

*2<sup>nd</sup> Preliminary Consultation*  
**MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION**  
**STAFF REPORT**

<b>Address:</b>	23200 Stringtown Road, Clarksburg	<b>Meeting Date:</b>	10/24/2018
<b>Resource:</b>	Contributing Resource (Clarksburg Historic District)	<b>Report Date:</b>	10/17/2018
<b>Applicant:</b>	The Wills Group (Stacy P. Silber, Agent)	<b>Public Notice:</b>	10/10/2018
<b>Review:</b>	2 <sup>nd</sup> Preliminary Consultation	<b>Tax Credit:</b>	Partial
<b>Case Number:</b>	N/A	<b>Staff:</b>	Michael Kyne
<b>PROPOSAL:</b>	New construction and building rehabilitation		

**STAFF RECOMMENDATION**

Staff recommends that the applicant make any revisions based on the HPC's recommendations and return with a HAWP application.

**ARCHITECTURAL DESCRIPTION**

**SIGNIFICANCE:** Contributing Resource within the Clarksburg Historic District  
**STYLE:** Foursquare  
**DATE:** c. 1924

The subject property, known as the Day House, is a c. 1924 Contributing Resource within the Clarksburg Historic District. The historic house is located on a 3.665-acre corner lot (Parcel 198), with its front (southwest) elevation facing Frederick Road and its right side (southeast) elevation facing Stringtown Road. The historic house is located at the southern boundary of the Clarksburg Historic District, and its setback from the public right-of-way is generally consistent with the other Contributing Resources in the historic district. The easternmost portion of the property (rear of the historic house) is currently undeveloped, although there are two existing curb cuts on Stringtown Road.

