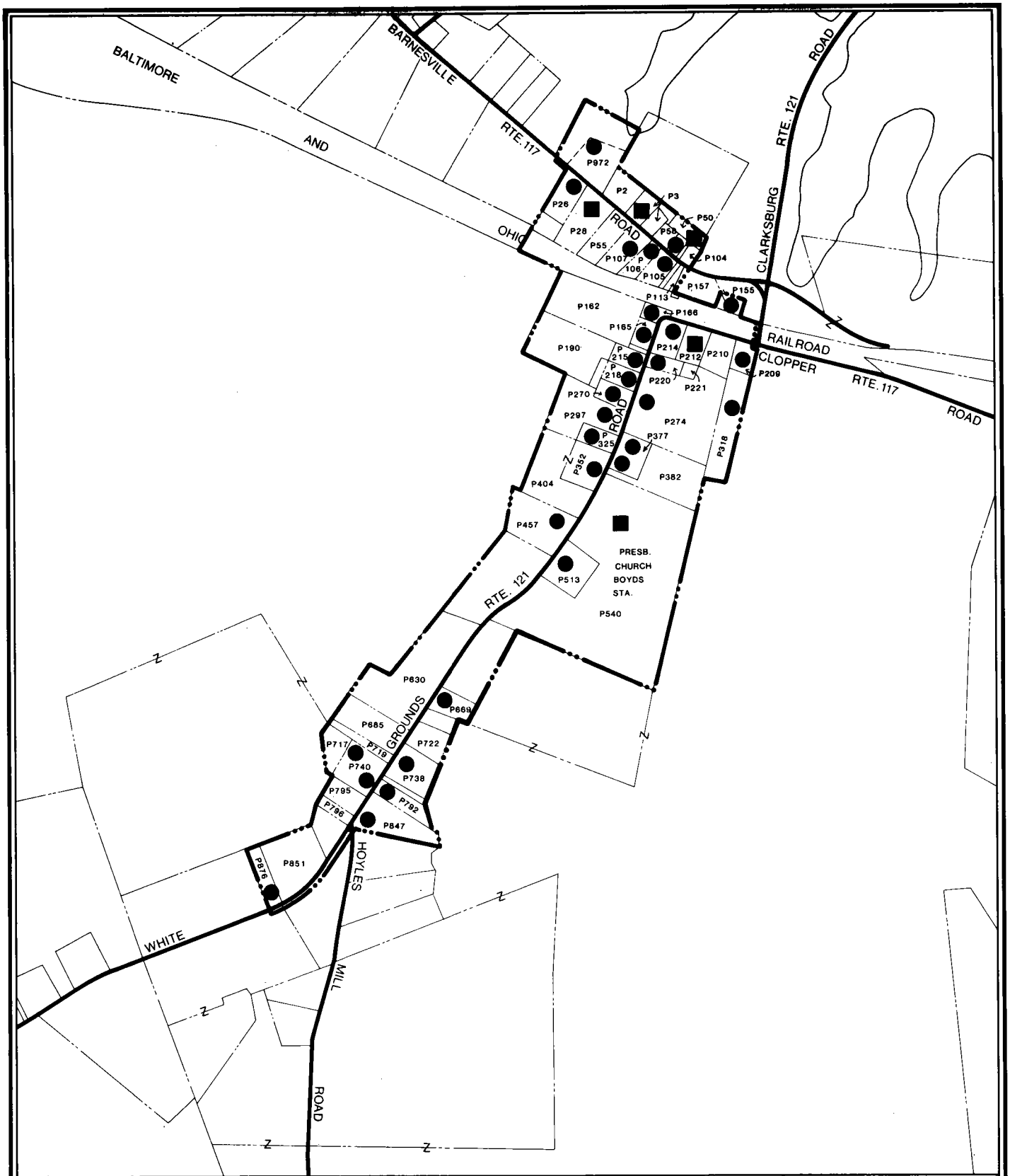
- Constructed between 1880-1890.
- Example of the Gothic Revival style includes wraparound porch with turned columns and fan brackets and an entrance treatment with transom and sidelights.

18/8-3	15130 Barnesville Road	P107

- Turn-of-the-century revival style with wraparound porch with neo-classical columns, bay window, and ornate eave brackets.

18/8-4	15121 Barnesville Road	P58

- Circa 1880--Gothic Revival dwelling with double-hung sash and wheel window in the center gable.



