

Preliminary Consultation
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	15100 Barnesville Road, Boyds	Meeting Date:	8/16/2023
Resource:	Primary (1850-1935) Resource Boys Historic District	Report Date:	8/9/2023
Applicant:	Montgomery County Department of Transportation (Rebecca Park, Transportation Unit Manager)	Public Notice:	8/2/2023
Review:	Preliminary Consultation	Tax Credit:	No
Permit Number:	1038325	Staff:	John Liebertz
PROPOSAL:	Removal of trees, grading and alterations, hardscape improvements, and building rehabilitation.		

STAFF RECOMMENDATION

Staff recommends that applicant revise the proposal based on feedback from the staff and HPC and return for a second preliminary consultation.

ARCHITECTURAL DESCRIPTION

SIGNIFICANCE: Primary Resource within the Boyds Historic District
STYLE: Grist Mill
DATE: 1915



Figure 1: The subject property at 15100 Barnesville Road is located mid-block on Barnesville Road, directly to the north of the Metropolitan Branch of the Baltimore & Ohio Railroad. The red outline is the boundary of the Boyds Master Plan Historic District. The adjacent buildings to the west, north, and northeast are outside of the environmental setting.

PROPOSAL

The applicant proposes to alter the greater site surrounding Hoyle’s Mill (ca. 1915) to create a new commuter parking lot, sidewalk, shared use path, short- and long-term bicycle storage, and a comfort station for transit users. The project calls for the demolition of six buildings located outside of the Boyds Master Plan Historic District. Within the environmental setting, the applicant proposes the following: 1) a new 6’-wide concrete walkway to access the existing asphalt and wood platform for transit users; and 2) the addition of fill primarily between the new 6’-wide concrete walkway and the rear elevation of Hoyle’s Mill (Figure 2).

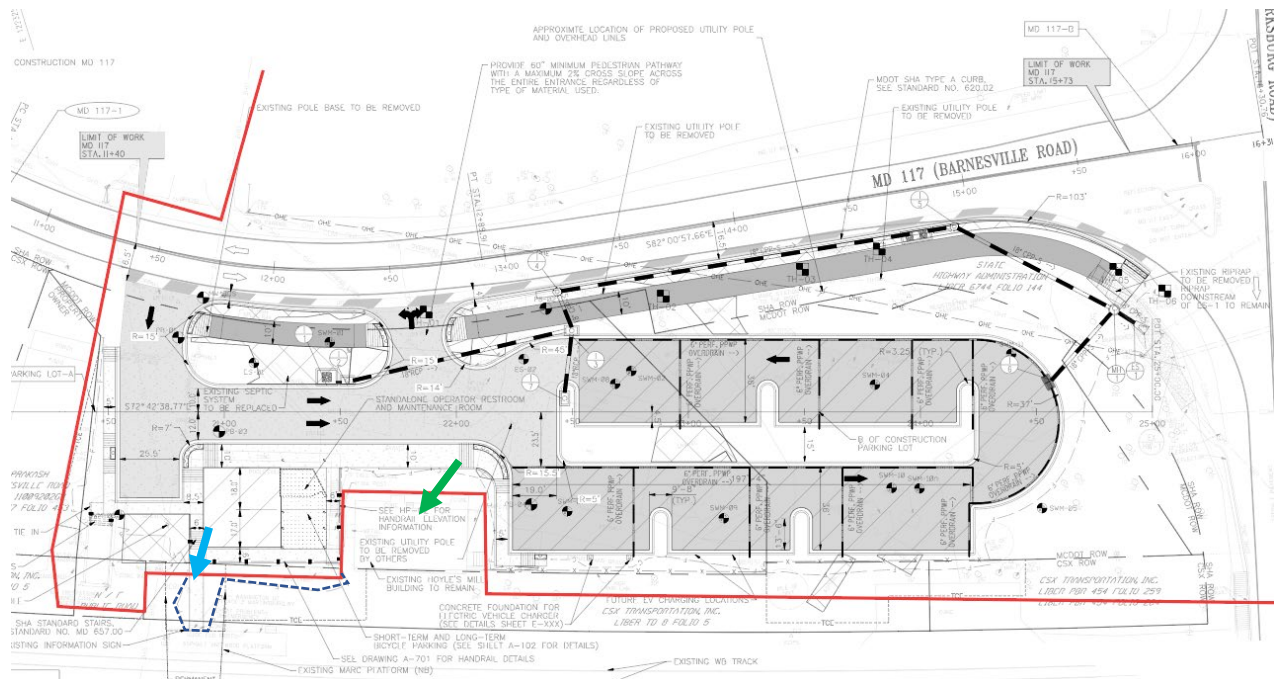


Figure 2: View of the proposed improvements. The green arrow points to the Hoyle’s Mill, the light blue arrow points to the proposed 6’-wide concrete walkway, and the blue dashed line is the extent of the fill. Source: Applicant’s drawing augmented by Historic Preservation Staff.

APPLICABLE GUIDELINES

The Historic Preservation Office and Historic Preservation Commission (HPC) consult several documents when reviewing alterations and new construction within the Boyds Historic District. These documents include the *Montgomery County Code Chapter 24A (Chapter 24A)*, *Secretary of the Interior’s Standards for Rehabilitation (Standards)*, and *MARC Rail Communities Sector Plan (2019)*. The pertinent information in these documents is outlined below. Neither the *Vision of Boyds* nor the master plan designation *Approved and Adopted Amendment* offer specific guidance related to Hoyle’s Mill.

Montgomery County Code, Chapter 24A-8

The following guidance which pertains to this project are as follows:

- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to ensure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or

- (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter;
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.
- (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the

Secretary of the Interior’s Standards for Rehabilitation

The Secretary of the Interior defines rehabilitation as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values.” The applicable *Standards* are as follows:

- 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
- 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- 10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

MARC Rail Communities Sector Plan

The *MARC Rail Communities Sector Plan* was approved on April 30, 2019 by the Montgomery County Council. The Plan looks to the future by offering recommendations that support and better utilize existing transit assets, improve transportation connections and traffic safety in both station areas. In addition, the

Plan proposes ways to revitalize the built environment around the Boyds and Germantown stations in a manner that appropriately complements surrounding residential neighborhoods and historic resources. The plan lists the following as one of its priorities, “Create a commuter and community-serving facility at the historic Hoyle’s Mill site, integrating the mill as part of the facility.”¹

The *MARC Rail Communities Sector Plan* includes the following specific references to the Hoyle’s Mill site:

- Establish regular Ride On bus service to the Boyds MARC Station, including appropriate bus-related facilities at the station, to accommodate additional MARC riders (Page 38-39).
 - Provide a shelter for commuters and allow public access to the historic structures on the property by adapting the Hoyle's Mill structure and any other retained buildings.
- Promote compatible infill development around the Boyds MARC Station, while protecting existing residential uses, historically significant structures and natural areas (Page 69-70).
 - Design the enhanced MARC station area, including the Anderson properties, to be sensitive to the historic Hoyle's Mill and other structures.
 - Prior to any changes, additions and/or removals, assess all the structures on the site for National Register of Historic Places significance. This site falls within the National Register Historic District.
 - Review all potential changes to the mill with the County’s Historic Preservation Commission.
- Encourage the compatible reuse of structures that lend historic character to the Boyds and Germantown communities, and maintain the rail communities’ historic integrity while revitalizing and enhancing MARC station areas (Page 93).
 - Adaptively reuse the historic Hoyle's Mill within the Boyds Historic District and explore reuse of the nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area.
 - Commemorate historical uses on the parcel, including, among others, the location of the former station house, which is no longer standing.
 - Redesign the site to support the reuse of the mill building. Coordinate all changes to the mill with the Montgomery County Historic Preservation Commission
 - Design alterations to the repurposed mill and any other buildings—including landscaping, lighting and walkways—in a manner that is sensitive to the surrounding historic district. Design landscaping, lighting, signage, paths and structures that support and are sensitive to the character of the historic district.