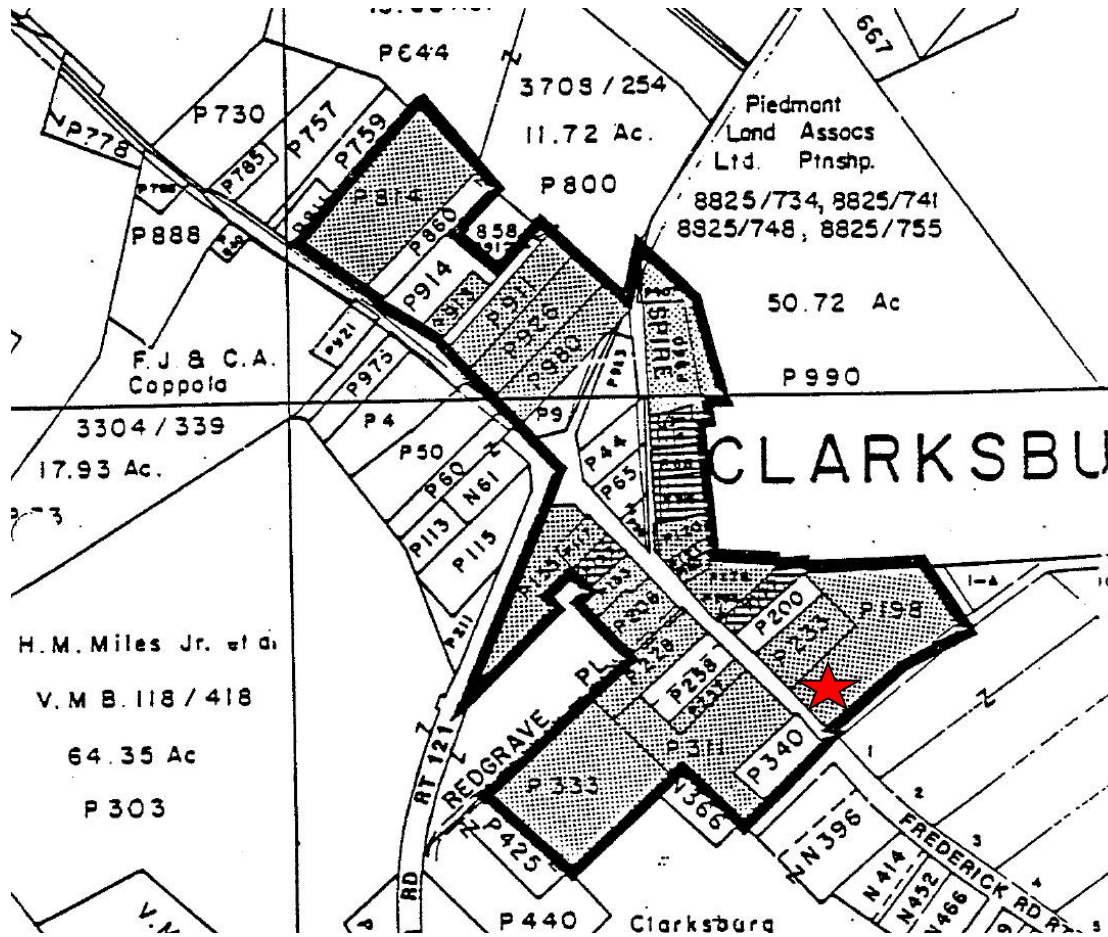


Fig. 1: Clarksburg Historic District & Subject Property

**BACKGROUND**

The applicants previously appeared before the Commission at the September 5, 2018 HPC meeting for a preliminary consultation. The Commission was generally supportive of the applicants’ proposal but provided guidance to ensure the compatibility of the proposed new development with the surrounding historic district.

**PROPOSAL**

The applicants propose to rehabilitate the historic Day House and develop the eastern portion of the property, constructing a filling station, car wash, and approximately 3,741 sf convenience store.

**HISTORIC CONTEXT**

The following was excerpted from *Places From the Past: The Tradition of Gardez Bien in Montgomery County, Maryland*.

13/10 CLARKSBURG HISTORIC DISTRICT (Platted Early 1790s)

Early in the county's history, Clarksburg was a substantial center of commerce and transportation. John Clark surveyed the land and subdivided lots along Frederick Road in the early 1790s, yet the town's origins extended back to the mid-1700s. Michael Dowden built a hotel and tavern about 1754. A popular

stop along the well-traveled Great Road between Frederick and Georgetown, Dowden's Ordinary is said to have provided lodging and entertainment for such well-known travelers as General E. Braddock, George Washington, and Andrew Jackson. According to tradition, John Clark's father William, from Lancaster County, Pennsylvania, had chosen this location, at the intersection of two Indian trails, as early as 1735 as a site for trading with Native Americans. His trading post may have influenced Dowden's choice for locating his ordinary.

John Clark built a general store and became the community's first postmaster. The post office, established 1800, was one of the first in the county. By 1850, the town was the third most populous in the county, and the residents numbered 250 by 1879.

One of the earliest structures in the community is found at the Clark-Waters House, 23346 Frederick Road. According to tradition, John Clark constructed the rear section in 1797. The building was enlarged and updated in the 1840s with the Italianate-style front section, under the ownership of Clark's daughter and son-in-law Mary and William Willson. One of the few remaining log buildings in the community is found at 23415 Frederick Road. Thomas Kirk probably built the John Leaman House (23415), now covered with clapboard siding, in 1801. John Leaman, a carpenter, purchased the house in 1871 and built the substantial rear addition around 1890.

John Clark, a Methodist, was a leader in organizing the Clarksburg Methodist Episcopal Church in 1788. The church has one of the oldest continuous Methodist congregations in the County. A log chapel was built on this site in 1794, a brick structure in 1853, and the present Gothic Revival-style church in 1909. As a major stagecoach stop between Frederick and Georgetown, Clarksburg supported several inns and taverns. By the mid-1800s, the town also included general stores, a tannery and blacksmiths, and wheelwrights. William Willson probably built Willson's Store, 23341 Frederick Road, around 1842. In 1879, Clarksburg had 250 residents, making it the third most populous town in the County. The Queen Anne-style house at 23310 Frederick Road, known as Hammer Hill, as built c.1891-1900 by Clarksburg physician Dr. James Deetz and his wife Sarah. The name, Hammer Hill, comes from the tract name given this land in 1752. The William Hurley Shoe Shop, 23421 Frederick Road, probably built around 1842, is typical of early rural commercial structures in its simplicity and small scale. In the early 20th-century, it housed Helen Hurley's millinery shop. The house, located behind the shop, originally consisted of the rear portion that was built by Arnold Warfield about 1800. The building may contain an early log section. Hurley family owners of the house and shoe shop included shoemaker William Hurley and Clarksburg Brass Band organizer J. Mortimer Hurley.

Clarksburg has historically been a bi-racial town. While many African Americans settled, after the Civil War, in communities separate from white settlements, freed slaves in Clarksburg built houses in and around the town. In 1885, John Henry Wims built his frame house in Clarksburg's center, at 23311 Frederick Road. The location of his dwelling near the post office was a convenience for Wims, one of the few black mail carriers working in the county.

