

Preliminary Consultation
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	23200 Stringtown Road, Clarksburg	Meeting Date:	9/5/2018
Resource:	Contributing Resource (Clarksburg Historic District)	Report Date:	8/29/2018
Applicant:	The Wills Group (Stacy P. Silber, Agent)	Public Notice:	8/22/2018
Review:	Preliminary Consultation	Tax Credit:	Partial
Case Number:	N/A	Staff:	Michael Kyne
PROPOSAL:	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.

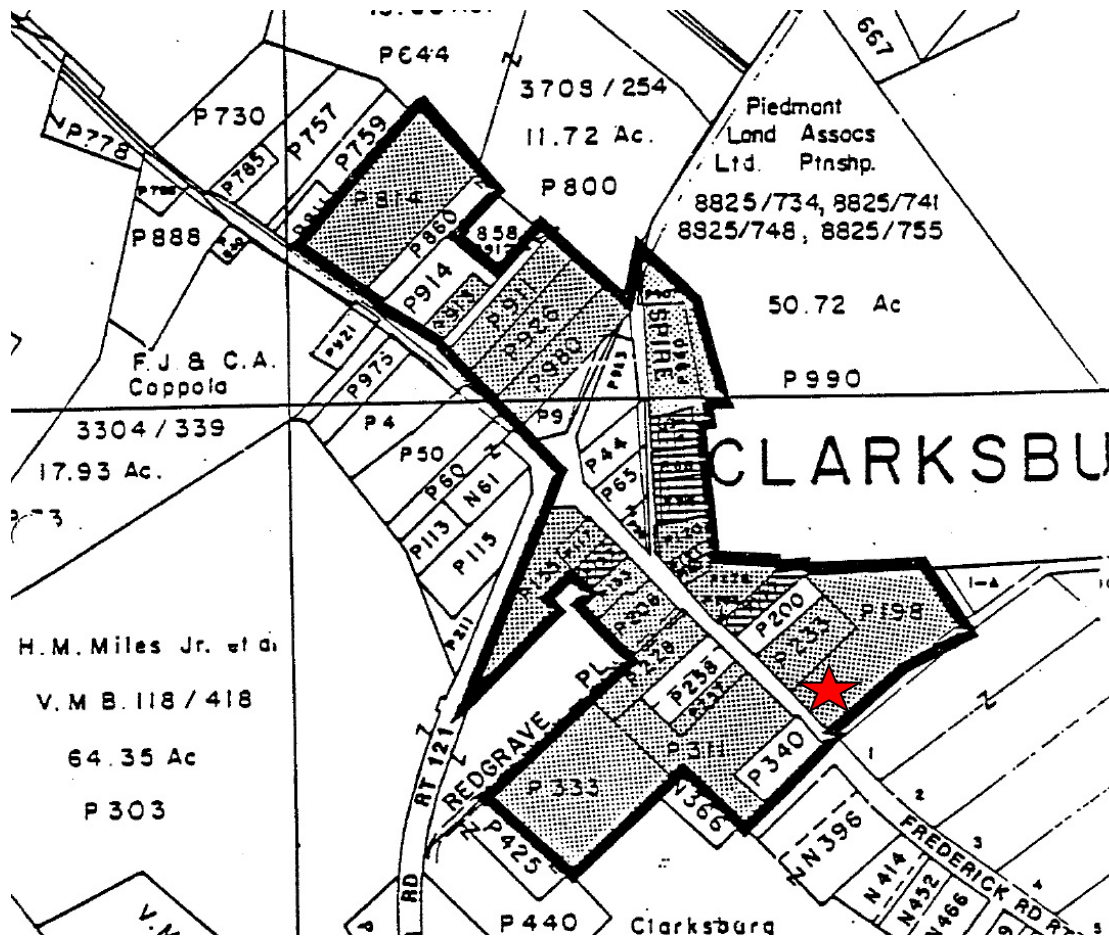


Fig. 1: Clarksburg Historic District & Subject Property

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:

Rehabilitation of Historic Day House

The following rehabilitation work is proposed at the historic Day House:

- In-kind siding repairs and in-kind replacement of missing wooden siding, where necessary.
- In-kind replacement of the existing asphalt shingle roofing.
- In-kind carpentry repairs to the wrap-around front porch.
- Repair of the historic wooden windows.
- Window replacement, where necessary.
- Foundation repairs.
- Installation of a new asphalt driveway and parking area at the rear of the historic house, which will be accessed via the proposed filling station's parking lot.
- Construction of a ramp and new entrance at the rear of the historic house for ADA accessibility.

Staff is generally supportive of the proposed rehabilitation work, finding that it will enhance the preservation of the historic house. Staff conducted a site visit to the historic house on August 1, 2018 to assess the condition of the existing windows and noted the following:

- The condition of the existing windows ranges from good to poor.
- On the basement level, the windows will need to be replaced entirely, as they are missing more than 50% of the original material and/or have been previously removed.
- Attic level windows in the dormer were not accessible, but a visual inspection from the street showed they were in the same general condition (good to fair) as other windows on the house.
- The house retains the majority of its double-hung wood windows. The sunroom in the rear has replacement vinyl windows installed. The kitchen windows are wood but may not date to the period of significance of the house.

- All windows retain the sash cord hardware and likely retain the pulley weights in the pockets of the jambs, although the jambs were not able to be visually inspect during the site visit. All cords have been cut and the windows are generally inoperable.
- All windows exhibit signs of paint and glazing deterioration. All windows should have paint and glazing removed by a Lead Certified contractor.
- Some windows with broken glass can have the glass replaced in kind.
- Two windows on the southeast elevation towards the rear (upper and lower floors) exhibit the most deterioration. Two meeting rails have entirely detached from the upper sash and are being held in place by paint and nails. The glass from the upper sashes has started to slip out due to the deterioration of the meeting rails. The sills on these windows are likewise heavily deteriorated. Repair and replacement of these windows would likely require the removal of at least 50% of the original windows and associated hardware and framing. These windows could be considered for replacement if the applicant so chooses (see Figs. 2 – 5).
- The vinyl windows in the rear could also be considered for replacement as they are not historic.



Figs. 2 & 3: Deteriorated First-Floor Window, Southeast Elevation



Figs. 2 & 3: Deteriorated Second-Floor Window, Southeast Elevation

It is staff's assessment that all existing windows on the historic house, except where specifically noted above, should be repaired rather than replaced, in accordance with *Standard #6*.

Staff does express some concern about the proposed asphalt driveway and parking area at the rear of the historic house, as this (along with the proposed filling station parking lot) will result in a significant amount of new hardscaping at the subject property. Staff recommends that gravel or other permeable materials be used for the proposed driveway and parking area instead.

Although details have not been provided, staff is conceptually supportive of the proposed ADA accessible ramp and entrance at the rear of the historic house, as this is the preferred location for such features. Staff recommends that the ramp and entrance be constructed from compatible materials and be respectful of existing features that characterize the historic house.

New Development

The applicants propose to construct a filling station, car wash, and approximately 3,741 sf convenience store on the easternmost portion of the subject property. The proposed convenience store will be located at the front of the new development (near Stringtown Road), with a shallow setback to be generally consistent with the Day House and the other buildings in the historic district (according to the *Vision*, the setback of the existing buildings in the historic district ranges from 0' to 400', with 40' being the average). The filling station will be further removed from the public right-of-way, being located in the center of the associated paved parking lot, and the car wash will be located toward the rear in the northeast corner of the property.

