Plan Area
History

• Boyds and Germantown grew out of post-Civil War growth and development generated by the arrival of the railroad.
• Boyds retains its original size and rural village character within a large historic district.
• Germantown has grown into a major suburban residential community and commercial center with several historic sites around its station.
Map of the Metropolitan Branch as it runs through Montgomery County
from History of Western Maryland (1882) by Thomas Scharf
**History of Boyds**

- **Pre-1700**: The Seneca and Piscataway peoples traverse what is to become Boyds.

- **1756**: Thomas Howard patents a 250-acre land grant where Boyds is later established. Tobacco farming follows.

- **1783**: Maryland amends its Constitution on November 1, 1864 to free its slaves.

- **1800**: The Metropolitan Branch of the B&O Railroad opens in Montgomery County.

- **1837**: James Alexander Boyd purchases land, and the Village of Boyds Station grows from the former railroad labor camp.

- **1864**: Winderbourne, originally the summer residence of Enoch and Mary Totten, is built.

- **1873**: A brick station house was designed by Baltimore architect, Ephraim Francis Baldwin. The building replaces an earlier station house.

- **1895**: The Boyds Negro School is built and served as the only public school for black students, grades 1 through 8 in the Boyds area from 1895-1936.

- **1915**: Hoyles Mill is built. It is one of the few surviving grist mills in Montgomery County.

- **1951-1952**: The Edward U. Taylor School is constructed as was one of the few modern school built to serve black students during the era of segregation. The school closed to students in 1979 due to a failing septic system and is now a facility that houses science instruction materials.

- **1984**: The Metropolitan Branch is widened to two tracks. The brick Baldwin Station is removed to make way for the second track. A railroad bridge is built to allow Barnesville Road to connect with Coppers Road east of the station, and the White Ground Road track crossing is removed and replaced with a pedestrian underpass.

- **1985**: The Boyds Historic District is established in the Master Plan for Historic Preservation as a well-preserved rural village. It is representative of post-Civil War development and growth generated by the coming of the railroad to the area in the last quarter of the 19th century.

- **Little Seneca Lake**: A 505-acre man-made lake which provides backup water to the Potomac River in times of drought, is completed.
History Germantown

Pre-1700
The Seneca and Piscataway hunt and travel through the area of today’s Germantown.

1830
German-speaking settlers establish a community near the intersection of today’s Liberty Mill and Clopper Roads. Free blacks settle near the original Germantown in a community called Brownstown, at the junction of Black Rock and Germantown Roads and in another area east side of Rifeleford Road.

1853
After the Metropolitan Branch of the B&O Railroad opens in 1873, the commercial nucleus of Germantown shifts a mile north to the railroad stop near today’s Mateny Hill and Liberty Mill Roads. This area became known as New Germantown or Germantown Station.

1873

1883
1888
1891
1914
1974

1899-1902
The Madeline V. Waters House, the most elaborate house in Germantown, is built along Wisteria Drive. The house is destroyed by arson in 1986. A linear park along Wisteria Drive at Germantown Road commemorates the house and its setting.

1883
The Gothic Revival influenced, Pumphrey-Mateny House is built near the intersection of today’s Walter Johnson and Bowman Mill Roads.

A larger station house, designed by Baltimore architect, Ephraim Francis Baldwin, replaces the smaller station house.

Circa 1901
Upton Bowman builds a house on the south side of the railroad tracks.

1914-1918
The original Bowman Brothers Mill burns down, but is rebuilt in 1916 with six silos. In 1918, mill’s name is changed to Liberty Mill.

1998
New Germantown Road (MD 118) is built one block northwest of old Germantown Road, which is renamed Liberty Mill and Walter Johnson Roads. The old Germantown Road connection is replaced by a pedestrian bridge over the railroad tracks.

1963-1972
The Liberty Mill closes in 1963. In 1972, the mill building burns down.

1974
Seneca Valley High School opens as the first high school in Germantown on the site of a dairy farm owned by Walter Johnson.

1960s
Germantown expands after approval of the Wedges and Corridors Plan.