HISTORIC DISTRICT BOUNDARY

PRIMARY RESOURCES 1850-1935

SECONDARY RESOURCES 1936-

N

0 350 feet 700

0 2.1 kilometer 4.2

Approved and Adopted Feb. 1985

BOYDS MASTER PLAN

Montgomery County, Maryland

Master Plan Historic District

Atlas #	Site	Parcel #
18/8-5	Antique Shop - 15120 Barnesville Road	Part of P105

- Constructed ca. 1890.
- Freestanding retail shop with tin gable roof typical of late 19th/early 20th century rural commercial structures.

18/8-6	National Solvents - 15114 Barnesville Road	Part of P105

- Constructed circa 1890-1900.
- Deep, narrow commercial building with lap siding and tin gable roof with simple hipped-roof porch.

18/8-7	Boyds Market - 15110 Barnesville Road	Part of P105

- Original frame section circa 1920, front formstone section with mission revival facade added in the 1940's.
- Typical in both design and building materials of early 20th century commercial structure.

18/8-8	Hoyles Mill - 15100 Barnesville Road	Part of P157/155

- Two-story frame grist mill with pressed tin siding constructed ca. 1915.
- One of only a handful of grist mills surviving in Montgomery County.

18/8-9	Boyds Passenger Platform and Station Site	B&O RR Right-of-Way

- Site of the original B&O station in operation from 1880's to the track widening in the 1920's. Second station operated from the 1920's to 1968.
- Historically significant as the transportation improvement which brought new development to the area giving rise to the town of Boyds.

18/8-10	15004 Clopper Road	P209

- Circa 1880--two-story frame, simple early Gothic Revival residence.

18/8-11	15010 Clopper Road	P318

- Circa 1880--two-story frame, Gothic Revival, residence featuring window wheel side gables and decorative porch treatment across the front of the house.
- Setting includes a two-story outbuilding of the same period with German siding connected to the main house by a modern breezeway.

Atlas #	Site	Parcel #
18/8-12	15030 Clopper Road	P214

- Circa 1880's--two-story frame, Gothic Revival residence featuring wheel window in center gable of main (north) facade, and two-story turriculate bay on west (White Grounds Road) facade.

18/8-13	19940 White Grounds Road	P166

- Circa 1905--two-story frame, vernacular farmhouse fronting the B&O tracks.

18/8-14	19934 White Grounds Road	P165

- Circa 1890's--two-story frame vernacular farmhouse.

18/8-15	19925 White Grounds Road	P220

- Circa 1900's--two story frame, simple Gothic Revival residence, featuring wheel window in center gable of main facade.

18/8-16	19924 White Grounds Road	P215

- Circa 1880's--two-story frame, Gothic Revival residence featuring lancet arch window in center.gable of main facade; center gable is repeated in roof line of decorative porch.

18/8-17	19920 White Grounds Road	P218

- Circa 1890's--two-story frame, Queen Anne residence featuring protruded second story center bay surmounted by center gable covered in fish-scale shingles.

18/8-18	19921 White Grounds Road	P274

- Circa 1880's--Queen Anne style residence featuring German siding, two-story extended bay with gable on front facade with carved sunrise design on the eaves.

18/8-19	19916 White Grounds Road	P270

- Circa 1900's--two-story frame Gothic Revival residence featuring cross gable roof with decorative brackets, Palladian window in center gable of main facade; center gable repeated in porch roof line.

18/8-20	19910 White Grounds Road	P297

- Circa 1910's--two-story frame, Colonial Revival style residence with hipped roof and dormers and featuring projected bay entranceway.

Atlas #	Site	Parcel #
	- Setting includes a carriage house with German siding, gable front, seamed tin roof and cupola.	
18/8-21	19904 White Grounds Road	P325
	- Circa 1920's--two-story frame, Colonial Revival residence, apparently covered later with brick veneer.	
18/8-22	Boyds Presbyterian Church	P377
	- 1876--Gothic Revival rural church.	
	- Setting includes a cemetery to the rear of the church yard.	
18/8-23	Presbyterian School	P377
	- Circa 1870's--one-story and loft frame schoolhouse featuring cupola with louvered windows.	
18/8-24	19900 White Grounds Road	P352
	- Circa 1880's--two-story frame, Gothic Revival residence, hipped roof with center gable on main facade featuring decorative brackets.	
18/8-25	19810 White Grounds Road	P457
	- Circa 1880's--two-story frame rural vernacular farmhouse.	
18/8-26	19801 White Grounds Road	P513
	- Circa 1880's--two-story frame Gothic Revival residence.	
18/8-27	Diggens House - 19701 White Grounds Road	P669
	- Constructed between 1870's-1890's.	
	- Important as an example of a typical two-story, two room up, two room down, post emancipation black dwelling.	
18/8-28	Duffin Family House - 19635 White Grounds Road	P722
	- Circa 1980--significant to the County as an unusual example of an extended dwelling.	
	- Similar in floor plan to typical post emancipation dwelling but more elaborate in decorative detailing with bracketed porch supports and a porch gable directly aligned with the center gable of the original portion of the house.	