The filling station will be accessed via two existing curb cuts from Stringtown Road, although the westernmost curb cut will be shifted approximately 30'-35' to the west to accommodate a future County road that will provide access to an existing development to the north of the subject property. Significant grading and an approximately 20' high retaining wall will be required at the rear of the parking lot, as the subject property slopes down from Stringtown Road, and there is a ravine between the subject property and the existing development to the north. The retaining wall may not be readily visible from the public right-of-way, as it will drop off below the grade of Stringtown Road. While details have not yet been

provided for the proposed retaining wall, staff asks the Commission for guidance to help minimize its visual impact.

Regarding design, the proposed convenience store will be constructed from painted brick, wood slats, metal, and glass. The proposed filling station (with canopy) and car wash will be constructed from similar materials. A canopy will be installed on the front elevation of the convenience store, which will face north/northwest (away from Stringtown Road). The canopy will continue around the northeast corner, defining an outdoor patio and leading pedestrians from Stringtown Road to the front entrance. The south/southeast elevation of the building (facing Stringtown Road) will include a large glass storefront, which will be justified to the right side of the building and take visual cues from early-to-mid 20th century service stations.

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. The applicants are seeking conceptual support from the HPC as well as any additional guidance that would further ensure the proposal's compatibility with the historic district.

STAFF RECOMMENDATION:

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



HISTORIC PRESERVATION COMMISSION
301/563-3400

APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Email: spsilber@lercheearly.comContact Person: Stacy P. SilberDaytime Phone No.: 301-841-3833Tax Account No.: 02-00018436Name of Property Owner: The Wills Group* c/o David NeissDaytime Phone No.: 410-458-1287Address: 102 Centennial Street, Suite 100 La Plata MD 20646
Street Number City State Zip Code

Contractor: _____ Phone No.: _____

Contractor Registration No.: _____

Agent for Owner: Stacy SilberDaytime Phone No.: 301-841-3833**LOCATION OF BUILDING/PREMISE**House Number: 23200 Street: Stringtown RoadTown/City: Clarksburg Nearest Cross Street: Frederick RoadLot: N/A Block: N/A Subdivision: 0001 Moneys Worth and Woods PortLiber: N/A Folio: N/A Parcel: P198**PART ONE: TYPE OF PERMIT ACTION AND USE****1A. CHECK ALL APPLICABLE:**

- ☐ Construct ☐ Extend ☒ Alter/Renovate
☐ Move ☐ Install ☐ Wreck/Raze
☐ Revision ☒ Repair ☐ Revocable

CHECK ALL APPLICABLE:

- ☐ A/C ☐ Slab ☐ Room Addition ☐ Porch ☐ Deck ☐ Shed
☐ Solar ☐ Fireplace ☐ Woodburning Stove ☐ Single Family
☐ Fence/Wall (complete Section 4) ☒ Other: Windows, driveway, & foundation

1B. Construction cost estimate: \$ TBD

1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS2A. Type of sewage disposal: 01 ☒ WSSC 02 ☐ Septic 03 ☒ Other: Existing - None2B. Type of water supply: 01 ☒ WSSC 02 ☐ Well 03 ☒ Other: Existing - None**PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL**

3A. Height _____ feet _____ inches

3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:

- ☐ On party line/property line ☐ Entirely on land of owner ☐ On public right of way/easement

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

Signature of owner or authorized agent_____
Date

Approved: _____ For Chairperson, Historic Preservation Commission

Disapproved: _____ Signature: _____ Date: _____

Application/Permit No.: _____ Date Filed: _____ Date Issued: _____

Edit 6/21/99

SEE REVERSE SIDE FOR INSTRUCTIONS

3006624v1

* The Wills Group is the contract purchaser. Potomac Holdings LLC is the property owner and their address is 7819 Norfolk Avenue, #200, Bethesda, MD 20814.

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

1. WRITTEN DESCRIPTION OF PROJECT

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:
Please see attached statement.

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:
Please see attached statement.

2. SITE PLAN

Site and environmental setting, drawn to scale. You may use your plot. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. PLANS AND ELEVATIONS

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- a. *Schematic construction plans*, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. *Elevations (facades)*, with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

4. MATERIALS SPECIFICATIONS

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. PHOTOGRAPHS

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. TREE SURVEY

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS

For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question.

HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING	
Owner's mailing address: The Wills Group* 102 Centennial Street Suite 100 La Plata, MD 20646	Owner's Agent's mailing address: Stacy P. Silber, Esq. Lerch, Early & Brewer, Chtd. 7600 Wisconsin Avenue, Suite 700 Bethesda, MD 20814
Adjacent and confronting Property Owners mailing address	
Potomac Holdings LLC 7819 Norfolk Avenue, #200 Bethesda, MD 20814.	
THOMAS W CONLEY ET AL TR 21136 WESTERLY RD POOLESVILLE, MD 20837	Jaisai Properties LLC 4007 Broadstone St. Frederick, MD 21704
Amir H Modjarrad et al 22222 Creekview Dr GAITHERSBURG, MD 20882	MONTGOMERY COUNTY 101 MONROE ST FL 3 ROCKVILLE, MD 20850
THIRD TRY LC 1355 BEVERLY RD STE 240 MCLEAN, VA 22101	JERRY N RUDDEN ET AL 5600 LAKE CHRISTOPHER DR ROCKVILLE, MD 20855
Rajkumar Karakheti Bishnu Maya Dallakoti Karakheti 23301 Brewers Tavern Way CLARKSBURG, MD 20871	Madhavi Puritipati 12150 Windsor Hall Way Herndon, VA 20170
Susan Bechtel Revoc Tr 9312 Wooden Bridge Rd Potomac, MD 20854	Ruei Shiuan Lin Guan Yu 13119 Sutler Square Ter. CLARKSBURG, MD 20871
Joseph R Walston et al 231 Madelia Place Mooresville, NY 28115	DAVID AWOTWE-OTOO 13125 SUTLER SQUARE TER CLARKSBURG, MD 20871
DEAARON ALEXANDER 13127 SUTLER SQUARE TER CLARKSBURG, MD 20871	ANTHONY J NICOLELLA LISA S NICOLELLA 13129 SUTLER SQUARE TER CLARKSBURG, MD 20871
AMBROISE STEPHANY M 13131 SUTLER SQUARE TER CLARKSBURG, MD 20871	YAXIN LIU & LI ZHAO 13133 SUTLER SQUARE TER CLARKSBURG, MD 20871

* The Wills Group is the contract purchaser. Potomac Holdings LLC is the property owner.