One of the County's last and most elaborate remaining examples of a two-room schoolhouse is the Clarksburg School, 13530 Redgrave Place, built in 1909. One of the County's last and most elaborate remaining examples of the two-room schoolhouse, the Clarksburg School was in continuous use from 1909 to 1972. The cruciform-shaped building has a Colonial Revival-influenced design with pedimented and pilastered doorframe, oversize cornice returns, and gable overhang. Near the school are the sites of the earlier Clarksburg Academy (1833) and a one-room school.

Growth in Clarksburg declined in the late 19th century, when the B & O Railroad bypassed the town for nearby Boyds. The advent of the automobile and improved roads brought something of an economic revival beginning in the 1920s. New boarding houses opened in town to accommodate the new auto tourism.

## **APPLICABLE GUIDELINES**

When reviewing alterations and new construction within the Somerset Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include *Montgomery County Code Chapter 24A (Chapter 24A)*, the *Vision of Clarksburg: A Long Range Preservation Plan (Vision)*, and the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The pertinent information in these documents is outlined below.

### ***Montgomery County Code; Chapter 24A-8***

- (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 insure 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; or
  - (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.

### ***Vision of Clarksburg: A Long Range Preservation Plan***

The Vision identifies the following features as character-defining features of the Clarksburg Historic District:

- Building Type and General Characteristics
- Building Setbacks
- Rhythm and Spacing Between Buildings
- Geographic and Landscape Features
- Scale and Building Height
- Directional Expression of Building

- Roof Form and Materials
- Porches
- Dominant Building Materials
- Outbuildings
- Integrity of Form, Building Condition, and Threats
- Architectural Style

***Secretary of 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 *Standards* are as follows:

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
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 shall 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.

**STAFF DISCUSSION:**

The Commission was generally supportive of the applicants’ previous proposal, but expressed concerns regarding the appropriateness of the proposed internal driveway to the Day House from the proposed new development. The Commission requested the following information:

- Section views of the proposed retaining wall that will be required to regrade the property and accommodate the proposed new development;
- All elevations for the proposed car wash; and,
- Revisions to the front of the proposed convenience store (the elevation facing Stringtown Road) so that the new building will be more consistent with the elevation that faces the parking lot.

The applicants have returned with the following revisions to their proposal:

- In consultation with staff, the internal driveway has been removed from the applicants’ proposal until a commercial use is selected for the Day House.
- Cross sections have been provided for the proposed retaining wall.
- All elevations have been provided for the proposed car wash.
- Additional storefront fenestration has been added to the Stringtown Road-facing elevation of the convenience store to make it more consistent with the parking lot-facing elevation.

Staff continues to fully support the applicants' proposal. As previously noted, the applicants have been working closely with the Montgomery County Planning Department and HPC staff since 2015 to refine their proposal and ensure that it will not detract from the character of the Clarksburg Historic District. Staff finds that the proposed revisions appropriately respond to the Commission's previous comments and concerns, further ensuring compatibility with the historic district. The applicants are seeking conceptual support from the HPC.

**STAFF RECOMMENDATION:**

Staff recommends that the applicant make any revisions based on the HPC's recommendations and return for a HAWP application.

**Stacy P. Silber**  
*Attorney*  
301-841-3833  
[spsilber@lerchearly.com](mailto:spsilber@lerchearly.com)

October 3, 2018

**VIA ELECTRONIC DELIVERY**

The Honorable William Kirwan, AIA, LEED AP  
Historic Preservation Commission  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

RE: Second Preliminary Consultation — Wednesday, October 24  
23200 Stringtown Road Clarksburg, MD (the "Property")

Dear Chairman Kirwan and Commissioners:

On behalf of the Wills Group, Inc. (the "Applicant") we are writing to provide you with updated information about development of the Property in response to your questions at the September 5<sup>th</sup> HPC Preliminary Consultation meeting. We very much appreciated your feedback, and your general support for the Applicant's proposed preservation of the existing house and redevelopment.

During the September 5<sup>th</sup> meeting, HPC raised questions regarding: 1) the internal driveway access to the Day House; and 2) the views of the retaining wall. HPC also requested that the Stringtown Road façade be further articulated to more closely resemble the north-facing façade of the convenience store.

After consultation with HPC Staff, the Applicant is removing reference to the internal drive on the plan. Should the Day House be used for commercial purposes, the Applicant will return to HPC with a plan to reflect the proposed driveway location and materials.