18/8-29 Duffin-Hebron House - 19625 White Grounds Road P738

- Constructed 1870-1890's.
- Typical two room up, two room down, post emancipation dwelling.

18/8-30 St. Marks Methodist Church - 19620 White Grounds Rd. P740

- Constructed in 1893--typical vernacular rural church with interesting decorative verge board along front gable.
- Setting includes a small cemetery to the side and rear of the church yard.
- Ancilliary parish hall dating from the 1930's is not architecturally significant and need not be preserved as part of the environmental setting.

18/8-31 William Gibbs House - 15465 Hoyles Mill Road P847

- Circa 1870's--Typical post emancipation dwelling.

18/8-32 Boyds Negro School - 19510 White Grounds Road P876

(Note: Previously designated as individual Historic Site #18/11 as part of the September 1979 Master Plan for Historic Preservation).

- 1895--frame, 1½-story rectangular structure.
- A one-room school for black children on this lot in 1879 was replaced by this structure, which was used until 1936.

The following properties are recognized as secondary resources to the Boyds Historic District:

Atlas #	Site	Parcel #
18/8-33	15140 Barnesville Road	P28

- Constructed ca. 1950 in an imitation of the bungalow style.

18/8-34	15131 Barnesville Road	P3

- Constructed ca. 1930, modified bungalow style.

18/8-35	15020 Clopper Road	P212

- Non-historic structure constructed in the 1940's--one and half story stucco over cement block.

Atlas #	Site	Parcel #
18/8-36	Boyds Day Care Center	P540

- Non-historic structure constructed in the 1950's.
- Two-story cinderblock, brick and frame building.

The following properties are recognized as spatial resources to the Boyds Historic District and are included in the environmental setting of the District:

Atlas #	Parcel #
18/8-37	P55

- Vacant parcel--former site of Wheelwright's house, circa 1900 Gothic Revival structure.

18/8-38	P2

- Vacant--open space.

18/8-39	P382

- Open space associated with Boyds Presbyterian Church, portion in use as church cemetery.

18/8-40	P630
18/8-41	Part of 850
18/8-42	P685
18/8-43	Part of 440
18/8-44	P719
18/8-45	P722
18/8-46	Part of 747
18/8-47	P796
18/8-48	P851

- Parcels 630-851 are vacant and predominantly covered by second growth and scrub vegetation.

Atlas #	Site	Parcel #
18/8-49	P717	
	- Open space associated with St. Mark's Church, portion in use as a cemetery.	
18/8-50	P795	
	- Vacant--former site of St. Mark's rectory circa 1900 Gothic Revival cottage.	
18/8-51	P210	
18/8-52	Part of 274	
18/8-53	P162	
18/8-54	P190	
18/8-55	Part of P297	
18/8-56	Part of P404	
	- Parcels 210- part of 404 are associated with primary resources and are currently either in open space, under cultivation or in use as pasture.	
18/8-57	Part of 540	
	- Property associated with the Boyds Day Care Center functioning partially as parking and play areas for the Center with a portion under cultivation.	