ORIN SCHEPPS 10706 BREWER HOUSE RD ROCKVILLE, MD 20852	DJAOUED BEDJAOUI 23306 BREWERS TAVERN WAY CLARKSBURG, MD 20871
ELENA LEARNER ROYAL HATHAWAY JR 23304 BREWERS TAVERN WAY CLARKSBURG, MD 20871	BHADRESH SAVALIYA PAYAL HARKHANI 23302 BREWERS TAVERN WAY CLARKSBURG, MD 20871
RAFAEL MANDLER JULIET SHAPOSHNIKOV 23300 BREWERS TAVERN WAY CLARKSBURG, MD 20871	JIJU JOY 23316 BREWERS TAVERN WAY CLARKSBURG, MD 20871
JORGE A & GEOVANNA M CARBAJAL 23314 BREWERS TAVERN WAY CLARKSBURG, MD 20871	SUSSANA L BERRONES 12901 SHORT HILLS DR CLARKSBURG, MD 20871
JACK WU 23310 BREWERS TAVERN WAY CLARKSBURG, MD 20871	LUCIA NIEVES 13122 CLARKSBURG SQUARE RD CLARKSBURG, MD 20871
SAJJAD SYED 13124 CLARKSBURG SQUARE RD CLARKSBURG, MD 20871	JOSHUA L CLUTE LUCY N CLUTE 13126 CLARKSBURG SQUARE RD CLARKSBURG, MD 20871
VINAY SARAOGI SAXENA TOSHI 13128 CLARKSBURG SQUARE RD CLARKSBURG, MD 20871	LAURENTI K NGUTTER CRYSTAL M NGUTTER 13130 CLARKSBURG SQUARE RD CLARKSBURG, MD 20871
Aries Investment Group (Clarksburg) LLC 3841 Sugarloaf Parkway Frederick, MD 21704	Highlands at Clarksburg HOA Inc c/o PMP Inc. 955A Russell Avenue GAITHERSBURG, MD 20879
CLARKSBURG PROPERTIES LLC 6323 RITCHIE HWY GLEN BURNIE, MD 21061	KIEU THAI ET AL 23244 BREWERS TAVERN WAY CLARKSBURG, MD 20871
CHIA-SHEN WANG 23246 BREWERS TAVERN WAY CLARKSBURG, MD 20871	RACHEL SMITH 23240 BREWERS TAVERN WAY CLARKSBURG, MD 20871

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KIENG TAN 23234 BREWERS TAVERN WAY CLARKSBURG, MD 20871	MARVIN THOMAS 23230 BREWERS TAVERN WAY CLARKSBURG, MD 20871
PAUL SIN 23226 BREWERS TAVERN WAY CLARKSBURG, MD 20871	CHUNNUAN GAO 23224 BREWERS TAVERN WAY CLARKSBURG, MD 20871
ATEFEH ABRISHAMI 23242 BREWERS TAVERN WAY CLARKSBURG, MD 20871	CHING C KUAN 23232 BREWERS TAVERN WAY CLARKSBURG, MD 20871
CHANYONG QIAN & ZHONGSU LU 12103 AMBER RIDGE CIR GERMANTOWN, MD 20876	23212 BREWERS TAVERN WAY LLC 13716 WILLOW TREE DR ROCKVILLE, MD 20850
23214 BREWERS TAVERN WAY LLC C/O S BATHAIAN 401 MIDSUMMER DR GAITHERSBURG, MD 20878	CLARKSBURG PEDIATRICS LLC 23216 BREWERS TAVERN WAY CLARKSBURG, MD 20871
HARTEX SUPPLIES LLC 23218 BREWERS TAVERN WAY CLARKSBURG, MD 20871	SAINI PROPERTIES LLC 10115 SYCAMORE HOLLOW LN GERMANTOWN, MD 20876
MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION 9500 BRUNETT AVE SILVER SPRING, MD 20901	CLARKSBURG PROPERTIES LLC 6323 RITCHIE HWY GLEN BURNIE, MD 21061
FORTUNESTAR LLC 23200 BREWERS TAVERN WAY CLARKSBURG, MD 20871	GROJAK PARTNERS LLC 7426 WYDOWN BLVD ST LOUIS, MO 63105
JILY PROPERTY MANAGEMENT LLC 109 ALDERWOOD DR GERMANTOWN, MD 20878	MUKHTAR LLC 23217 MURDOCK RIDGE WAY CLARKSBURG, MD 20871
MONTGOMERY COUNTY MD 101 MONROE ST ROCKVILLE, MD 20850	BUFFINGTON ENTERPRISES II LLC 21020 LAYTON RIDGE DR LAYTONSVILLE, MD 20882
POTOMAC HOLDINGS LLC 7508 WISCONSIN AVE FL 2 BETHESDA, MD 20814	

* The Wills Group is the contract purchaser. Potomac Holdings LLC is the property owner.

**Statement in Support
Historic Preservation Commission - Preliminary Consultation
23200 Stringtown Road, Clarksburg, Maryland**

On behalf of the Applicant, the Wills Group, Inc. (the "Applicant") we are submitting this Statement to provide the Historic Preservation Commission ("HPC") with information on the proposed modifications and alterations to the property located at 23200 Stringtown Road in Clarksburg, Maryland (the "Property"). The Applicant proposes to redevelop the eastern-most portion of the Property with a filling station, an accessory car wash, and an approximately 3,471 square foot convenience store (collectively, the "Project"). Although not required as part of a standard method of development project, an important public benefit that will be a result of the proposed Project is the rehabilitation of the residential house located on the Property that is designated as a contributing historic resource (the "Day House").

I. Property Background

The Property is located in the northern quadrant of the intersection of Frederick Road and Stringtown Road and has a net lot area of approximately 159,647 square feet (or 3.66 acres). The Property is zoned CRT-0.5, C-0.5, R-0.5, H-45' and is located within the boundaries of the Clarksburg Historic District.

The Property is currently improved with the Day House, which is located on the southern edge of the site, directly at the intersection of Frederick Road and Stringtown Road. According to the Maryland Department of Assessments and Taxation ("SDAT"), the Day House was constructed in 1924. The remainder of the Property is currently undeveloped and contains modest forestation.

II. Proposed Development

As mentioned above, the Applicant is proposing to redevelop a portion of the Property with a filling station, accessory car wash, and an approximately 3,471 square foot convenience store. The Project has been designed to provide sensitive and appropriate infill development that respects the historic character of the surrounding area. The redevelopment is concentrated on the eastern-most portion of the site, in order to maintain a significant distance from the Day House and preserve the existing tree buffer surrounding the Day House. Additionally, an important public benefit provided in connection with the Project is the exterior restoration of the Day House. The following provides an overview of both the proposed new development, as well as the alterations to the Day House.

a. New Development

The Applicant has paid particular attention to both the site layout and architectural design to ensure the Project respects the historic character of the Property. While the architectural design of the new commercial development has been informed by the historic house, the new development has been located as far away from the Day House as possible to preserve the historic setting.

The proposed development is concentrated on the eastern end of the site. As a result, the new development is located a minimum of approximately 209 feet from the Day House. This substantial separation has the added benefit of allowing the existing tree buffer that surrounds the Day House to remain relatively undisturbed. In conformance with the goals of the Property's zone and Master Plan, the convenience store building has been pulled up to the street to help activate the pedestrian environment and create a defined street presence, while also largely screening the filling station and car wash from view.

Vehicular access to the Property will be provided through the two (2) existing curb cuts off of Stringtown Road. These curb cuts will be slightly adjusted to accommodate the layout of the site. Additionally, the Project will provide more formalized internal vehicular access to the Day House, to eliminate the informal vehicular access currently provided along Frederick Road, just north of its intersection with Stringtown Road.

The Project has been designed to complement, but also be distinguishable from, the historic structure. The design of the filling station, car wash and convenience store share similar architectural features, which can be best described as a modern interpretation of an old fashioned service station. The architectural design incorporates features that will blend in seamlessly with the surrounding Historic District:

The Convenience Store is composed of a clean and simple, yet well detailed, painted brick structure featuring a strong horizontal metal canopy, reminiscent of historical front porch detailing, which creates an inviting experience for the user. The canopy helps to identify the front facade and wraps around the northeast corner of the building to define a 105-square foot outdoor patio space, lit by catenary lights. Wood slatted walls warm up the front facade, evoking a rural nostalgia, and highlight the asymmetrical glass storefront entryway. The structure is further accentuated by dark metal paneling on the northeast and northwest facades, which help to break-up and contrast the bright white brick material. The rear elevation has been designed to mimic an old fashioned service station with 3 "service bay doors" that are actually comprised of an 8-pane window of spandrel glass, given the back-of-house functions located in this portion of the building. These service bay windows are set within the dark metal paneling and a wood slatted signage feature meant to capture attention from a distance and completes the rear elevation. The southwestern elevation is simplistically designed with metal paneling and white painted brick out of deference to the Day House.