The Applicant is enclosing revised elevations, which show, per your request, increased articulation and transparency along the Stringtown Road façade. We also provide additional elevations reflecting all facades of the car wash building, and cross sections showing the retaining wall and all elevations of the car wash building. Please find attached the following: 1) updated concept designs; 2) additional perspective drawings; and 3) cross sections. We look forward to discussing the project further with the Commission on Wednesday, October 24<sup>th</sup>.

Very truly yours,



Stacy P. Silber

Enclosures



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**DASH IN - CLARKSBURG**  
CONCEPT DESIGN  
SEPTEMBER 2018







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 CONCEPT DESIGN  
 SEPTEMBER 2018





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SEPTEMBER 2018





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CONCEPT DESIGN  
SEPTEMBER 2018





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**1** DASH IN - CLARKSBURG  
**2** CONCEPT DESIGN  
SEPTEMBER 2018





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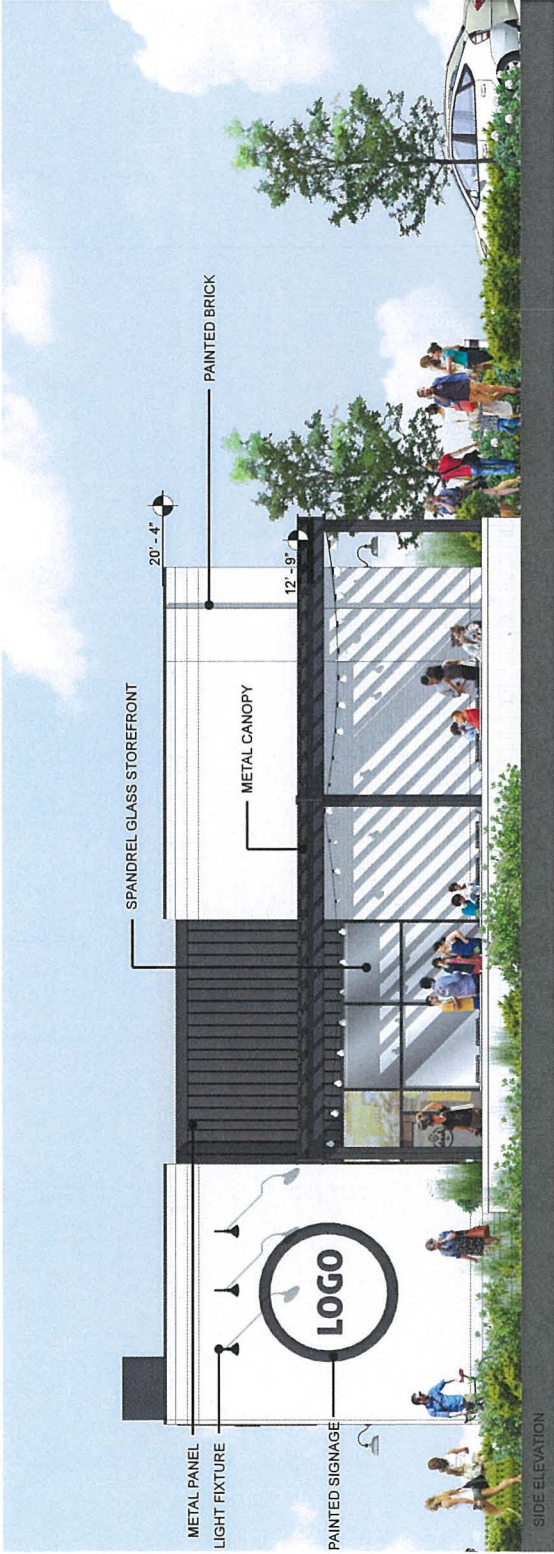
**DASH IN - CLARKSBURG**  
CONCEPT DESIGN  
SEPTEMBER 2018





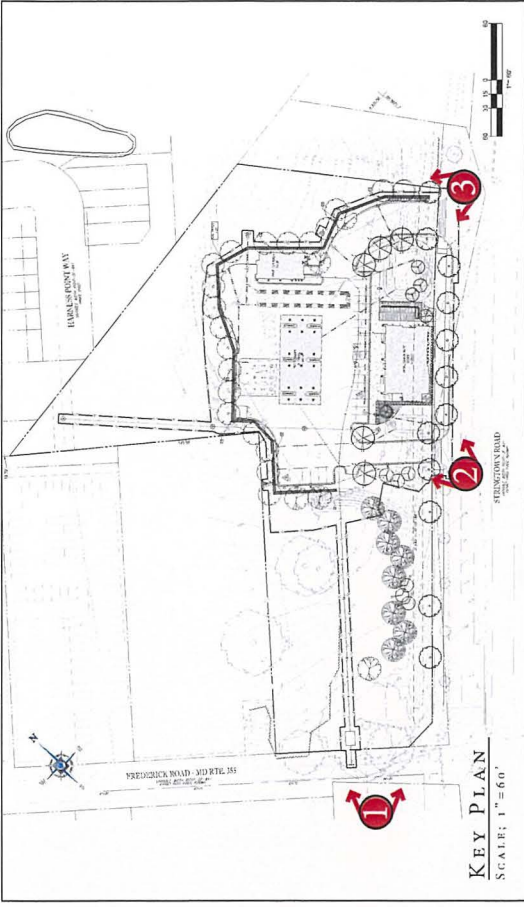
**DASH IN - CLARKSBURG**  
**4** CONCEPT DESIGN  
 October 2018