APPENDIX B

MNCPPC NO. 85-4

RESOLUTION

SUBJECT: Boyds Master Plan

WHEREAS, The Maryland National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, The Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission held public hearings on May 27 and June 2, 1982, June 27, and September 15, 1983, on preliminary draft amendments to the Boyds Master Plan, being also a proposed amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration, approved the following final draft amendments and recommended that they be approved by the Montgomery County Council:

- Final Draft Amendment to Boyds Master Plan (March 31, 1983)
- Final Draft Amendment Horman Property (March 5, 1984)
- Final Draft Amendment Boyds Historic Resources (March 27, 1984); and

WHEREAS, the Montgomery County Council reviewed the material of record and discussed the Final Draft Master Plan Amendments with interested parties; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County, on July 24 1984; October 2, 1984, and January 22, 1985, approved the Final Draft Amendments of said plan by Resolutions No. 10-864, No. 10-

976, and No. 10-1125.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said amendments to the Boyds Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways as approved by the Montgomery County Council, in the attached Resolutions No. 10-864, No. 10-976, and No. 10-1125; and

BE IT FURTHER RESOLVED that as to Resolution NO. 10-864, this adoption be effective July 25, 1984 nunc pro tunc and that as to Resolution No. 10-976, this adoption be effective October 3, 1984 nunc pro tunc; and

BE IT FURTHER RESOLVED that this amendment be reflected on copies of the aforesaid plan and that copies of such amendment shall be certified by the Maryland-National Capital Park and Planning Commission and filed with the Clerks of the Circuit Court on Montgomery and Prince George's Counties, as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Heimann, seconded by Commissioner Yewell, with Commissioners Heimann, Yewell, Brown, Christeller, Dabney, Dukes, Granke, Keller and Krahnke voting in favor of the motion, and with Commissioner Keeney being absent, at its regular meeting held on Wednesday, February 13, 1985 in Prince George's County, Maryland.

Thomas H. Countee, Jr.

Thomas H. Countee, Jr.

Executive Director

APPENDIX C

Resolution No. 10-864

Introduced: July 24, 1984
Adopted: July 24, 1984

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

SUBJECT: Amendment to the Final Draft Boyds Master Plan re Boyds Quarry

WHEREAS, on March 31, 1983, the Montgomery County Planning Board transmitted the Final Draft Boyds Master Plan to the Montgomery County Council; and

WHEREAS, the Montgomery County Executive, pursuant to Section 33A-7 of the Montgomery County Code, has duly conveyed to the Montgomery County Council his comments and recommendations on said Final Draft Boyds Master Plan; and

WHEREAS, the Montgomery County Council held a public hearing on June 14 and June 16, 1983, wherein oral and written testimony was received concerning the Final Draft Boyds Master Plan; and

WHEREAS, the Council Planning, Housing and Economic Development Committee reviewed the Final Draft Boyds Master Plan and the issues raised at the public hearing with the Montgomery County Planning Board, and representatives of the County Executive, Rockville Crushed Stone and affected Citizens' Associations at worksessions held on June 28, 1983 and July 12, 1983; and

WHEREAS, the Montgomery County Council reviewed the recommendations of the Planning, Housing and Economic Development Committee and the feasibility of an all rail-haul option for movement of aggregates from Boyds to a site outside the County, at worksessions held on July 26 and October 4, 1983, March 13 and March 27, 1984; and

WHEREAS, at the County Council's request, the applicant explored in more detail the feasibility of all rail haul of the stone to a site within the County; and

WHEREAS, as a result of this request a report was prepared by Rockville Crushed Stone to demonstrate the economic viability of an all rail-haul quarry, which was subsequently analyzed by the Montgomery County Planning Board and Office of Management and Budget; and

WHEREAS, Rockville Crushed Stone has stipulated that all rail-haul of the stone is economically and operationally feasible for the short-term and long-term operation of a quarry in the Boyds area; and

WHEREAS, the Council has concluded that an all rail-haul operation of the diabase deposit at Boyds would mitigate potential community impacts pertaining to safety, noise, fumes and traffic conflicts associated with truck haul; and

WHEREAS, the Council recognizes that the benefits from using skid resistant materials in road surfacing from a safety perspective are significant and uncontroverted; and

WHEREAS, the Council recognizes that the County does not have a local source of stone which can be used for concrete mix; and

WHEREAS, the Council is of the opinion that the Boyds diabase deposit is a valuable natural resource which should be preserved and protected until such time as clear and documented benefits from the use of the diabase deposit can be demonstrated; and

WHEREAS, the Council believes that it is appropriate for the Boyds Master Plan to set forth general guidelines for determining when quarrying of the Boyds diabase deposit would be permitted, as well as criteria controlling the development and operational requirements for a quarry.

NOW, THEREFORE, BE IT RESOLVED BY THE County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District within Montgomery County, that -

The Final Draft Boyds Master Plan is hereby approved as amended by the Council to designate an area that may be suitable for mineral resource extraction, generally located between Bucklodge Road and White Ground Road, adjacent to the B&O Railroad right-of-way.