M-NCPPC
October 5, 2017
Planning Board Briefing
Boyds and Germantown Today
Design Workshop

- 4-day workshop in March 2016
- 15 presentations by agency representatives.
- Visioning exercise.
- Developed initial ideas.
- Synthesized ideas.
Concept **Boyds**

- Protect integrity of the historic and natural environmental setting.
- Promote uses and designs that are compatible with the historic district and sites.
- Increase MARC ridership.
Concept

Germantown

• Protect the historic and established residential areas.
• Safety for pedestrians and bicyclists.
• Greater street connectivity.
• Take advantage of natural features.
Planning Principles

- **PRESERVE** the historic character of the Boyds and Germantown communities.

- **CONNECT** Boyds and Germantown, both internally and beyond, to ensure a viable range of transportation choices, including expanded MARC ridership, improved pedestrian and bicycle mobility, and efficient vehicular travel.

- **SUSTAIN** the area’s natural resources while acknowledging and respecting the area’s environmental and infrastructure constraints.

- **RENEW** the Boyds and Germantown station areas with new uses that support MARC commuter rail service, preserve and enhance community character, and serve community residents.
Preserve

Vision:

Preserve, celebrate and interpret the shared history and unique historic resources of the Boyds and Germantown rail communities to foster a distinct community identity and strong sense of place. Position both station areas for the future by sensitively adapting and enhancing historic structures for continued use while ensuring that future development and transportation improvements maintain the integrity of the historic settings.
Preserve

• **Retain, restore and rehabilitate** historic resources that contribute to the historic fabric of both communities.

• Encourage the **compatible reuse** of structures that lend historic character to both communities, to maintain the rail communities’ historic integrity while revitalizing and enhancing MARC station areas.

• Ensure that **future development and supporting elements are compatible** with existing historic districts and resources.

• **Celebrate, interpret and highlight historic resources** through programming, interpretive elements, and improvements to wayfinding.
Preserve Boyds
Preserve Germantown
Connect

Vision:

Preserve and celebrate the MARC stations, their functions, and their role as defining elements of each rail community’s identity. Support the continued viability of rail service at both stations. Reduce dependency on the automobile for daily trips by improving the walking and bicycling environments and expanding public transportation options. Manage the roadway network to improve efficiency. Ensure context-sensitive transportation improvements that preserve the character, historic resources, and community-serving facilities in both communities.
Connect

• Support the future viability of MARC rail service through measures to expand ridership and service, while improving connections to the stations.

• Create a context-sensitive, interconnected street network that is safe, attractive, comfortable and convenient for all users regardless of age, mobility or transportation choice.

• Support the county’s complete streets and Vision Zero policies.

• Expansion of rail facilities must protect and be compatible with existing historic districts and resources.
Connect Boyds

Bus Turnaround and Drop Off

Boyds Country Store

Existing Pedestrian Underpass

Proposed Handicap Lift

Historic Hoyles Mill

Barnesville Rd

Proposed Additional MARC Parking

Stormwater Management Area

Existing MARC Parking

Clarksburg Rd
Connect Germantown

- New Waters Road Connection
- Potential Parking Garages
- Realign Bowman Mill Drive
- Pumphrey Mateny House
- Potential New Surface Parking Lots
- Extend Crystal Rock Drive
- Dedicated Bus Loop and Bus Shelters
- Extend Bowman Mill Road
Connect Boyds

- Existing roads are solid lines.
- Realigned roads are dashed.
Connect Boyds

Potential future railroad bridge and underpass
Connect Germantown

- Existing roads are solid lines.
- Proposed and realigned roads are dashed.
Middlebrook Road:

- “Road Diet” - reduce the number of lanes from 6 to 4.
- Set speed limit to 30 mph (25 mph during school hours).
- Establish two-way separated bike lanes on both sides of the road.
- Can implement in a phased approach.
Connect Germantown

Great Seneca Highway:

• Maintain as a 4-lane divided road.

• Provide curb and gutter.