¹ Montgomery County, *MARC Rail Communities Sector Plan* (2019), 16.

STAFF DISCUSSION

Background Information – Historic Significance and Description of Hoyle’s Mill

Hoyle’s Mill is a Primary Resource in the Boyds Master Plan Historic District. The Historic American Engineering Record (HAER) states the following:

Located alongside the Baltimore and Ohio Railroad’s Metropolitan Branch, Hoyle’s Mill is the oldest industrial building in the rural railroad community of Boyds. It is representative of the mature milling industry that flourished in Montgomery County when the region was a major agricultural center. With its original structure, sheathing, and fenestration intact, Hoyle’s Mill retains a high level of integrity as an example of an early twentieth century family-owned mill that was later adapted for use as a storage building for farming and automotive supply businesses.

Hoyle’s Mill has two stories and a basement and is 26' wide x 48' long. It measures 20'-0" vertically from the top of the basement to the roof eave; and 10'-4" vertically between the first and second floor windowsills. It is sheathed with galvanized, pressed-metal siding in a pitch-faced stone pattern, dating to the original construction of the mill. The siding panels measure 5' wide x 2'-4" tall, representing five courses of 7" x 12" blocks. The texture matches a pattern produced by W. F. Norman Corporation, which has produced galvanized steel and copper ceilings and siding since 1898.

Both the front north and rear south elevations have a door and three double-hung windows across the first floor, and four windows across the second floor. The windows are six over six and have a frame opening of 2'-4" x 4'-0". Both the front and rear doors are wood, sized 3'-6" x 6'-8". The door on the rear, trackside wall and existence of extra nail holes in the siding on the course below the door sill both suggest that there may have once been a loading dock serving railroad deliveries. The basement has three window openings on the rear wall measuring 2'-4" x 2'-8", where the concrete foundation wall flares out an additional 13" on a 3/12 pitch. Asphalt shingles cover the roof..²

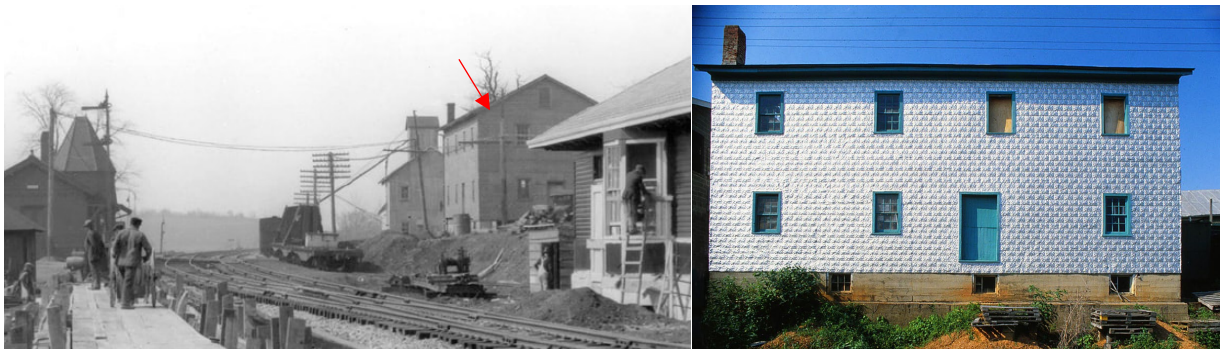


Figure 3: View of the Metropolitan Branch of the Baltimore & Ohio railroad at the newly constructed Boyds station, 1928 (left), and the rear (track facing) elevation, 1984. The red arrow points to Hoyle’s Mill. Source: John R. King (left) and John S. Collier (right).

² For more information, <https://tile.loc.gov/storage-services/master/pnp/habshaer/md/md2200/md2207/data/md2207data.pdf>.

Background Information – Mandatory Referral (Attached to Staff Report)

Mandatory Referrals are plans submitted by government entities at all levels (federal, state, and local governments) for any type of land acquisition, sale, use, or development activity. The Montgomery County Planning Board reviews the plans on an advisory basis and typically takes one of three possible actions: 1) approval without comments, 2) approval with comments; or 3) denial.

In October 2020, the Montgomery County Planning Board approved with comments Mandatory Referral No. 2020029 for the design of the subject project. Historic Preservation staff, the Boyds Historical Society, and the Boyds Civic Association reviewed the plans and participated in that hearing process; specifically, Historic Preservation staff authored several of the relevant comments. The comments relevant to the HAWP include the following:

1. Prior to filing for any land disturbance permits, MCDOT should reengage with the community to proactively work on a plan for adaptive reuse of the Hoyle’s Mill Building.
2. Prior to filing for any building demolition permits, MCDOT should also consult with the Maryland Historic Trust on National Register evaluations and the need for further Section 106 review.
3. MCDOT should work directly with the Historic Preservation Office and the Boyds Community on appropriate historical markers or signage to educate and inform visitors about the history of the area.

Background Information – National Register District and Maryland Historic Trust Evaluation

The Maryland Historical Trust (MHT) reviewed the subject proposal in accordance with the Maryland Historical Trust act of 1985 (the Act), as amended, State Finance and Procurement Article § 5A-326 of the Annotated Code of Maryland. The project is located within the Boyds-White Grounds Historic District that the MHT determined eligible for listing in the National Register of Historic Places in 1991. The boundary of the National Register Historic District exceeds the environmental setting for the Boyds Master Plan Historic District (*Figure 4*).



Figure 4: Comparison of the boundaries of the Master Plan Historic District (hatched red on the left) and the National Register Eligible Historic District (shaded blue on the right). The red and yellow arrows point to Hoyle’s Mill and a commercial/agricultural building, respectively.
Source: Montgomery Planning and Maryland Historical Trust.

In a letter dated December 7, 2022, the MHT found that the project would result in the demolition of a commercial/agricultural building (*Figure 5*), alter Hoyle’s Mill setting, and constitute an adverse effect on the Boyds-White Grounds Historic District (letter is attached to the Staff Report). MHT recommended that MCDOT undertake the following mitigation measures: 1) ongoing design review with MHT and consulting parties (in particular that the design of any new buildings, structures, and light fixtures be compatible with the historic site); 2) create a preservation plan for the adaptive reuse of the mill building; 3) submit photographic recordation of the mill and commercial/agricultural building (to be demolished) and the environs per MHT standards; 4) solicit interest from local historical groups, homeowners, and salvage organizations to obtain and reuse any architectural resources from the commercial/agricultural building prior to its demolition and cooperate with interested parties to remove and transfer any elements; and 5) develop at least one public interpretive marker about the site.



Figure 5: Views of the to be demolished commercial/agricultural building located outside of the environmental setting of the Master Plan Historic District, but within the boundary of the National Register Eligible Historic District. Source: MCDOT.

Current Proposal – Design of the Project

While many of the design components are outside of the Master Plan Historic District, the Mandatory Referral and the mitigation measures proposed by MHT requested the applicant to consult with the HPC on the project’s design. Specifically, the MHT directed the applicant to ensure compatibility of the new one-story, side-gable, wood-frame comfort station and covered bicycle storage with the historic resource. The building features board-and-batten siding and a standing seam metal roof. Below are the elevations and floor plans (*Figure 6*) from the 95% Design documents. The HPC should request the applicant submit renderings or models that show the building in relation to Hoyle’s Mill in advance of the next preliminary consultation to provide comprehensive comments.