The Filling Station will be covered by a metal canopy that will be similar in design to the canopy that covers the Convenience Store patio. Additionally, the Filling Station will incorporate other design features, such as the reclaimed wood or hardy plank siding and printed brick, to complement the Convenience Store and contribute to the rural feel of the Project.

The accessory Car Wash will have a single bay and will be constructed with many of the same aesthetic features as the Filling Station and Convenience Store, including standing seam metal paneling and painted brick. The Car Wash will also include three (3) transparent windows that will allow onlookers, particularly patrons relaxing in the outdoor patio area, to watch the internal mechanical facilities clean and service vehicles.

As such, the proposed Project will not adversely impact the Day House. Rather, the proposed layout serves to preserve and accentuate the historic setting of the Day House, while permitting appropriate infill development that activates the pedestrian environment, as encouraged by the applicable master plans.

b. The Day House

1. Background on Architectural Significance

Originally constructed in 1924, the Day House is designated as a historic resource in the *2014 Approved and Adopted 10 Mile Creek Area Limited Amendment 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area* (the "Limited Amendment") to the *1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area* (the "Master Plan"), and is recommended for historic preservation. Beginning at the southern end of the Town Center at the corner of Frederick Road and Stringtown Road, the house bears a distinct 1920's functional, architectural style. More specifically, the Day House is an American Four-Square style dwelling, which is an example of Victorian architecture and other Revival styles popular throughout the last half of the nineteenth century.

The American Four-Square style is identified by its square shape and by its hipped roof. It is usually two stories with a full-width, one-story porch. Often, the front of the hipped roof has prominent dormer windows. This type of building was one of America's most popular house forms from the late 1890s through the 1920s.

The *1992 Vision of Clarksburg: A Long Range Preservation Plan* (the "Vision") notes that the Day House is a "fine example" of the American Four-Square dwelling. The Day House is influenced by bungalow styled details, but maintains the proportion and symmetry associated with the American Four-Square style. Square in plan and two-and-one-half stories in height, the house has a hipped roof with a central hipped roof dormer. The wrap-around porch with squat columns set upon concrete piers is characteristic of bungalow styled architecture.

2. Conditions Assessment

The Day House is currently vacant and appears to have been vacant for approximately 10-15 years. As such, the building has fallen into a state of disrepair. There are currently no utilities provided to the house, and the electric meter has been removed. The windows are in poor condition – approximately half of the windows are broken and most sills and sashes are showing signs of rot. While the roof, siding and porch are in relatively good condition (with some areas of missing tiles), there is hole in the foundation near the previous sump pump that was once operable on the Property. Additionally, the recently completed work at the intersection of Stringtown Road and Frederick Road has resulted in drainage and runoff issues.

3. Proposed Renovations

In connection with the Project, the Applicant is proposing to repair the exterior of the Day House. Because the use has yet to be determined, the Petitioner is not proposing to make modifications to the interior of the Day House.

While not subject to Historic Area Work Permit review, the Applicant proposes several in-kind repairs, including replacing missing siding and asphalt shingles on the roof, and repairing the wrap-around porch. Additionally, the siding will be power-washed to restore it to good condition.

In addition to these in-kind repairs, the Applicant is proposing the following replacements and/or new construction to fully restore the Day House:

1. Given their poor condition, all windows will be repaired or replaced. Windows that cannot be repaired will be replaced with windows that are in keeping with the original materials and design;
2. The existing hole in the foundation, which is located in the general area of the prior sump pump on the Property, will be repaired;
3. A new asphalt driveway and small parking area at the rear of the Day House will be constructed to provide vehicular access to the historic structure. The driveway will be accessed internal to the site and will allow the structure to be put to productive use; and
4. Should the Day House be used for commercial purposes, the Applicant proposes to construct a ramp and a new exterior opening on the rear or side of the structure to provide an ADA accessible entrance. At this time, the Applicant is only seeking HPC's preliminary input on the location and general character of these improvements. The Applicant will come back before the HPC with detailed designs for approval, if and when a commercial user is identified to occupy the Day House.

Collectively, these renovations will revitalize the distinct, aesthetic features of the Day House, making it capable of attracting a variety of potential users in the future.

III. Vision of Clarksburg: A Long Range Preservation Plan

The Property conforms to the long-range preservation plan for the Clarksburg Historic District, provided in the *Vision of Clarksburg: A Long Range Preservation Plan*. The Vision recognizes that one of the overarching goals is to "retain, reuse, and preserve the existing resources of the historic district, while allowing for an acceptable amount of controlled infill." New infill development shall be compatible with the historic district in terms of scale and character, respect the development patterns of extant buildings in the historic district, and preserve buffer areas surrounding historic resources.

The discussion below addresses the Project's substantial compliance with two major sections of the Vision: 1) Character-Defining Features – Review of Physical Characteristics; and 2) Development of a Long-Range Preservation Plan – Strategies for Maintaining Historic Character.

1. Character-Defining Features – Review of Physical Characteristics

The Vision identifies the following, as those features that help define the historic character of Clarksburg:

- Building Type and General Characteristics
- Building Setbacks
- Rhythm of Spacing Between Buildings
- Geographic and Landscape Features
- Scale and Building Height
- Directional Expression of Building
- Roof Form and Materials
- Porches
- Dominant Building Material
- Outbuildings
- Integrity of Form, Building Condition and Threats
- Architectural Style

The Project complements the design aesthetic of the Historic District. An important element that unifies the streetscape of Clarksburg is that structures are set close to the road, with regular intervals between them. According to the Vision, the Day House has a front setback of approximately 10 feet. Similarly, the proposed convenience store has been pulled up to Stringtown Road to help define the street. The new development will also complement the height and scale that is characteristic of Clarksburg. According to the Vision, the historic houses in Clarksburg are similar in height, ranging only from two-stories to two- and one-half stories. The convenience store will be a single story (with a maximum height of 21 feet), but reads as one and a half to two-stories. Additionally, the design of the convenience store will be horizontally emphasized in composition, in keeping with the character of the historic style of Clarksburg. Given that porches are a strong defining feature of the Clarksburg Historic District,

the convenience store incorporates a strong horizontal metal canopy, reminiscent of historical front porch detailing, which creates an inviting experience for the user. The canopy helps to identify the front facade and wraps around the northeast corner of the building to define a 105-square foot outdoor patio space, lit by catenary lights.

As illustrated below, the Project is also consistent with the land use characteristics that contribute to and help define the character of the Historic District. These characteristics include relationships between lot sizes, lot coverage (lot occupancy), the distance between building fronts and the street (front yard setback), the open space between buildings and the variation of these characteristics from one building type to another to recognize hierarchy of uses. (*Vision*, pgs. 44-48).

- *Lot Area and Ownership (page 44, Vision of Clarksburg)*

The area of the Property devoted to new development is approximately 3.66 acres, well within the maximum of the Historic District. (Lot area for existing properties within the Historic District minimum = .1 acres; average = 1.1 acres; maximum = 4.2 acres).