• Establish the street as a tree-lined boulevard with expanded pedestrian and bike facilities.
Connect Germantown

Wisteria Drive by Seneca Valley High School:

• Establish as a 4-lane, tree-lined boulevard with pedestrian and bike facilities.
• Use curb lanes for off-peak parking.
• Incorporate median breaks with pedestrian refuges between Seneca Valley High School and Rolling Hills Apartments.
Connect Germantown

Wisteria Drive between Waters Road and Crystal Rock Drive:

• Establish as a divided 4-lane, tree-lined boulevard with pedestrian and bike facilities.
• Provide on-street parking.
• Incorporate median breaks with pedestrian refuges.
Connect Germantown

Germantown Road:

- Maintain as a 6-lane road.
- Provide a sidepath on the northwest side of the road and a sidewalk on the southeast side.
- Provide a traffic signal and pedestrian crosswalk at the intersection of Germantown Road and Bowman Mill Drive/Waters Road.
Connect Germantown

Bowman Mill Drive:

- Extend Bowman Mill Drive from Germantown Road to Great Seneca Highway.
- Realign the road to the south side of the Pumphrey-Mateny House.
- Provide a dedicated bus loop near the MARC station.
- Construct a sidepath on one side of the street and a sidewalk on the other side.
Sustain

Vision:

Foster environmental stewardship by protecting the area’s sensitive natural assets, enhancing the tree canopy and water resources, and adapting the built environment to sustainably manage stormwater runoff. Acknowledge and celebrate the area’s distinctive environmental setting, while thoughtfully managing infrastructure and utilities to support community character and public health.
Sustain

• Preserve and enhance the area’s natural assets and tree canopy, including designated Best Natural Areas.
• Protect and restore the area’s water resources.
• Acknowledge the area’s unique geology, its influence on the area’s natural character and the constraints it imposes on development and infrastructure.
• Manage infrastructure and utilities to ensure responsible growth, preserve community character, and safeguard public health.
Sustain

Tree canopy in parking lots  
Shaded streetscapes  
Stormwater management on sidewalks
Vision:

Build on the historic fabric of Boyds and Germantown by encouraging adaptive reuse of structures and infill projects that reflect the scale and character of each historic district and the surrounding neighborhoods. Create gathering places and well-designed streetscapes that enrich distinct community identities and the public realm. Support MARC ridership by sensitively expanding commuter parking areas.
Renew

• Promote **compatible infill development** around each MARC station while protecting existing residential uses, historically-significant structures and natural areas.

• Promote a **compact, walkable and context-sensitive community form** and public realm that supports both stations while protecting and reinforcing each community’s scale, historic character and sense of place.

• Establish a network of **high-quality parks, public spaces, trails and community gathering places** in both communities to provide space for recreation and social interaction while enhancing the beauty and environmental quality of both communities.
Renew Boyds
Renew Boyds

Aerial view near the intersection of Barnesville and Clarksburg Roads
Renew Boyds

View of station area from Barnesville Road
Renew Germantown
Renew Germantown

• Create walkable blocks.
Renew Germantown

- Create walkable blocks.
- Line streets with buildings and trees.
Renew Germantown

- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.
Renew Germantown

- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.
- Create publicly accessible open space.
Renew Germantown

- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.
- Create publicly accessible open space.
- Integrate natural features and Seneca Valley High School.
Renew Germantown

• Building heights step up from the historic district to Middlebrook Road.
• Building heights step up as recommended in the 2009 Germantown Employment Sector Plan.
Renew Germantown

- Broaden housing choices.
- Provide housing options for a variety of family sizes, income levels and to allow for aging in place.
Renew Germantown

Aerial view from the intersection of Middlebrook Road and Crystal Rock Drive
Renew Germantown

Street view looking north on Walter Johnson Road
Overlay Zones

**Boyds**

Apply the *Rural Village Center Overlay Zone* to the residential and commercial areas to retain the historic setback patterns and allow septic capacity from adjacent properties.

**Germantown**

Confirm the *Germantown Transit Mixed Use Overlay Zone* where it currently exists to retain the priority of Building Lot Terminations (BLTs) in the optional method of development.
Next Steps

October 19  Planning Board Briefing
November    Present Working Draft to Planning Board
December/January Planning Board Public Hearing
January/February Planning Board Worksessions
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