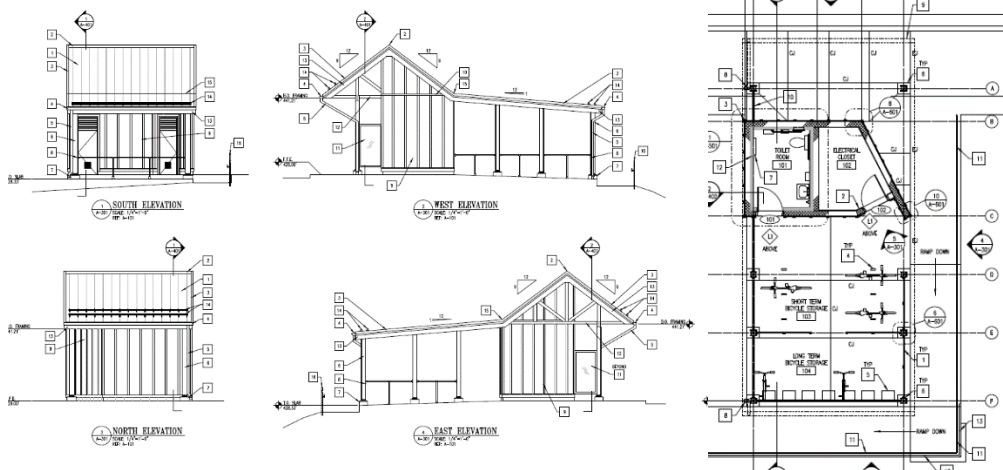


Figure 6: Proposed elevations and floor plan for the adjacent comfort station. Source: MCDOT.

Mitigation of Adverse Effects: Ongoing Preservation Plan

As stipulated in the Mandatory Referral and the mitigation measures proposed by MHT, the HPC should provide comments on the ongoing preservation plan and adaptive reuse of the Hoyle's Mill. In 2019, MCDOT hired Whitman, Requardt & Associates, to prepare a condition assessment for the building. The goal of the assessment was to develop recommendations for mothballing, secure, and halt addition deterioration of the structure. The consultant found the building's exterior and interior to be in poor condition. Minimal building maintenance over the past 35 years led to holes in the roof and windows that allowed water filtration. This led to rusting metal exterior siding and wood framing issues. The report found the following structural issues:

Several structural deficiencies were observed for this building. The most significant deficiency is at the perimeter foundation of the building. The perimeter foundation typically consists of an unreinforced concrete wall bearing directly on an unreinforced stone masonry foundation. Large sections of the stone masonry wall foundation are missing on at least three of the building sides (east, north, and south). This requires the remaining unreinforced concrete basement wall to act as a beam to carry all of the building loads to bear on the remaining sections of masonry foundation. The walls were not designed to act in this manner. The result is a full-depth crack in the north basement wall and differential settlement of several inches, which affects every level of this structure. This situation will continue to deteriorate as more of the masonry foundation fails and the basement walls continue to crack and deflect due to being overstressed by the loads from the building above. The differential settlement of the structure will continue and could cause major damage to the building as the framing moves and deflects in unintended ways.

This foundation issue creates problems for the adjacent grading as well. Where there are large openings in the foundation wall, there is nothing to retain the soil and prevent the soil from sliding into the basement area. Rainstorms can create mud that will slide into the unoccupied basement area, and any vehicles that would drive near the building would surcharge the ground and push more soil into the basement. All vehicles should immediately be prohibited from driving and parking near the building. To maintain the building's integrity, then it needs to be shored up so the foundation can be repaired to protect the integrity of the structure and retain the exterior soil to stabilize the grading. Shoring up the building will also separate the structure from the sill plate so continued deterioration of the foundation does not cause further deterioration to the upper structure. Shoring up the building will also allow exterior work to occur around the building to create the bus loop and expand the MARC commuter parking.

Another significant deficiency is the lack of structural support at the ridge of the roof. There are no ridge beams, ridge boards, nor collar ties to support the roof ridge and to keep the roof rafters in place. This is believed to be a contributing factor to the large hole that opened up at the roof ridge. Once the hole in the roof is repaired, the ridge should be structurally reinforced using one of the three listed repair options to prevent a re-occurrence of the ridge hole.³

MCDOT prioritized several of the "immediate building exterior recommendations" from the consultant to mothball the building. In 2019, MCDOT completed the following work: 1) installed flashing over the ridge of the roof to cover the length of the hole; 2) replaced missing roof shingles; 3) installed a chimney cap; 4) removed deteriorated sections of the metal siding and installed metal flashing to shed water in numerous locations; and 5) installed exterior-grade plywood panels within 25 window frames.

³ Montgomery County Department of Transportation, "Hoyles Mill Building Condition Assessment Report," September 30, 2019, Montgomery Planning Archive.



Figure 7: View of the facade of Hoyle's Mill, 2023.

Source: Montgomery Planning.

In summer 2023, MCDOT received a \$90,000 Maryland Heritage Area Authority grant to study the adaptive reuse of the building. The applicant should provide information on the status of this study and/or submit the results of this effort in future HAWP applications.

Mitigation of Adverse Effects: Interpretive Markers

Staff recommends that the applicant submit to the HPC drafts of the interpretive marker at future preliminary consultations. These drafts should include both the text and the design of the marker. The HPC should provide the applicant with any comments or directions relating to the scope or topic of the marker based on the history of the site.

Current Proposal – Installation of a 6'-Wide Walkway and Fill

The applicant proposes to install a new 6'-wide concrete walkway to access the existing asphalt and wood platform for transit users and add fill in this vicinity (*Figure 2*). Staff finds that the alterations would not remove historic features of the landscape or adversely affect the historic setting of the site and recommends approval.

Current Proposal – Landscape Plan

The application does not include a landscape plan. Staff recommends that the applicant submit a plan in future HAWPs noting the removal or preservation efforts related to any trees within the Master Plan Historic District. Trees are a protected (contributing) resource of the Historic District, and their removal requires a HAWP (*Figure 7*).



Figure 7: Views of trees adjacent to the mill and within the boundary of the Master Plan Historic District, 2023.
Source: Montgomery Planning.

STAFF RECOMMENDATION

The HPC should discuss with MCDOT the ongoing preservation plan due to the structural issues noted in the existing conditions report (2019).

Staff recommends that applicant revise the proposal based on feedback from the staff and HPC and return for a second preliminary consultation.



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 12, 2020

Mr. Christopher Conklin, PE, Director
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

SUBJECT: Mandatory Referral MR2020029: Boyds Transit Improvements: Construction of transit station improvements in Boyds, Maryland, *MARC Rail Communities Sector Plan*

Dear Mr. Conklin:

At its regularly scheduled meeting on October 8, 2020, the Montgomery County Planning Board approved Mandatory Referral No. 2020029, for the design of transit station improvements in Boyds, Maryland with the following comments:

1. Prior to filing for any land disturbance permits, MCDOT should reengage with the community to proactively work on a plan for adaptive reuse of the Hoyle's Mill Building.
2. Prior to filing for any building demolition permits, MCDOT should also consult with the Maryland Historic Trust on National Register evaluations and the need for further Section 106 review.
3. MCDOT should work directly with the Historic Preservation Office and the Boyds Community on appropriate historical markers or signage to educate and inform visitors about the history of the area.
4. A pedestrian warning signal for approaching trains and improvements to the at-grade crossing surface should be added at this station in coordination with CSX. The Planning Board is particularly concerned with the need for safety improvements to pedestrian access for the at-grade rail crossing.
5. Design the grade, cross slope and material of the proposed sidepath to be level across both site driveways.
6. The applicant should work with the state to reduce the posted speed limit on Barnesville Road to match the Master Planned target speed of 25 mph. This will mitigate the sight distance deficiency at the egress drive and is particularly relevant in the context of MDOT SHA's Context Driven program and Montgomery County's focus on Complete Streets.
7. The bus only egress is problematic and is likely to be used by cars, despite signage. This is a safety hazard because it has deficient sight distance for cars due to the existing vertical curvature. We recommend that additional measures, including a possible bus-activated gate, be considered to prevent autos from using this egress.
8. Consider alternatives to move the bus egress further west to avoid sight distance issues, which might require either shortening the bus stop primarily in front of the Poolesville Small Engine Repair Shop or by moving the bus stop further west as well (and this might impact the three parking spaces provided on the western side of the site).
9. If the shoulder and curb proposed in the eastbound direction along the site frontage proves to be impractical, MCDOT should reconsider this improvement.