- *Lot Coverage Patterns (page 45, Vision of Clarksburg)*

The lot coverage of the Project is approximately 5.8%. (Lot coverage for existing properties within the Historic District minimum = 1%; average = 7%; maximum = 40%).

- *Relationships of Front Yard Setback and Building Separation (page 46, Vision of Clarksburg)*

The Project has a front yard setback of approximately 3 feet. (Front yard setbacks for existing properties within the Historic District min = 0 feet; average = 60 feet; max = 400 ft.).

The building separation distance between the new development and the Day House is 209 feet to the retaining wall and 302' to the convenience store. (Building separation for existing properties within the Historic District minimum = 100 feet; average = 130 feet; max = 150 feet). As demonstrated herein, the proposed development greatly exceeds the building separation provided by other buildings within the Historic District, to promote compatibility with the character and historic setting of the Day House.

- *Characteristics of Streets and Vegetation (page 47, Vision of Clarksburg)*

An important element of the streetscape characteristics of the Clarksburg Historic District is the location of buildings close to the street. As discussed throughout this Statement, the Project will promote this goal by locating the proposed convenience along the street to help define the pedestrian environment. Additionally, the streetscape improvements proposed, which include additional landscaping along Stringtown Road will help to promote the rural character of the Historic District.

- *Identification of Open Space and Vacant Land (pages 47-48, Vision of Clarksburg)*

Open space distinguishes landmarks or important historic resources which would be compromised if the land were not vacant. The Petitioner has situated the new development at a distance that is respectful of the Day House, and accentuates the Day House as a contributing historic resource. The convenience store is located approximately 302 feet away from the Day House, and the Project incorporates areas of open space, and an outdoor patio, that contribute to the character of the Historic District.

2. Strategies for Maintaining Historic Character

The Project respects and ensures the historic preservation of the Day House, an American Four Square style home located on the southwest portion of the site. Based on maps provided in the Vision, the Day House essentially functions as a gateway to the "Historic Core" area of the Historic District, particularly for motorists traveling northbound on Frederick Road. The Project capitalizes on the positioning of the Day House and, consistent with the Vision, furthers the following strategies for maintaining and strengthening the historic identity of the Historic District:

- *Strategy 1.1 – Satisfy the minimum conditions for water and sewer to ensure the viability of the community before development begins in order to prevent abandonment and deterioration of existing historic resources*

The Property will be served by adequate public facilities, including water and sewer. As part of the rehabilitation of the Day House, utilities will be restored to the structure.

- *Strategy 1.3 – Preservation of significant patterns of development encourage that any additional development within the Historic Core be compatible with the characteristic pattern of development.*

As discussed above, proposed development is compatible with the character of the surrounding area. The Project complies with the rhythm of building spacing typical for this area. The new development is located a minimum of 209 feet away from the Day House (as measured from the retaining wall). Additional separation is provided between the Day House and the proposed structures, as the convenience store is located approximately 302 feet away from the Day House. Additionally, as discussed above, the convenience store has been situated close to Stringtown Road to help define the street, as is characteristic of the Historic District.

- *Strategy 1.5 – Utilize County and developer participation in completing rehabilitation and visual improvements in the Historic Core Area.*

As discussed throughout this Statement, in connection with the proposed development, the Applicant will rehabilitate the Day House (a contributing resource to the Clarksburg Historic District).

IV. Secretary of Interior's Standards for Rehabilitation

The Applicant's rehabilitation of the Day House will be in conformance with the Secretary of the Interior's Standards for Rehabilitation.

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

A future user for the Day House has not yet been identified. The Day House will either be used for its historic purpose, as a single-family residence, or more likely will be devoted to a commercial use that requires minimal changes to the defining characteristics of the building, its site and environment. The only possible exterior modification contemplated, if necessary to accommodate a commercial user, is the installation of an ADA accessible ramp and entrance on the side or rear of the structure. If and when a commercial user is identified, the Applicant will come back to the HPC with more detailed plans of these exterior improvements, to obtain the necessary approvals.

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.*

The historic character of the Day House will be retained and preserved. Where possible, the Applicant will attempt to preserve or repair the exterior elements on the structure. However, there are certain elements (e.g. a limited number of windows) that must be replaced due to their condition beyond repair.

3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

Any exterior improvements that need to be made to the Day House will be done in such a way as to respect the historic significance of the Property, but not to mimic the historic character of the Day House.

4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

The historically significant elements of the Day House will be retained and preserved, to the extent feasible. Where required, elements that are beyond repair will be replaced with like-kind materials.

5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

The Applicant intends to take all efforts to preserve any distinctive features, finishes and construction techniques evidenced on the Day House.

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.*

As discussed above, the Applicant is proposing to preserve or repair much of the exterior of the Day House. However, given their poor condition and the existing rot, several of the existing windows will need to be replaced. The Applicant will take efforts to ensure that replacements will be with like-kind materials and will be designed to match the historic windows, if any, to remain.

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

In cleaning and preserving the exterior of the Day House, the Applicant will take precautions to ensure that surface cleaning does not damage the integrity of the building elements.

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

There are no known significant archeological resources on the Property that will be affected by the proposed Project.

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.*

As discussed in detail above, the proposed new development on the Property has been strategically designed to respect the historic character and setting of the Day House. While the architectural design of the new commercial development has been informed by the historic house, the new development has been located as far away from the Day House as possible to preserve the historic setting. The design of the proposed buildings will complement the Day House (as they are a modern interpretation of an old-fashion service station) but are substantially differentiated from the Day House.

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.

The only possible exterior addition contemplated to the Day House at this time is an ADA accessible entrance and ramp on the side or rear of the structure, if necessary to accommodate a commercial user. As mentioned above, a future user has not yet been selected to occupy the Day House. If and when a commercial user is identified, the Applicant will come back to the HPC to obtain the necessary approvals for the exterior ADA improvements.

As discussed above, the new development on-site will be both visually and physically separated from the Day House, such that removal of the proposed filling station, convenience store and car wash in the future will not have any effect on the form or integrity of the Day House.