BE IT FURTHER RESOLVED that -

All transportation of stone from the Boyds mineral resource extraction site shall be by rail only for the short term and long term.

BE IT FURTHER RESOLVED that -

A determination of when quarrying activities would be permitted should take into consideration: (1) the general availability of diabase or similar stone in the region; (2) the cost of procuring the stone including hauling cost; (3) the need for the stone from a County-wide and region-wide perspective; (4) the demand for the use of diabase or similar stone in State and County road projects, (5) other relevant factors suitable for demonstrating the economic benefit for use of the stone and its need from a County-wide perspective, and (6) the impact of a quarry and haul traffic on Boyds and other affected areas.

BE IT FURTHER RESOLVED that -

Consideration and evaluation of benefits of a quarrying operation in the Boyds Master Plan area and the appropriate time for commencement of quarrying activities may appropriately be determined in connection with the findings necessary in the local map amendment process, without need for future amendment of the Boyds Master Plan for this purpose.

BE IT FURTHER RESOLVED that -

To ensure compatibility of mineral extraction activities and surrounding land uses, and to protect surrounding communities from potential negative impacts which may be associated with mineral extraction activities an application for the Mineral Resource Recovery Zone shall not be approved unless:

- A signed agreement has been reached with the B & O Railroad Company regarding on-site rail siding at Boyds.
- The applicant can indicate an ability to comply with County on-site noise standards.
- The air-conditioning of Taylor Learning Center is programmed in the CIP or is in operation.
- The Development Plan approved in connection with the Mineral Resource Recovery Zone requires:
  - All stone mined at the quarry to be shipped by rail.
  - A staging element coordinating construction with the availability of an appropriately zoned site for receipt of the rail-hauled stone.

- A detailed construction schedule and program, which will minimize the impact of construction on the site upon the Boyds community.

- All quarry operations be screened from adjoining land uses and roadways by natural topography, buffering and/or man-made earth berms.

- Berming and extensive landscaping to screen private on-site access roads, compatible with the surrounding countryside.

- The crushing plant to be located in as low an area as possible.

- Lighting at the site not be intrusive to the community.

- A protected area extending at least 750 feet from the perimeter of the quarry site in which area the quarry operator would be responsible for maintaining the same well water yields and levels as existed prior to quarrying operations.

- A temporary quarry access road for the transport of construction material which by-passes the residential and commercial center of Boyds.

- That there be no access road for haul trucks and no local access for delivery of stone to Germantown, Boyds and Gaithersburg.

BE IT FURTHER RESOLVED that -

The Department of Environmental Protection pursuant to the Montgomery County Quarry Ordinance should require:

- A regular blasting schedule be established which is compatible with the hours of operation of the Taylor Learning Center.

BE IT FURTHER RESOLVED that -

The Department of Environmental Protection should require the applicant to submit for Department of Environmental Protection approval a well-monitoring program to determine whether any problems with individual wells/septic fields are attributable to the operation of the quarry, and that the Department should establish an environmental mediation system.

BE IT FURTHER RESOLVED that -

- The Council endorses the designation of a historic district in Boyds, and determination of the boundaries of the historic district as a separate resolution to amend the County Master Plan for Historic Preservation.

- The proposal to redesignate 20 acres of I-1 land should be examined according to a recent Court Order and be the subject of a separate resolution to amend the Master Plan.

BE IT FURTHER RESOLVED that -

The text and maps of the Final Draft Boyds Master Plan are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the decisions of the County Council as expressed in this resolution.

BE IT FURTHER RESOLVED that -

The final printing of the Boyds Master Plan shall not be undertaken until such time as the revised text of the Master Plan has been reviewed and approved by the Council.