Mr. Christopher Conklin, PE

November 12, 2020

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10. While we prefer a 6-foot buffer separation between a sidepath and the curb, the 5-foot buffer proposed is acceptable and consistent with Pedestrian Level of Comfort analyses now in use in the ongoing Montgomery County Pedestrian Master Plan. We do note that the Complete Streets Design Guidelines now under review by the Planning Board would likely recommend a minimum 6-foot-wide buffer on this type of street.
11. Signage should be added on Barnesville Road indicating the presence of bicycle parking consistent with requirements in Section 6.2.6 of the Montgomery County Zoning Code.
12. For the next design phase, more detail should be provided for the bicycle parking. This parking should be designed in conformance with Section 6.2.6 of the Montgomery County Zoning Code. It is important to note that each long-term bicycle parking space must be provided within a building, covered parking garage, or secure parking area located near the building or structure and the street or other bicycle right-of-way.
13. The two accessible parking spaces should be relocated to the western side of the site (near the proposed bike parking area) to be more proximate with the CSX platforms.
14. A crosswalk should be added to connect the sidewalk leading to the MARC northbound platform and the sidepath proposed along Barnesville Road.
15. The existing closed pedestrian underpass should be improved to be ADA accessible and re-opened. The existing at-grade crossing is difficult for persons with mobility impairments especially in inclement weather.
16. MCDOT should work with CSX to explore the feasibility of adding a sidewalk on the south side of the two buildings, as this is a more direct connection between the rail platforms and the parking lot. If this is not done, a fence will be needed to prevent this movement from occurring.
17. The channelized right-turn lane on Barnesville Road at Clarksburg Road should be modified to eliminate the channelized island ("hot right"). Crosswalk improvements would then be simpler to construct and safer. MCDOT should work with MDOT SHA to implement this improvement.

The Planning Board appreciates the opportunity to review this project and continue coordinating with your staff on future projects. If you have questions, please contact Stephen Aldrich at 301-495-4528 or Stephen.Aldrich@montgomeryplanning.org.

Sincerely,



Casey Anderson
Chair

cc: Stephen Aldrich, Master Planner, Montgomery Planning
Jason Sartori, Chief, Montgomery Planning

Enclosure:
Montgomery Planning Staff Mandatory Referral Staff Report

CA:SA:aj



Maryland
DEPARTMENT OF PLANNING
MARYLAND HISTORICAL TRUST

December 7, 2022

Rebecca Park
Montgomery County Department of Transportation
100 Edison Park Drive, Fourth Floor
Gaithersburg, Maryland 20878

Re: Boyds Transit Improvements
Montgomery County, Maryland

Dear Ms. Park:

Thank you for continuing consultation with the Maryland Historical Trust (Trust) regarding the above-referenced project. We understand that the project is subject to an Engineering Access Permit from the Maryland Department of Transportation State Highway Administration, therefore, the Trust has reviewed the proposed undertaking in accordance with the Maryland Historical Trust Act of 1985 (the Act), as amended, State Finance and Procurement Article § 5A-326 of the Annotated Code of Maryland. We are writing to the Montgomery County Department of Transportation (MCDOT) to comment on the project's effects on historic properties.

According to your project material, the Montgomery County Department of Transportation proposes to improve existing transit station facilities along Barnesville Road in Boyds, Maryland. The project includes the creation of a new commuter parking lot, shared-use path, sidewalks, bicycle storage and a comfort station.

The project is located within the Boyds-White Grounds Historic District (MIHP No. M: 18-8-1) that was determined eligible for listing in the National Register of Historic Places in 1991. Please note that the state-designated historic district encompasses a larger area than the Montgomery County-designated district. The project site includes the Hoyle's Mill and a commercial/agricultural building (Barn). Both buildings contribute to the significance of the Boyds-White Ground Historic District. Adjacent to the project site is the National Register-eligible Metropolitan Branch of the B&O Railroad (MIHP No. M: 37-16)

The Trust appreciates MCDOT's efforts to minimize impacts to historic properties. However, the project will result in the demolition of the 'Barn' and alteration of the Hoyle's Mill setting. For these reasons, the Trust has determined that the undertaking will have an adverse effect on the Boyds-White Grounds Historic District.

According to the Act, state units permitting actions that result in substantial alteration of properties listed in the National Register of Historic Places must consult with the Trust and other involved parties and develop feasible and practicable means to avoid, mitigate or satisfactorily reduce the adverse effect. After reviewing the project plans, the Trust agrees that the MCDOT has made a good faith effort to minimize impacts to historic properties and that the adverse effects for the currently designed project are unavoidable.

To satisfactorily reduce the project's adverse effect, the Trust recommends that the MCDOT carry out the mitigation measures listed below. Before finalizing the undertaking's mitigation treatments and executing an agreement to conclude the historic preservation review process, we seek the comments of the project's consulting parties on these suggested measures.

1. Ongoing Design Review: MCDOT will continue to provide the Trust and consulting parties the opportunity to review ongoing design development. Please also provide plans and elevations for any structures proposed for the vicinity of the Hoyle's Mill, such as the bus operator facilities/bicycle storage. Any new construction and lighting fixtures should be context sensitive. Would it be beneficial to swap the locations of the facilities building and the open community amenity space? Having open space adjacent to the Hoyle's Mill building may allow for flexibility of future new uses and new construction at the mill.
2. Preservation Plan: Provide an update on the long-term preservation plans and uses for the Hoyle's Mill building. The Trust encourages the sensitive adaptive reuse of historic buildings to ensure their continuing viability. Actions taken by MCDOT should not foreclose the ability for the Hoyle's Mill to support a full range of future uses.
3. Photographic Recordation: MCDOT will capture representative and detailed photographic images of the Hoyle's Mill and Barn, and their environs, that meet the Trust's digital image standards and provide the recordation materials to the Trust to update its Inventory records.
4. Salvage: MCDOT shall solicit interest from the local historical groups, local homeowners and professional building salvage organizations to obtain and reuse any architectural elements and building materials worthy of salvage and reuse from the Barn prior to and during demolition. If any such group shall have an interest in obtaining these architectural elements, MCDOT shall cooperate with the interested party to remove the architectural elements in accordance with appropriate preservation techniques and transfer the architectural elements to the interested party.
5. Public Interpretation: MCDOT shall develop and install at least one public interpretation marker describing the history of the Hoyle's Mill and the Boyds station area.

By copy of this letter, we are notifying interested parties and requesting input on potential mitigation ideas. Please send your comments to the Trust and MCDOT at your earliest convenience. We look forward to working with MCDOT, project stakeholders and consulting parties to review and comment on the proposed mitigation treatments. Next steps include the finalization of mitigation measures, based on consulting party feedback, and execution of an agreement to conclude the state historic preservation review process. If you have questions or require further assistance, please contact Tim Tamburrino at tim.tamburrino@maryland.gov or Beth Cole at beth.cole@maryland.gov.

Sincerely,



Elizabeth Hughes
Director

EH/EJC/TJT/ 202204850

Cc: Rebecca Ballo (Montgomery County Planning, Historic Preservation Office)
Miriam Schoenbaum (Boys Historical Society)
Sarah Rogers (Heritage Montgomery)
Eileen McGuckian (Montgomery Preservation)
Lonnie Hovey (WRA)
Steve Archer and Lisa Kraus (MDOT SHA)



APPLICATION FOR HISTORIC AREA WORK PERMIT
HISTORIC PRESERVATION COMMISSION
301.563.3400

FOR STAFF ONLY:
HAWP#
DATE ASSIGNED

APPLICANT:

Name: Montgomery County DOT
Address: 100 Edison Park Drive, Fourth Floor
Daytime Phone: (240)777-7214

E-mail: tim.cupples@montgomerycountymd.gov
City: Gaithersburg Zip: 20878
Tax Account No.:

AGENT/CONTACT (if applicable):

Name: Rebecca Park
Address: 100 Edison Park Drive, Fourth Floor
Daytime Phone: (240)777-7263

E-mail: Rebecca.park@montgomerycountymd.gov
City: Gaithersburg Zip: 20878
Contractor Registration No.:

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property

Is the Property Located within an Historic District? X Yes/District Name Boyds-White Grounds Historic District
No/Individual Site Name

Is there an Historic Preservation/Land Trust/Environmental Easement on the Property? If YES, include a map of the easement, and documentation from the Easement Holder supporting this application.