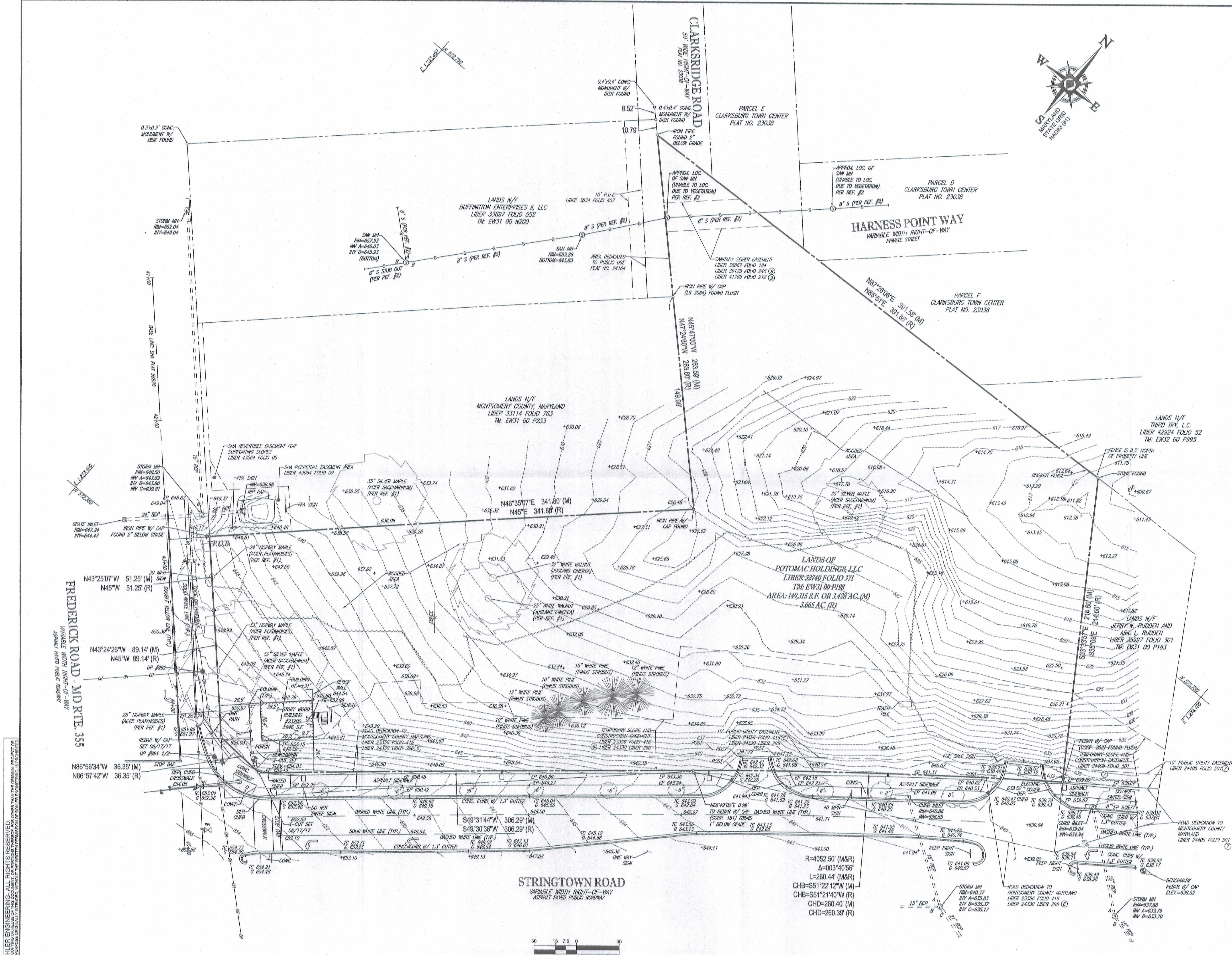












LEGEND	
---	EXISTING CONTOUR
X 123.45	EXISTING SPOT ELEVATION
X TC 123.45	EXIST. TOP OF CURB ELEVATION
X C 122.85	EXIST. GUTTER ELEVATION
W	WATER VALVE
OH	OVERHEAD WIRES
---	APPROX. LOC. UNDERGROUND WATER LINE PER UTILITY MARKOUT
---	APPROX. LOC. UNDERGROUND ELEC. LINE PER UTILITY MARKOUT
●	UTILITY POLE
⊙	TRAFFIC SIGNAL
⊙	SANITARY MANHOLE
⊙	STORM DRAIN MANHOLE
+	SIGN
+	FENCE
+	AREA LIGHT
→	PAINTED ARROWS
→	TITLE REPORT EXCEPTION
→	BENCHMARK
→	GUY WIRE
→	TRAFFIC SIGNAL POLE
→	TREE LINE
→	TREE (SIZE AS NOTED)
⊙	PROP. CORNER TO BE SET
(M)	MEASURED
(R)	RECORD
---	METAL GUARDRAIL
LOC.	LOCATION
---	APPROX. LOC. UNDERGROUND SEWER LINE PER REF. #2
CONC.	CONCRETE
S.F.	SQUARE FOOT
W/	WITH
APPROX.	APPROXIMATE
LOC.	LOCATION
SAN.	SANITARY
MH	MANHOLE
HT.	HEIGHT
#	NUMBER
INV	INVERT
DEP.	DEPRESSED
(TYP.)	TYPICAL
REF.	REFERENCE
±	PLUS OR MINUS
MPH	MILES PER HOUR
N/F	NOW OR FORMERLY
TM	TAX MAP
R	RADIUS
D	DELTA
CHB	CHORD BEARING
CHD	CHORD DISTANCE
RT.	ROUTE
UP/LP	UTILITY POLE/LIGHT POLE

ROBERT C. HARR, JR.
MARYLAND PROFESSIONAL LAND SURVEYOR NO. 21587
EXPIRATION DATE: JANUARY 10, 2017

ALTA/NSPS LAND TITLE SURVEY

SMO, INC.

23200 FREDERICK ROAD
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

FILE NO.
SB152018

DATE
06/21/17

FIELD DATE
06/15/17

BOHLER ENGINEERING

23200 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20194
703.709.9500 - 703.709.9501 FAX

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DRAWN
JWJQ

REVIEWED
BAS II

APPROVED
RT

SCALE
1" = 30'

DWG. NO.
2017

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GENERAL NOTES

1. DEVELOPER/APPLICANT:
THE WILLS GROUP, INC.
102 CENTENNIAL STREET, SUITE 100
LA PLATA, MD 20646
CONTACT: BRIANA JATLOW
2. THIS PLAN IS BASED UPON THE FOLLOWING:
PREPARED BY BOHLER ENGINEERING
BOUNDARY & TOPOGRAPHIC SURVEY TITLED:
SMD, INC.
23200 FREDERICK ROAD,
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
PREPARED BY: BOHLER ENGINEERING
FIELD DATE: 06/15/17
DATED: 06/21/17
PROJECT NO.: SB152018
3. TOTAL SITE AREA = 3.43 ACRES (AS RECORDED)
EXISTING WETLANDS ON-SITE = 0
EXISTING FOREST IN WETLANDS = 0
EXISTING STREAM BUFFER ON-SITE = 0
EXISTING FOREST IN EXISTING STREAM BUFFER = 0
FLOODPLAIN ON-SITE = 0
EXISTING FOREST IN FLOODPLAIN = 0
4. CURRENT ZONING: CRT-0.5, C-0.5, R-0.5, H-4S
5. WATERSHED: LITTLE SENECA CREEK - USE CLASS: IV-P
6. SPECIAL PROTECTION AREA: YES (CLARKSBURG SPA)
7. PRIMARY MANAGEMENT AREA: N/A
8. 100-YEAR FLOODPLAIN SOURCE: FEMA Map Panel 24031C0160D (EFFECTIVE 09/29/06)
9. NON-TIDAL WETLANDS: NO (AS CONFIRMED BY THE U.S. ARMY CORPS OF ENGINEERS IN A JURISDICTIONAL DETERMINATION LETTER DATED SEPTEMBER 12, 2009). THIS DETERMINATION WAS AFFIRMED BY MICHAEL J. KLEBASO (CERTIFIED CORPS OF ENGINEERS' WETLAND DELINEATOR) AND LEAH IZZETT DURING A SITE VISIT ON JULY 28, 2016.
10. INTERMITTENT AND PERENNIAL STREAMS: NO (SEE GENERAL NOTE 7 ABOVE).
11. IN A LETTER DATED AUGUST 16, 2016, THE MARYLAND DEPARTMENT OF NATURAL RESOURCES - WILDLIFE AND HERITAGE DIVISION STATED THAT THERE ARE NO STATE OR FEDERAL RECORDS FOR LISTED PLANT OR ANIMAL SPECIES ON THE SITE. IN ADDITION, NO RARE, THREATENED, OR ENDANGERED SPECIES WERE OBSERVED ON THE SITE DURING THE COURSE OF THE FOREST STAND DELINEATION FIELD WORK.
12. THIS STUDY AREA IS LOCATED WITHIN THE CLARKSBURG HISTORIC DISTRICT.