A True Copy.
ATTEST:

Kathleen A. Freedman, Acting Secretary
of the County Council for
Montgomery County, Maryland

Z7/10

Resolution No. 10-976

Introduced: October 2, 1984
Adopted: October 2, 1984

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

SUBJECT: Final Draft Amendment to the Boyds Master Plan re Horman Property

WHEREAS, on March 5, 1984, the Montgomery County Planning Board transmitted to the Montgomery County Council the Final Draft Amendment to the Boyds Master Plan recommending 22 acres of Light Industrial (I-1) zoning for the Horman property located at the northwest intersection of Bucklodge Road and the B&O Railroad; and

WHEREAS, the Final Draft Amendment to the Boyds Master Plan concerning the Horman property was undertaken in compliance with the March 30, 1983, Remand Order issued by the Circuit Court of Maryland; and

WHEREAS, the Circuit Court Remand Order states that:

"Such remand shall be for the limited purpose of further planning review of Appellants' property, and more particularly for consideration by Appellees of the planning aspects and appropriateness of including all of Appellants' property within the Boyds Master Plan and for a determination of the proper type of zoning for said property. In such planning studies the Planning Board and District Council may include the restoration of all, part, or none of the I-1 zoning to any part of Appellants' property"; and

WHEREAS, the Montgomery County Council held a public hearing on June 19, 1984, wherein oral and written testimony was received concerning the Final Draft Boyds Master Plan Amendment for the Horman property; and

WHEREAS, two land use and zoning alternatives were addressed at the public hearing, as follows:

Alternative 1: Retain the land use and zoning proposed in the Final Draft Master Plan, now being considered by the District Council: I-1 on 20 acres.

Alternative 2: Increase the I-1 acreage by 24 acres to encompass the portion of the Horman tract lying outside the Boyds Planning Area boundaries. This would result in 44 acres of I-1 land.

WHEREAS, the Council Planning, Housing and Economic Development Committee reviewed the Final Draft Boyds Master Plan Amendment and the issues raised at the public hearing with the Montgomery County Planning Board, representatives of the County Executive, and affected Citizens' Associations at a worksession held on September 18, 1984; and

WHEREAS, the Planning, Housing and Economic Development Committee recommended to the Council that land use and zoning Alternative 1 with 22 acres of Light Industrial (I-1) zoning for the subject property be approved, since it would result in a mix and scale of industrial activities more in keeping with the rural character of the surrounding area; and

WHEREAS, the Montgomery County Council reviewed the recommendations of the Planning, Housing and Economic Development Committee at a meeting held on October 2, 1984.

NOW, THEREFORE, BE IT RESOLVED BY THE County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District within Montgomery County, that -

The Final Draft Amendment to the Boyds Master Plan recommending 22 acres of Light Industrial (I-1) zoning for the Horman property located at the northwest intersection of Bucklodge Road and the B&O Railroad is hereby approved as follows:

Land Use and Zoning Recommendations for the Horman Property

This Plan recommends 22 acres of Light Industrial (I-1) zoning at the northwest intersection of Bucklodge Road and the B&O Railroad. (See Figure 3, Amendment to Boyds Master Plan Zoning.) Uses permitted in this zone include warehousing, electronics assembly, lumberyards, printing plants, and the like.

Industrial zoning has existed in this area since the 1950's. The 1978 Boyds Master Plan and subsequent rezoning

actions reduced 89 acres of industrial zoning to 20 acres. This Plan confirms 22 acres of light-industrial zoning but shifts the I-1 designation to a site adjoining the railroad tracks. Rural zoning is continued along Bucklodge Road to a depth of several hundred feet to help buffer industrial uses from existing residences. Rural Density Transfer (RDT) zoning is confirmed to the north and west.

Although the Master Plan recommends I-1 zoning, this property is not suitable as a major employment center. Low intensity uses, such as warehousing, are envisioned.

A stormwater management facility is recommended at the location shown in the land use plan map.

A True Copy.

ATTEST:

Kathleen A. Freedman, Acting Secretary
of the County Council for
Montgomery County, Maryland

Resolution No. 10-1125

Introduced: January 22, 1985
Adopted: January 22, 1985

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

SUBJECT: Final Draft Amendment to the May 1978 Approved and Adopted Boyds Master Plan re Historic District

WHEREAS, on March 27, 1984, the Montgomery County Planning Board transmitted to the Montgomery County Council a Final Draft Amendment to the Approved and Adopted Boyds Master Plan; and

WHEREAS, the Final Draft Amendment is also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, to the Master Plan of Highways within Montgomery County, Maryland, and to the Master Plan for Historic Preservation; and

WHEREAS, the Final Draft Amendment proposes Historic District designation of a portion of the Boyds area and identification of several individual sites for historic preservation; and

WHEREAS, on June 19, 1984, the Montgomery County Council held a public hearing wherein oral and written testimony was received concerning the Final Draft Amendment to the Boyds Master Plan; and