Are other Planning and/or Hearing Examiner Approvals /Reviews Required as part of this Application? (Conditional Use, Variance, Record Plat, etc.?) If YES, include information on these reviews as supplemental information.

Building Number: 15100 Street: Barnesville Road
Town/City: Boyds Nearest Cross Street: Clarksburg Road
Lot: Block: Subdivision: 0001 Parcel: P157

TYPE OF WORK PROPOSED: See the checklist on Page 4 to verify that all supporting items for proposed work are submitted with this application. Incomplete Applications will not be accepted for review. Check all that apply:

- Checklist items: New Construction, Addition, Demolition, Grading/Excavation, Deck/Porch, Fence, Hardscape/Landscape, Roof, Shed/Garage/Accessory Structure, Solar, Tree removal/planting, Window/Door, Other.

I hereby certify that I have the authority to make the foregoing application, that the application is correct and accurate and that the construction will comply with plans reviewed and approved by all necessary agencies and hereby acknowledge and accept this to be a condition for the issuance of this permit.

Signature of owner or authorized agent
Date






HAWP-Application-Fillable-06-27-2023_SP-signature

Final Audit Report

2023-06-30

Created:	2023-06-30
By:	Rebecca Park (rebecca.park@montgomerycountymd.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaMk_4D2EyvM7UwKSh22d-miILCuG69wO

"HAWP-Application-Fillable-06-27-2023_SP-signature" History

-  Document created by Rebecca Park (rebecca.park@montgomerycountymd.gov)
2023-06-30 - 3:00:52 PM GMT- IP address: 163.120.80.21
-  Document emailed to Timothy Cupples (tim.cupples@montgomerycountymd.gov) for signature
2023-06-30 - 3:01:22 PM GMT
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2023-06-30 - 6:00:50 PM GMT

HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING
[Owner, Owner's Agent, Adjacent and Confronting Property Owners]

Owner's mailing address	Owner's Agent's mailing address
Adjacent and confronting Property Owners mailing addresses	

Description of Property: Please describe the building and surrounding environment. Include information on significant structures, landscape features, or other significant features of the property:

Description of Work Proposed: Please give an overview of the work to be undertaken:

Work Item 1: _____	
Description of Current Condition:	Proposed Work:

Work Item 2: _____	
Description of Current Condition:	Proposed Work:

Work Item 3: _____	
Description of Current Condition:	Proposed Work:

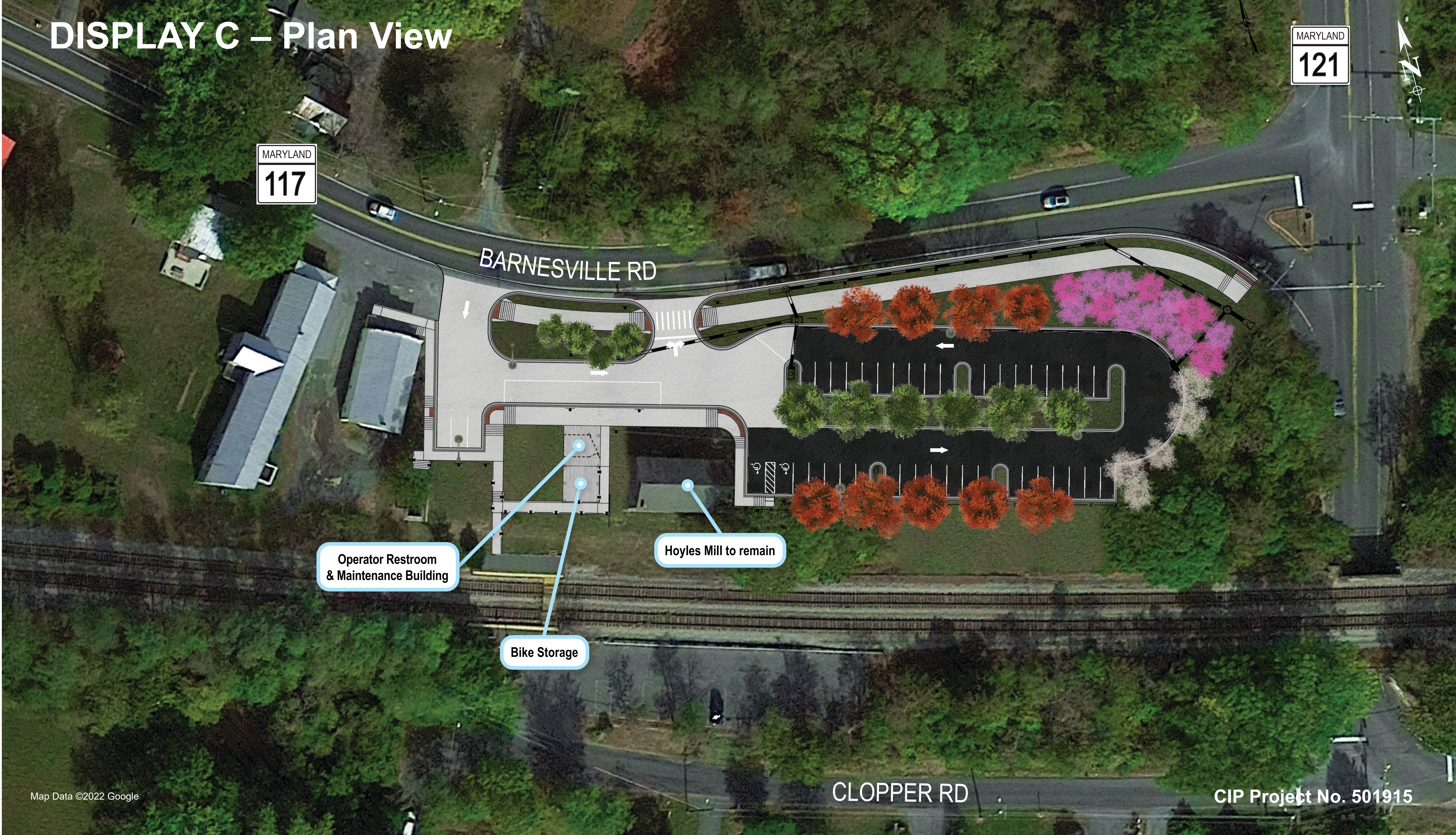
**HISTORIC AREA WORK PERMIT
CHECKLIST OF
APPLICATION REQUIREMENTS**

	Required Attachments						
Proposed Work	I. Written Description	2. Site Plan	3. Plans/ Elevations	4. Material Specifications	5. Photographs	6. Tree Survey	7. Property Owner Addresses
New Construction	*	*	*	*	*	*	*
Additions/ Alterations	*	*	*	*	*	*	*
Demolition	*	*	*		*		*
Deck/Porch	*	*	*	*	*	*	*
Fence/Wall	*	*	*	*	*	*	*
Driveway/ Parking Area	*	*		*	*	*	*
Grading/Excavation/ Landscaping	*	*		*	*	*	*
Tree Removal	*	*		*	*	*	*
Siding/ Roof Changes	*	*	*	*	*		*
Window/ Door Changes	*	*	*	*	*		*
Masonry Repair/ Repoint	*	*	*	*	*		*
Signs	*	*	*	*	*		*

BOYDS TRANSIT IMPROVEMENTS



DISPLAY C – Plan View



Operator Restroom & Maintenance Building

Hoyles Mill to remain

Bike Storage

CLOPPER RD

CIP Project No. 501915



Maryland
DEPARTMENT OF PLANNING
MARYLAND HISTORICAL TRUST

December 7, 2022

Rebecca Park
Montgomery County Department of Transportation
100 Edison Park Drive, Fourth Floor
Gaithersburg, Maryland 20878

Re: Boyds Transit Improvements
Montgomery County, Maryland

Dear Ms. Park:

Thank you for continuing consultation with the Maryland Historical Trust (Trust) regarding the above-referenced project. We understand that the project is subject to an Engineering Access Permit from the Maryland Department of Transportation State Highway Administration, therefore, the Trust has reviewed the proposed undertaking in accordance with the Maryland Historical Trust Act of 1985 (the Act), as amended, State Finance and Procurement Article § 5A-326 of the Annotated Code of Maryland. We are writing to the Montgomery County Department of Transportation (MCDOT) to comment on the project's effects on historic properties.