PERSPECTIVE # 1



PERSPECTIVE # 2



PERSPECTIVE # 3

PERSPECTIVE DRAWINGS

MDB152018 10/03/2018

**THE WILLS GROUP**  
23200 STRINGTOWN ROAD  
MONTGOMERY COUNTY, MARYLAND

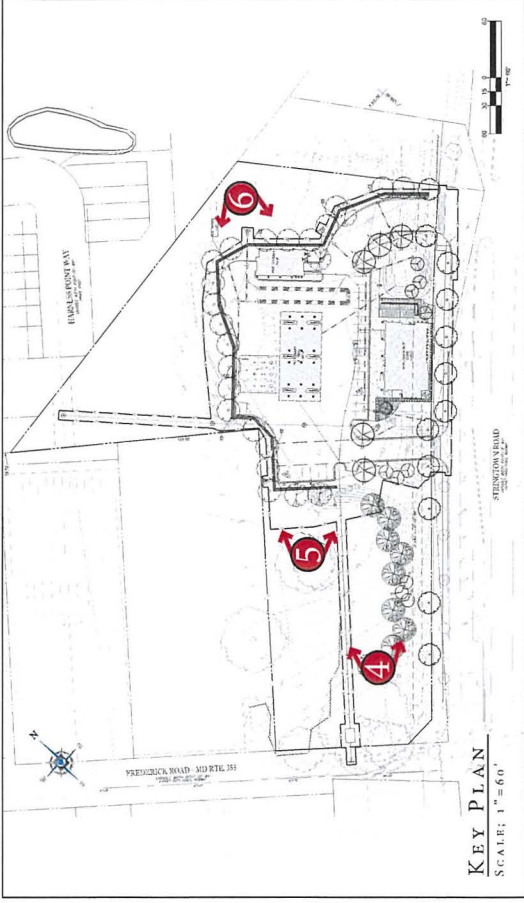


**BOHLER**  
ENGINEERING





PERSPECTIVE # 4



PERSPECTIVE # 5



PERSPECTIVE # 6

PERSPECTIVE DRAWINGS

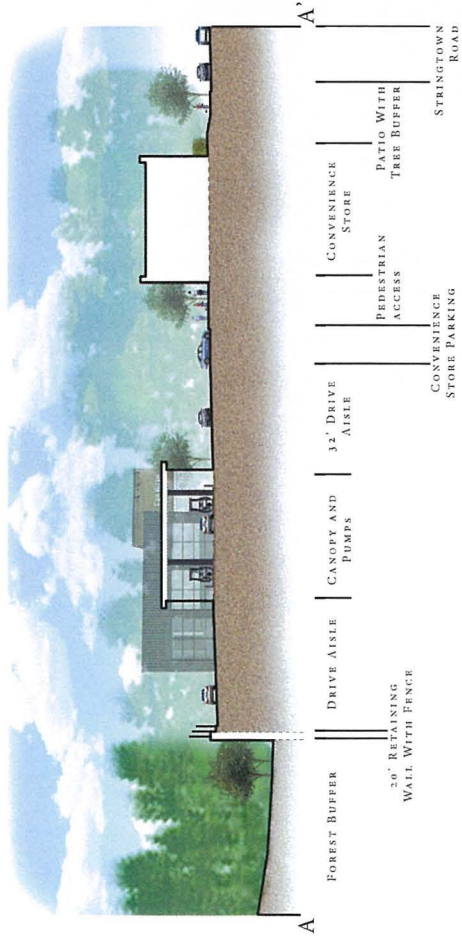
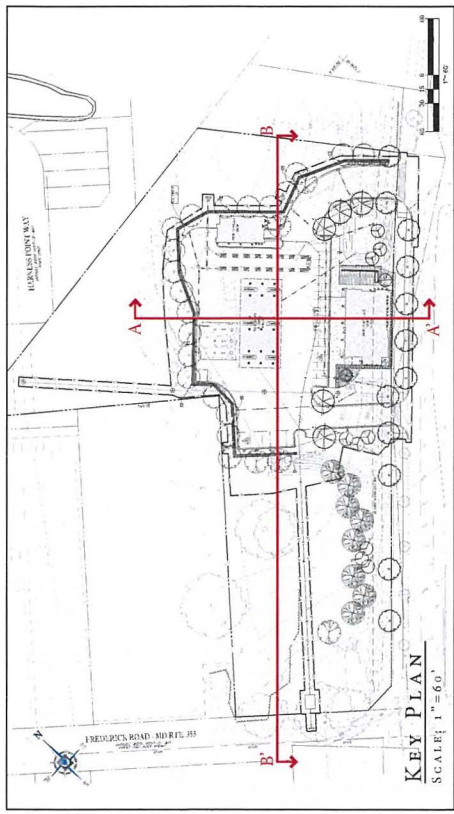
**THE WILLS GROUP**  
23200 STRINGTOWN ROAD  
MONTGOMERY COUNTY, MARYLAND