WHEREAS, the Montgomery County Historic Preservation Commission endorsed incorporating the area of the greatest concentration of historic resources within a unified Boyds Historic District; and

WHEREAS, on September 18, 1984, the Council's Planning, Housing and Economic Development Committee reviewed the Final Draft Amendment to the Boyds Master Plan and requested that staff conduct a survey to ascertain whether or not property owners in the southern section of White Ground Road prefer individual historic site designation or designation of the entire neighborhood as an Historic District; and

Resolution No. 10-1125

WHEREAS, on December 7, 1984, the Council's Planning, Housing and Economic Development Committee met to review the results of the survey, as well as issues raised in connection with the Final Draft Master Plan Amendment; and

WHEREAS, residents and property owners of the Boyds area attending the Planning, Housing and Economic Development Committee meeting expressed strong support for a single Boyds Historic District designation as recommended by the Historic Preservation Commission; and

WHEREAS, the Montgomery County Council reviewed the recommendations of the Planning, Housing and Economic Development Committee at a worksession held on January 8, 1985.

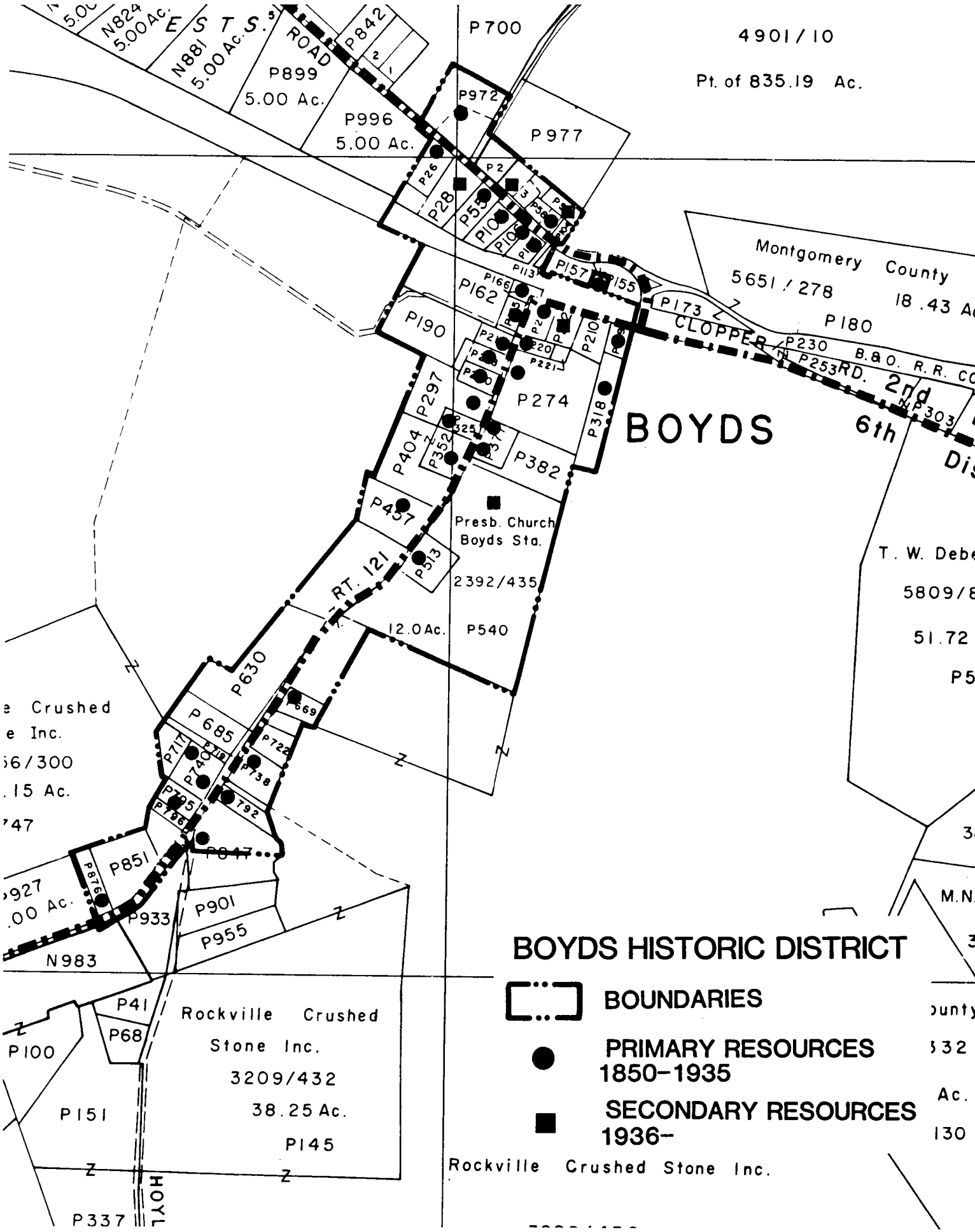
WHEREAS, the Final Draft Amendment to the Boyds Master Plan and Master Plan for Historic Preservation dated March 1984, is hereby approved with the following revisions:

NOW, THEREFORE, BE IT RESOLVED by the County Council, sitting as a District Council for that portion of the Maryland-Washington Regional District within Montgomery County, that -

The May 1978 Boyds Master Plan and September 1979 Master Plan for Historic Preservation are hereby amended to designate the Boyds Historic District as recommended by the Montgomery County Historic Preservation Commission, as shown on the attached map, titled Boyds Historic District.

BE IT FURTHER RESOLVED that -

The following Historic Resources are included within the Boyds Historic District:


BOYDS HISTORIC DISTRICT
BOUNDARIES
PRIMARY RESOURCES 1850-1935
SECONDARY RESOURCES 1936-
BOYDS
Presb. Church Boyds Sta.
2392/435
12.0 Ac.
P540
RT. 121
CLOPPER RD.
B.&O. R.R. CO
Montgomery County
5651/278
18.43 Ac
P180
4901/10
Pt. of 835.19 Ac.
P700
P977
P972
P899
5.00 Ac.
P996
5.00 Ac.
N881
5.00 Ac.
N824
5.00 Ac.
P842
ROAD
P162
P190
P274
P297
P404
P352
P382
P457
P513
P630
P685
P851
P933
P901
P955
N983
P41
P68
P100
P151
P337
Rockville Crushed Stone Inc.
3209/432
38.25 Ac.
P145
Rockville Crushed Stone Inc.
T. W. Debe
5809/8
51.72
6th
2nd
Dis

Primary Resources

15215 Barnesville Road	part of parcel P972
15200 Barnesville Road	Parcel 26
15130 Barnesville Road	Parcel 107
15121 Barnesville Road	Parcel 58
15120 Barnesville Road	Parcel 105
15114 Barnesville Road	Parcel 105
15110 Barnesville Road	Parcel 105
15100 Barnesville Road	Parcel 157/155
15010 Clopper Road	Parcel 318
15004 Clopper Road	Parcel 209
15030 Clopper Road	Parcel 214
19940 White Grounds Road	Parcel 166
19934 White Grounds Road	Parcel 165
19925 White Grounds Road	Parcel 220
19924 White Grounds Road	Parcel 215
19920 White Grounds Road	Parcel 218
19921 White Grounds Road	Parcel 274
19910 White Grounds Road	Parcel 297
19904 White Grounds Road	Parcel 325
Old Boyds Presbyterian Church	Parcel 377
19900 White Grounds Road	Parcel 352
19800 White Grounds Road	Parcel 513
19810 White Grounds Road	Parcel 457
19701 White Grounds Road	Parcel 669
19620 White Grounds Road	Parcel 740
19635 White Grounds Road	Parcel 722
19625 White Grounds Road	Parcel 738
19510 White Grounds Road	Parcel 876
15465 Hoyles Mill Road	Parcel 847

Secondary Resources

15140 Barnesville Road	Parcel 28
15131 Barnesville Road	Parcel 3
15020 Clopper Road	Parcel 212
New Boyds Presbyterian Church	Parcel 540

Spacial Resources - included in the environmental setting of the district:

Parcel 55

Parcel 2

Parcel 382

Parcel 630

Parcel 685

Parcel 719

Parcel 722

Parcel 851

Parcel 717

Parcel 796

Parcel 404

Parcel 297

Parcel 190

Parcel 162

Parcel 210

BE IT FURTHER RESOLVED that -

The text of the Final Draft Boyds Master Plan and Master Plan for Historic Preservation, dated March 1984, is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council.

A True Copy.

ATTEST:

Kathleen A. Freedman

Kathleen A. Freedman, Acting Secretary
of the County Council for
Montgomery County, Maryland

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