According to your project material, the Montgomery County Department of Transportation proposes to improve existing transit station facilities along Barnesville Road in Boyds, Maryland. The project includes the creation of a new commuter parking lot, shared-use path, sidewalks, bicycle storage and a comfort station.

The project is located within the Boyds-White Grounds Historic District (MIHP No. M: 18-8-1) that was determined eligible for listing in the National Register of Historic Places in 1991. Please note that the state-designated historic district encompasses a larger area than the Montgomery County-designated district. The project site includes the Hoyle's Mill and a commercial/agricultural building (Barn). Both buildings contribute to the significance of the Boyds-White Ground Historic District. Adjacent to the project site is the National Register-eligible Metropolitan Branch of the B&O Railroad (MIHP No. M: 37-16)

The Trust appreciates MCDOT's efforts to minimize impacts to historic properties. However, the project will result in the demolition of the 'Barn' and alteration of the Hoyle's Mill setting. For these reasons, the Trust has determined that the undertaking will have an adverse effect on the Boyds-White Grounds Historic District.

According to the Act, state units permitting actions that result in substantial alteration of properties listed in the National Register of Historic Places must consult with the Trust and other involved parties and develop feasible and practicable means to avoid, mitigate or satisfactorily reduce the adverse effect. After reviewing the project plans, the Trust agrees that the MCDOT has made a good faith effort to minimize impacts to historic properties and that the adverse effects for the currently designed project are unavoidable.

To satisfactorily reduce the project's adverse effect, the Trust recommends that the MCDOT carry out the mitigation measures listed below. Before finalizing the undertaking's mitigation treatments and executing an agreement to conclude the historic preservation review process, we seek the comments of the project's consulting parties on these suggested measures.

1. Ongoing Design Review: MCDOT will continue to provide the Trust and consulting parties the opportunity to review ongoing design development. Please also provide plans and elevations for any structures proposed for the vicinity of the Hoyle's Mill, such as the bus operator facilities/bicycle storage. Any new construction and lighting fixtures should be context sensitive. Would it be beneficial to swap the locations of the facilities building and the open community amenity space? Having open space adjacent to the Hoyle's Mill building may allow for flexibility of future new uses and new construction at the mill.
2. Preservation Plan: Provide an update on the long-term preservation plans and uses for the Hoyle's Mill building. The Trust encourages the sensitive adaptive reuse of historic buildings to ensure their continuing viability. Actions taken by MCDOT should not foreclose the ability for the Hoyle's Mill to support a full range of future uses.
3. Photographic Recordation: MCDOT will capture representative and detailed photographic images of the Hoyle's Mill and Barn, and their environs, that meet the Trust's digital image standards and provide the recordation materials to the Trust to update its Inventory records.
4. Salvage: MCDOT shall solicit interest from the local historical groups, local homeowners and professional building salvage organizations to obtain and reuse any architectural elements and building materials worthy of salvage and reuse from the Barn prior to and during demolition. If any such group shall have an interest in obtaining these architectural elements, MCDOT shall cooperate with the interested party to remove the architectural elements in accordance with appropriate preservation techniques and transfer the architectural elements to the interested party.
5. Public Interpretation: MCDOT shall develop and install at least one public interpretation marker describing the history of the Hoyle's Mill and the Boyds station area.

By copy of this letter, we are notifying interested parties and requesting input on potential mitigation ideas. Please send your comments to the Trust and MCDOT at your earliest convenience. We look forward to working with MCDOT, project stakeholders and consulting parties to review and comment on the proposed mitigation treatments. Next steps include the finalization of mitigation measures, based on consulting party feedback, and execution of an agreement to conclude the state historic preservation review process. If you have questions or require further assistance, please contact Tim Tamburrino at tim.tamburrino@maryland.gov or Beth Cole at beth.cole@maryland.gov.

Sincerely,



Elizabeth Hughes
Director

EH/EJC/TJT/ 202204850

Cc: Rebecca Ballo (Montgomery County Planning, Historic Preservation Office)
Miriam Schoenbaum (Boys Historical Society)
Sarah Rogers (Heritage Montgomery)
Eileen McGuckian (Montgomery Preservation)
Lonnie Hovey (WRA)
Steve Archer and Lisa Kraus (MDOT SHA)

Smith Hoyle's Mill, Boyds, Maryland

Reference Sheet for Photograph Descriptions

All photographs taken by Whitman, Requardt & Associates, LLP, 6/19/2019

1. Smith Hoyle's Mill, North elevation.
2. Smith Hoyle's Mill, East elevation.
3. Smith Hoyle's Mill, First floor entrance on west elevation.
4. Smith Hoyle's Mill, West and south elevations, view from Boyds MARC Station.
5. Smith Hoyle's Mill, Southwest corner of cast-in-place concrete foundation on earlier masonry foundation with concrete buttress along entire length of south elevation.
6. Smith Hoyle's Mill, Interior view of front door.
7. Smith Hoyle's Mill, Interior view of west door.
8. Smith Hoyle's Mill, Interior view of west bi-fold inner door opened revealing outer door of later date.
9. Smith Hoyle's Mill, Interior view east towards stairs to second floor.
10. Smith Hoyle's Mill, Interior view of stairs to second floor.
11. Smith Hoyle's Mill, Second floor interior view of original timber-framing in building's southeast corner that was expanded eastward by one bay.
12. Smith Hoyle's Mill, Second floor interior view of original milling equipment.
13. Smith Hoyle's Mill, Second floor interior view up to attic showing original shaft wheels to run fan-belts to power the milling equipment.
14. Smith Hoyle's Mill, View down to basement doors on east elevation at building's southeast corner.
15. Smith Hoyle's Mill, Basement interior view east to interior side of basement doors.
16. Smith Hoyle's Mill, Basement interior view to failed section of east foundation with dirt spilling inward.
17. Smith Hoyle's Mill, Basement interior view west showing original grade and lower excavated grade.
18. Smith Hoyle's Mill, Basement interior view north to shaft wheels (to run fan-belts to power the milling equipment) in front of concrete buttress against north foundation.
19. Smith Hoyle's Mill, Basement interior view west along north foundation showing the concrete buttress overturning due to soil settlement below (shaft wheels at lower left remain in place to run fan-belts to power the milling equipment).
20. Smith Hoyle's Mill, Basement interior view to north foundation revealing the lower masonry wall has washed out, and the concrete buttress placed alongside the north foundation has shifted away by a few feet.