MDB152018

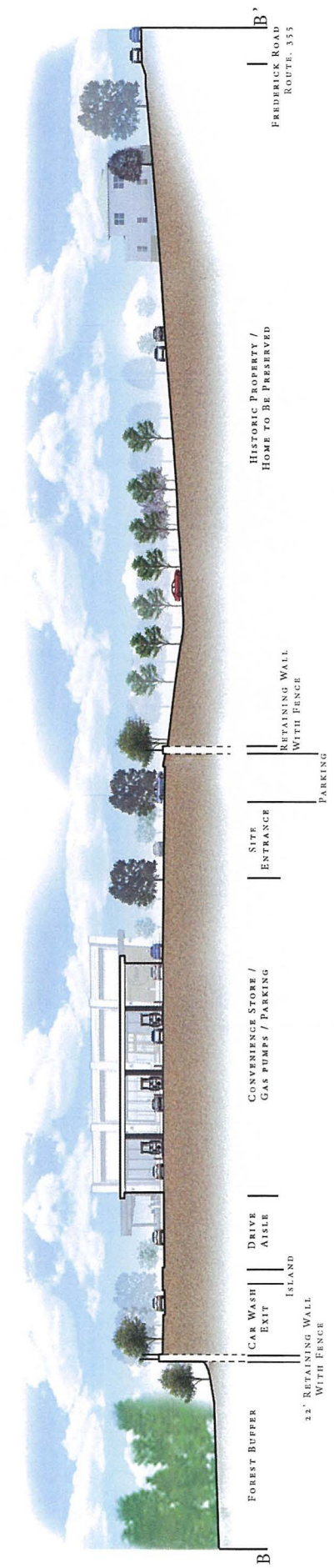
10/03/2018



**BOHLER**  
ENGINEERING



**SECTION A-A'**  
SCALE: 1" = 20'



**SECTION B-B'**  
SCALE: 1" = 20'

**CROSS SECTIONS**

MDB152018 10/03/2018

**BOHLER ENGINEERING**

1710 MELFORD BLVD., SUITE 310  
MONTGOMERY COUNTY, MARYLAND 20854  
PHONE: (301) 424-4000  
FAX: (301) 424-4001  
MD@BohlerEng.com

NO.	DATE	REVISIONS	BY



PROJECT: 23200  
 STRINGTOWN ROAD  
 PKR  
 THE WILLS GROUP, INC.