BOHLER ENGINEERING

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING DESIGN PROGRAM MANAGEMENT LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES

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NORTH FORT MYERS, FL
NORTH CHARLOTTE, NC
NORTH DALLAS, TX

REVISIONS			
REV	DATE	COMMENT	BY

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811
(VA 1-800-245-6446) (PA 1-800-242-1776) (DC 1-800-257-7777) (MD 1-800-352-7070) (DE 1-800-382-4955)

NOT APPROVED FOR CONSTRUCTION

PROJECT No.: MB152018
DRAWN BY: LJN
CHECKED BY: BLF
DATE: 08/14/18
SCALE: 1"=30'
CAD ID.: RPO

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

LOCATION OF SITE
23200 STRINGTOWN ROAD
MONTGOMERY COUNTY
CLARKSBURG, MD

BOHLER ENGINEERING

16701 MELFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

HATCH LEGEND

	EXISTING FORESTED AREA TO REMAIN
	PROPOSED ON SITE GREEN SPACE
	PROPOSED STORMWATER MANAGEMENT
	PROPOSED 10' ASPHALT SHARED USE PATH

30 15 7.5 0 30
1"=30'

PROFESSIONAL CERTIFICATION
I, BRADFORD L. FOX, 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. 37966, EXPIRATION DATE: 11/30/2019

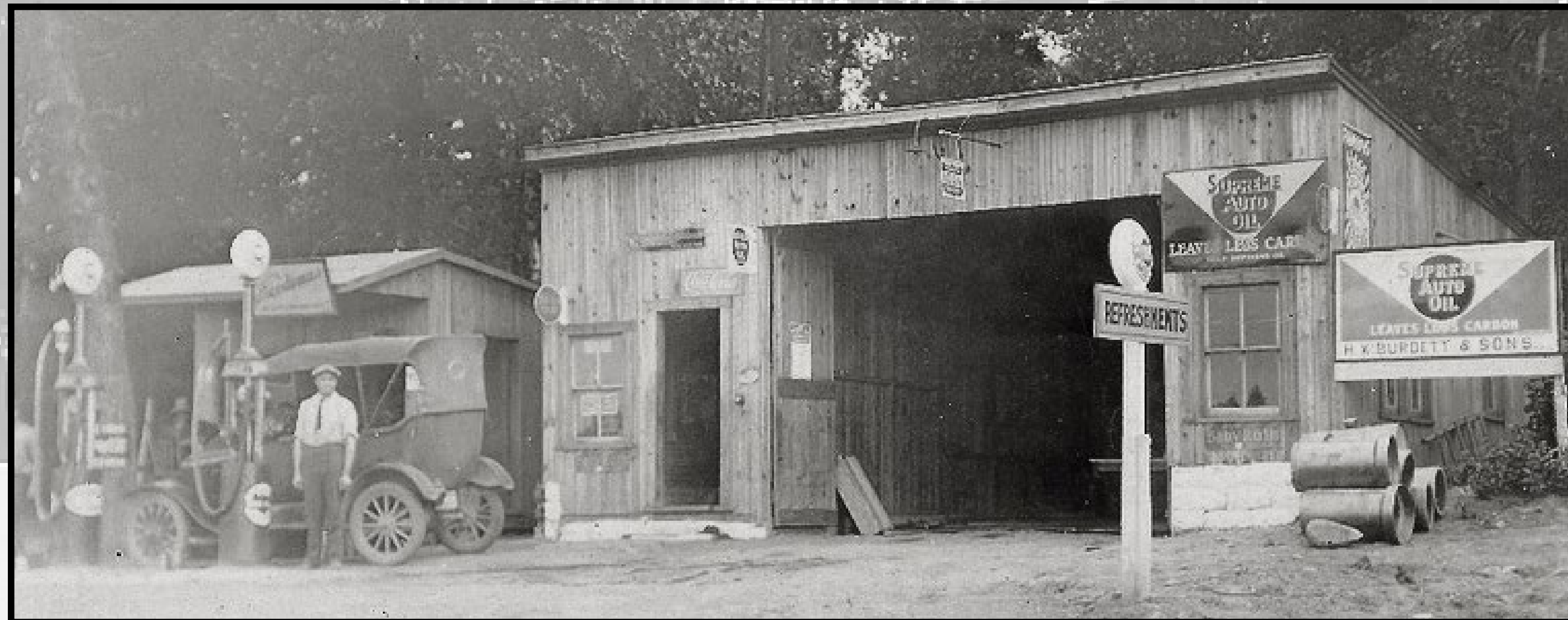
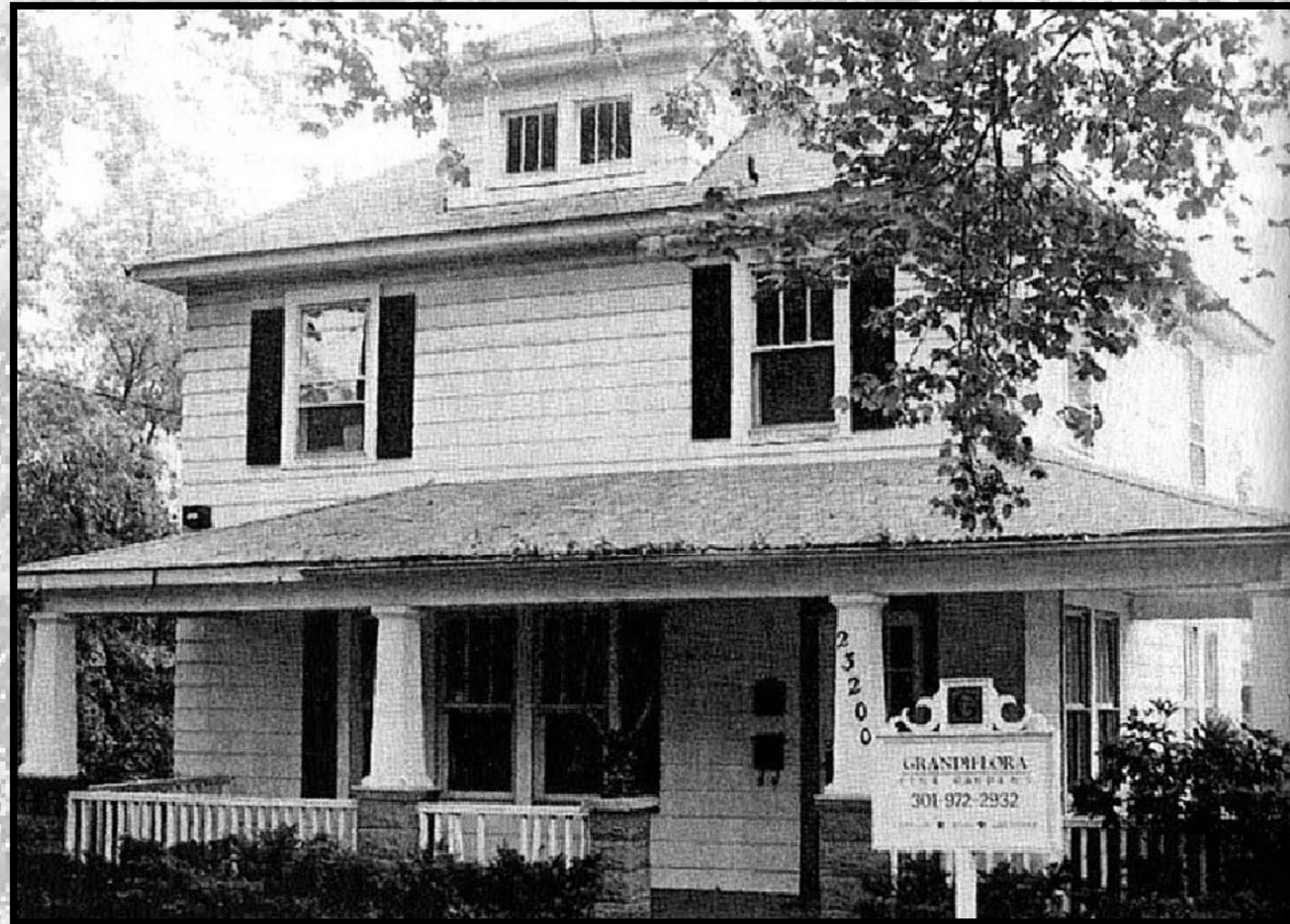
SHEET TITLE:
SITE PLAN - HISTORIC PRESERVATION