1. Smith Hoyle's Mill, North elevation.



2. Smith Hoyle's Mill, East elevation.



3. Smith Hoyle's Mill, First floor entrance on west elevation.



4. Smith Hoyle's Mill, West and south elevations, view from Boyds MARC Station.



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White Barn, Boyds, Maryland

Photo List and Reference Sheet for Photograph Descriptions

All photographs taken by Lonnie Hovey, AIA, FAPT; Whitman, Requardt & Associates, LLP, 4/5/2023

1. White Barn, West and south elevations. Photo number 7152.
2. White Barn, West elevation. Photo number 7155.
3. White Barn, West and north elevations. Photo number 7162.
4. White Barn, North elevation and truck port shed addition. Photo number 7253.
5. White Barn, View west at overhang of truck port at north elevation. Photo number 7295.
6. White Barn, View west at truck port interior north elevation. Photo number 7297.
7. White Barn, East and north elevation of truck port. Photo number 7201.
8. White Barn, East elevation. Photo number 7203.
9. White Barn, East and south elevations. Photo number 7217.
10. White Barn, South elevation, west half. Photo number 7228.
11. White Barn, South elevation, east half. Photo number 7229.
12. White Barn, View west up to truck port roof framing. Photo number 7183.
13. White Barn, View west to truck port framing into north elevation. Photo number 7187.
14. White Barn, Northwest truck port support post exterior. Photo number 7168.
15. White Barn, North truck port center support post exterior. Photo number 7169.
16. White Barn, View north to interior of center support post. Photo number 7189.
17. White Barn, View northeast to truck port overhang and two easterly support posts. Photo no. 7191.
18. White Barn, View northeast at interior of easternmost support post. Photo number 7195.
19. White Barn, Base of easterly central support post. Photo number 7196.
20. White Barn, Base of westerly central support post. Photo number 7197.
21. White Barn, View south to wood sill plate at east end of north elevation. Photo number 7199.
22. White Barn, View northwest at southeast foundation corner. Photo number 7298.
23. White Barn, View north to south foundation spalling concrete. Photo number 7299.
24. White Barn, First floor window detail on north elevation. Photo number 7170.
25. White Barn, First floor window head and jamb detail. Photo number 7174.
26. White Barn, First floor window meeting rail, jamb, and sill detail. Photo number 7175.
27. White Barn, First floor window sill detail. Photo number 7288.
28. White Barn, Second floor window detail on north elevation. Photo number 7176.
29. White Barn, Dutch lap siding detail, north elevation. Photo number 7179.
30. White Barn, Dutch lap siding detail, north elevation. Photo number 7180.
31. White Barn, South elevation, replacement vinyl window. Photo number 7230.
32. White Barn, West room, north wall. Photo number 7254.
33. White Barn, West room, north and east walls. Photo number 7255.

34. White Barn, West room, east wall. Photo number 7257.
35. White Barn, West room, window detail on north wall. Photo number 7277.
36. White Barn, West room, heating unit detail. Photo number 7262.
37. White Barn, West room, south wall. Photo number 7258.
38. White Barn, West room, west wall. Photo number 7261.
39. White Barn, West room, south wall interior concrete foundation detail. Photo number 7285.
40. White Barn, East room, north wall. Photo number 7264.
41. White Barn, East room, north wall. Photo number 7265.
42. White Barn, East room, east wall. Photo number 7267.
43. White Barn, East room, south wall. Photo number 7274.
44. White Barn, East room, south wall. Photo number 7275.
45. White Barn, East room, south door detail. Photo number 7270.
46. White Barn, East room, west wall. Photo number 7271.
47. White Barn, East room, ladder to ceiling hatch detail. Photo number 7269.
48. White Barn, Second floor loft, view in from north elevation window. Photo number 7240.
49. White Barn, Second floor loft, view in from north elevation window. Photo number 7239.
50. White Barn, Second floor loft, view in from north elevation window. Photo number 7238.
51. White Barn, Second floor loft, view in from north elevation window. Photo number 7237.
52. White Barn, Second floor loft, view in from north elevation window. Photo number 7243.
53. White Barn, Second floor loft, view in from north elevation window. Photo number 7242.
54. White Barn, Second floor loft, view in from north elevation window. Photo number 7247.
55. White Barn, Second floor loft, view in from north elevation window. Photo number 7241.



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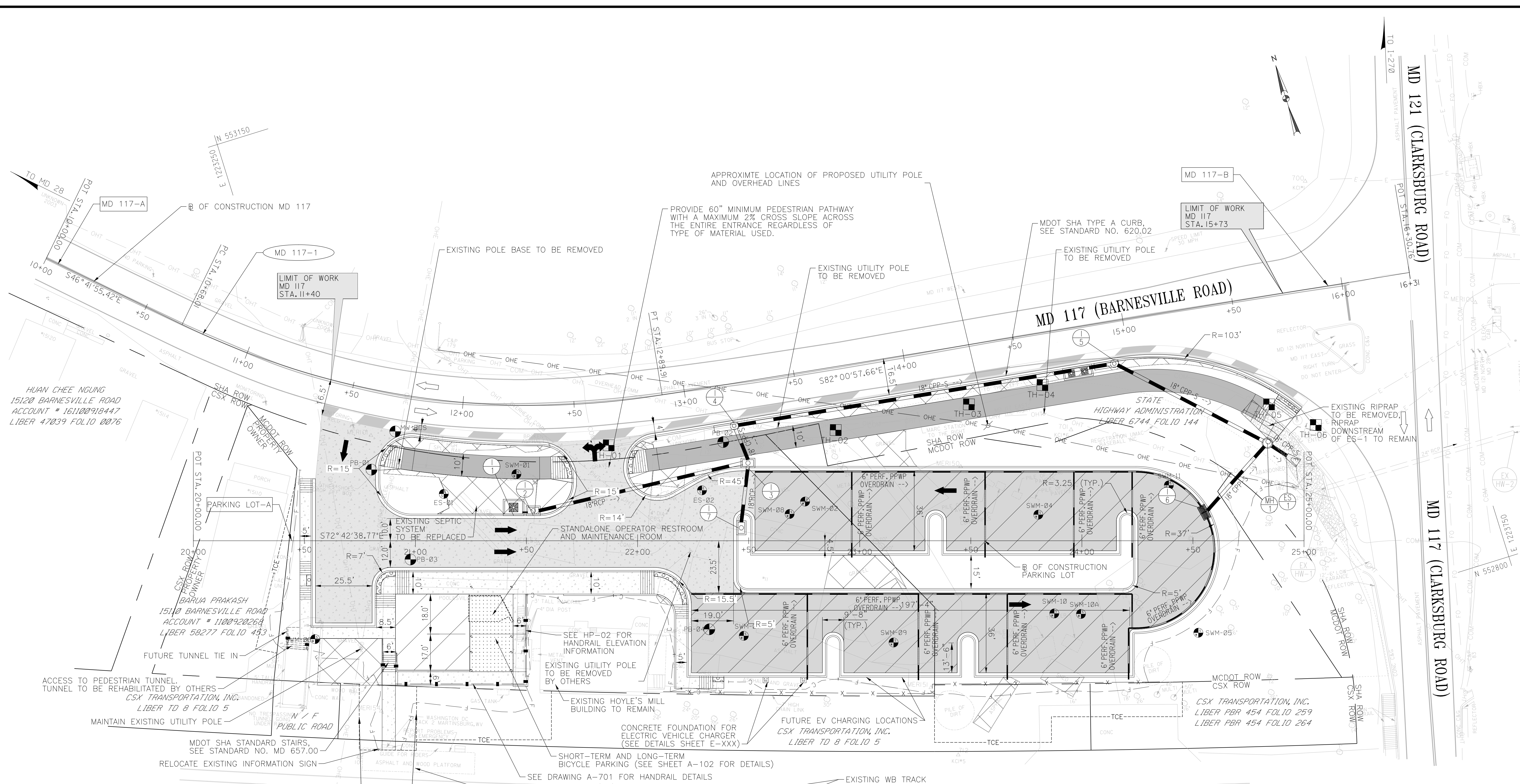
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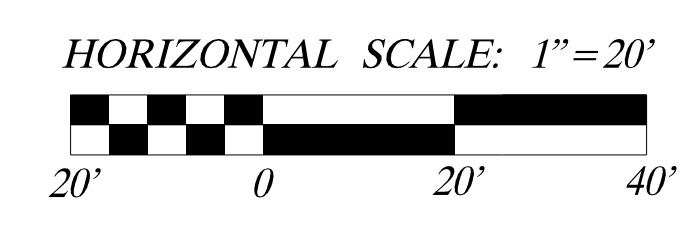