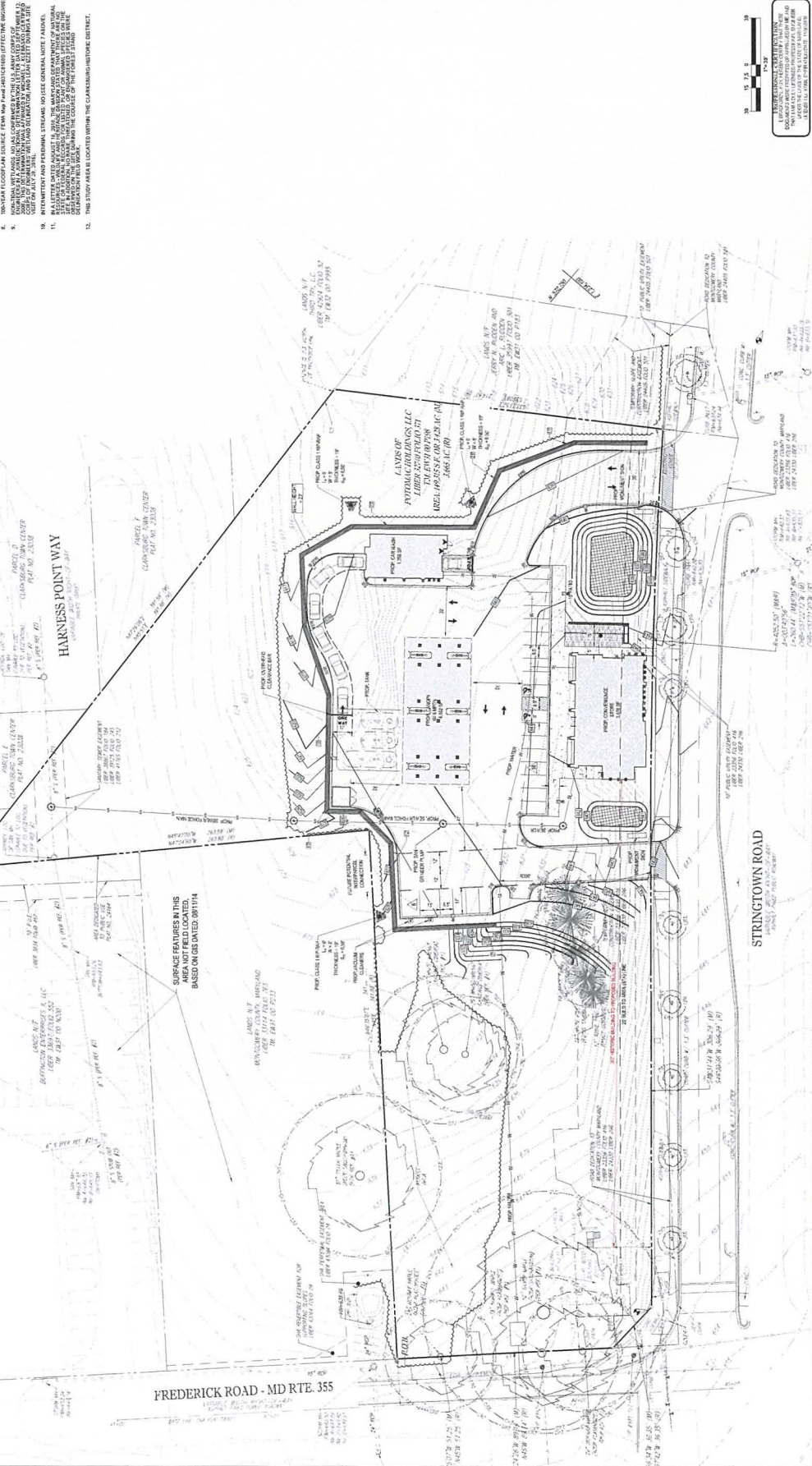
LOCATION OF SITE:  
 23200 STRINGTOWN ROAD  
 MONTGOMERY COUNTY  
 CHARLESTON, MD 20841

**BOHLER ENGINEERING**  
 1710 MELFORD BLVD., SUITE 310  
 MONTGOMERY COUNTY, MARYLAND 20854  
 PHONE: (301) 424-4000  
 FAX: (301) 424-4001  
 MD@BohlerEng.com

SHEET TITLE:  
**SITE PLAN - HISTORIC PRESERVATION**

SHEET NUMBER:  
**1**  
 OF 1

- GENERAL NOTES**
1. DEVELOPER/APPLICANT: THE WILLS GROUP, INC. DATE: 09/10/14
  2. THIS PLAN IS BASED UPON THE FOLLOWING:
    - a. AERIAL PHOTOGRAPHS AND SURVEY DATA
    - b. THE 2011 MARYLAND STATE ROAD AND HIGHWAY CONSTRUCTION MANUAL
    - c. THE 2011 MARYLAND STATE ROAD AND HIGHWAY DESIGN MANUAL
    - d. THE 2011 MARYLAND STATE ROAD AND HIGHWAY MAINTENANCE MANUAL
    - e. THE 2011 MARYLAND STATE ROAD AND HIGHWAY SAFETY MANUAL
    - f. THE 2011 MARYLAND STATE ROAD AND HIGHWAY UTILITIES MANUAL
    - g. THE 2011 MARYLAND STATE ROAD AND HIGHWAY SIGNAGE MANUAL
    - h. THE 2011 MARYLAND STATE ROAD AND HIGHWAY LIGHTING MANUAL
    - i. THE 2011 MARYLAND STATE ROAD AND HIGHWAY SOUND BARRIER MANUAL
    - j. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TOLLING MANUAL
    - k. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRAFFIC SIGNALS MANUAL
    - l. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRANSPORTATION SERVICES MANUAL
  3. THE PLAN IS BASED UPON THE FOLLOWING:
    - a. THE 2011 MARYLAND STATE ROAD AND HIGHWAY CONSTRUCTION MANUAL
    - b. THE 2011 MARYLAND STATE ROAD AND HIGHWAY DESIGN MANUAL
    - c. THE 2011 MARYLAND STATE ROAD AND HIGHWAY MAINTENANCE MANUAL
    - d. THE 2011 MARYLAND STATE ROAD AND HIGHWAY SAFETY MANUAL
    - e. THE 2011 MARYLAND STATE ROAD AND HIGHWAY UTILITIES MANUAL
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    - g. THE 2011 MARYLAND STATE ROAD AND HIGHWAY LIGHTING MANUAL
    - h. THE 2011 MARYLAND STATE ROAD AND HIGHWAY SOUND BARRIER MANUAL
    - i. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TOLLING MANUAL
    - j. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRAFFIC SIGNALS MANUAL
    - k. THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRANSPORTATION SERVICES MANUAL
  4. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2011 MARYLAND STATE ROAD AND HIGHWAY CONSTRUCTION MANUAL.
  5. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY DESIGN MANUAL.
  6. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY MAINTENANCE MANUAL.
  7. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY SAFETY MANUAL.
  8. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY UTILITIES MANUAL.
  9. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY SIGNAGE MANUAL.
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  11. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY SOUND BARRIER MANUAL.
  12. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY TOLLING MANUAL.
  13. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRAFFIC SIGNALS MANUAL.
  14. THE PLAN IS BASED UPON THE 2011 MARYLAND STATE ROAD AND HIGHWAY TRANSPORTATION SERVICES MANUAL.



1" = 30'

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**BOHLER ENGINEERING**

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 TEL: 410-326-1100  
 FAX: 410-326-1101  
 WWW.BOHLENG.COM

REV	DATE	REVISIONS	BY



NOT APPROVED FOR CONSTRUCTION

PROJECT NO. 23200  
 STRINGTOWN ROAD  
 P.O. BOX 100  
 THE WILLS GROUP, INC.  
 2200 STRINGTOWN ROAD  
 MONTGOMERY COUNTY  
 CHARLESTON, MD 20811

**BOHLER ENGINEERING**  
 200 W. HARRISS POINT WAY  
 HARRISS POINT, MD 21041  
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 FAX: 410-326-1101  
 WWW.BOHLENG.COM

**SITE PLAN - HISTORIC PRESERVATION**

DIRECT NUMBER: 1

- GENERAL NOTES**
1. DEVELOPER/EMPLOYMENT: THE WILLS GROUP, INC. 200 W. HARRISS POINT WAY, HARRISS POINT, MD 21041. CONTACT: BRUNN WILSON
  2. THIS PLAN IS BASED UPON THE FOLLOWING:
    - a. AERIAL PHOTOGRAPHY DATED 10/15/12
    - b. AERIAL PHOTOGRAPHY DATED 10/15/12
    - c. AERIAL PHOTOGRAPHY DATED 10/15/12
    - d. AERIAL PHOTOGRAPHY DATED 10/15/12
    - e. AERIAL PHOTOGRAPHY DATED 10/15/12
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    - v. AERIAL PHOTOGRAPHY DATED 10/15/12
    - w. AERIAL PHOTOGRAPHY DATED 10/15/12
    - x. AERIAL PHOTOGRAPHY DATED 10/15/12
    - y. AERIAL PHOTOGRAPHY DATED 10/15/12
    - z. AERIAL PHOTOGRAPHY DATED 10/15/12
  3. THE STUDY AREA IS LOCATED WITHIN THE CHARLESTON HISTORIC DISTRICT.

4. CURRENT ZONING OF THIS SITE IS RES-100.
5. SPECIAL PROTECTION AREA (SPA) IS CLARIFIED AS A P.
6. PRIMARY MANAGEMENT AREA (PMA) IS CLARIFIED AS A P.
7. THE STUDY AREA IS LOCATED WITHIN THE CHARLESTON HISTORIC DISTRICT.
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