55. White Barn, Second floor loft, view in from north elevation window. Photo number 7241.



LEGEND

[Pattern]	FINE MILLING AND RESURFACING
[Pattern]	FULL DEPTH PAVING
[Pattern]	SHARED USE PATH
[Pattern]	FULL DEPTH PERVIOUS CONCRETE PAVEMENT
[Pattern]	FULL DEPTH CONCRETE PAVEMENT
[Pattern]	CONCRETE SIDEWALK
[Pattern]	DETECTABLE WARNING SURFACE
[Pattern]	PAVEMENT REMOVAL
[Pattern]	BUILDING REMOVAL
[Pattern]	PROPOSED BUILDING FOUNDATION



CURVE DATA

CURVE	DELTA	Dc	R	L	T	E	PI NORTH	PI EAST
MD 117-1	35°19' 02.24" LT	15°54' 55.78"	360.00'	221.91'	114.60'	17.80'	552,998.74	1,223,294.21

LINE DATA

LINE	LENGTH	BEARING
MD 117-A	68.01'	S 46° 41' 55.42" E
MD 117-B	340.85'	S 82° 00' 57.66" E
PARKING LOT-A	500.00'	S 72° 42' 38.77" E

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS
WERE PREPARED OR APPROVED BY ME, AND
THAT I AM A DULY LICENSED PROFESSIONAL
ENGINEER UNDER THE LAWS OF THE STATE
OF MARYLAND, LICENSE NO. _____
EXPIRATION DATE: _____

WRA
Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section _____ Date _____

APPROVED

Chief, Division of Transportation Engineering _____ Date _____

Designed by: AMU Drawn by: AMU Checked by: PHD

MCDPS-SC/SWM SHEET NO. 6 OF 18

HD-01 ROADWAY PLAN

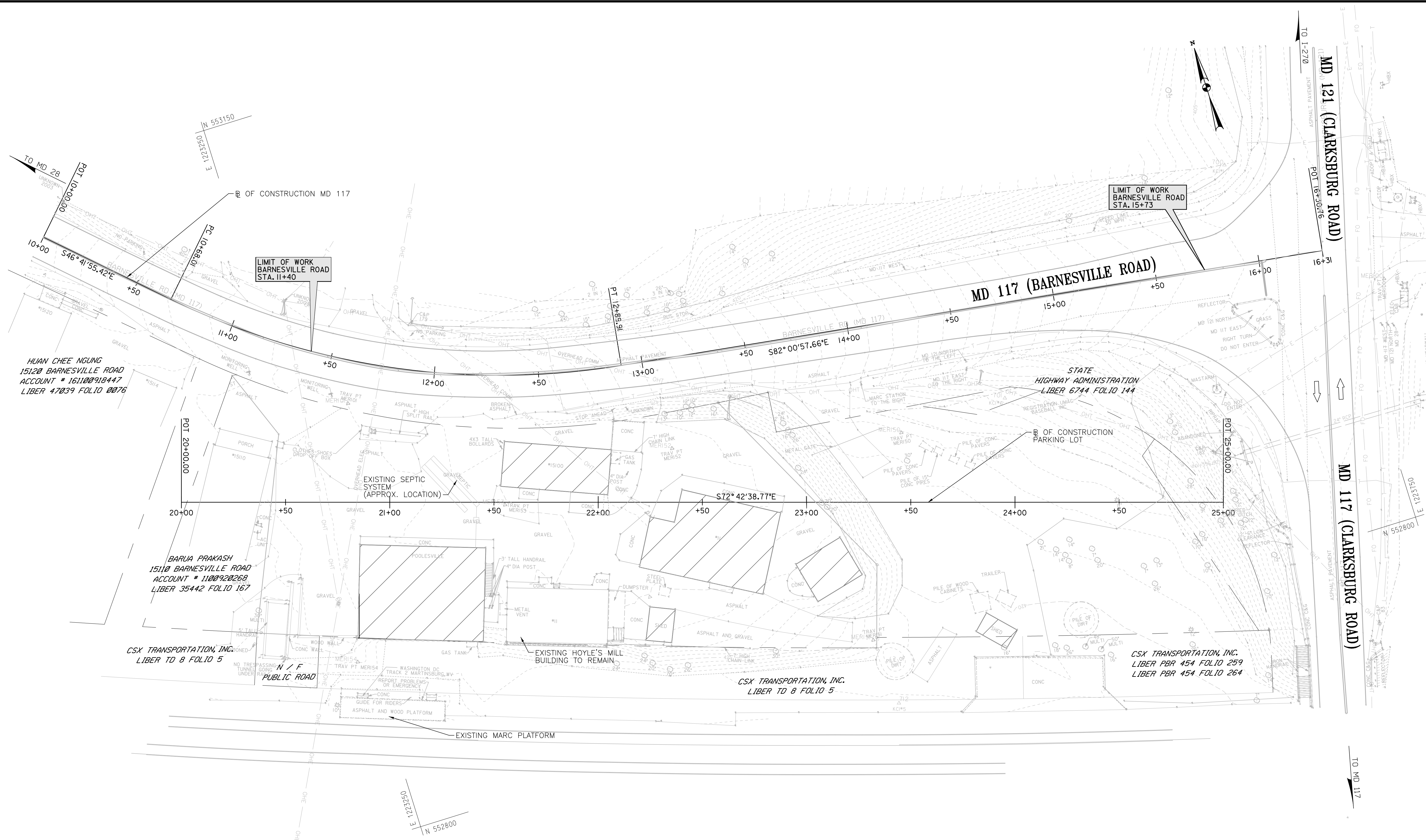
BOYDS TRANSIT IMPROVEMENTS

SCALE : 1" = 20'

MARCH 2023

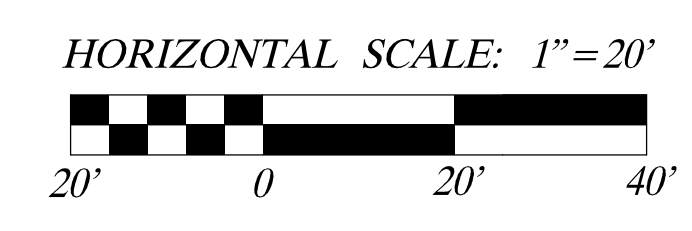
Project No. : 32207.003 SHEET 11 of 60

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 5/16/2023



N:\32207-003\CADD\6EC-0002_Boys.dgn
 6/10/2022

LEGEND	
	BUILDING REMOVAL



PROFESSIONAL CERTIFICATION.
 I HEREBY CERTIFY THAT THESE DOCUMENTS
 WERE PREPARED OR APPROVED BY ME, AND
 THAT I AM A DULY LICENSED PROFESSIONAL
 ENGINEER UNDER THE LAWS OF THE STATE
 OF MARYLAND, LICENSE NO. _____
 EXPIRATION DATE: _____

Whitman, Requardt & Associates, LLP
 801 South Caroline Street, Baltimore, Maryland 21231

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION GAITHERSBURG, MARYLAND	
RECOMMENDED FOR APPROVAL	
Chief, Transportation Planning and Design Section	Date
APPROVED	
Chief, Division of Transportation Engineering	Date
Designed by: AMU	Drawn by: AMU
Checked by: PHD	

EC-02 DEMO PLAN

**BOYDS TRANSIT
IMPROVEMENTS**

 SCALE : 1" = 20'
 JUNE 2022
 Project No. : 32207.003 SHEET 5 of 27