SHEET NUMBER:
1

34



historic CLARKSBURG



DASH IN - CLARKSBURG
CONCEPT DESIGN
July 2018



modernized FARMHOUSE STYLE



old fashioned SERVICE STATION & GENERAL STORE



DASH IN - CLARKSBURG
CONCEPT DESIGN
July 2018

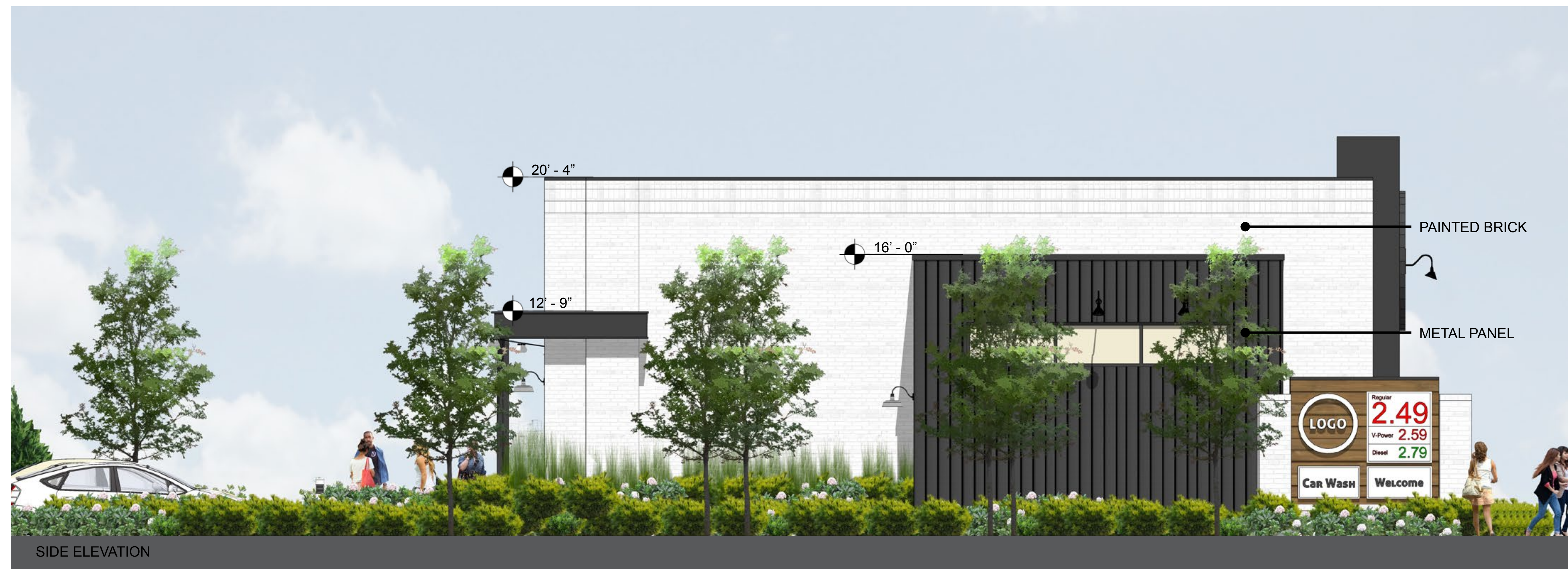
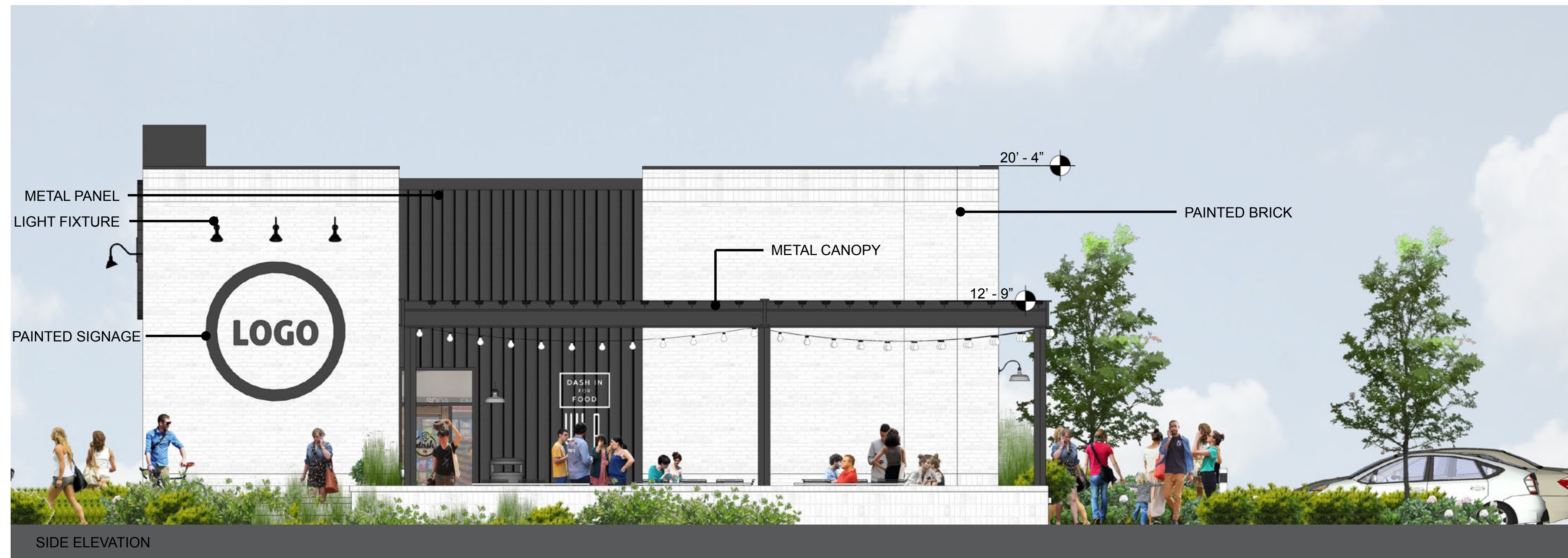


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DASH IN - CLARKSBURG
CONCEPT DESIGN
July 2018





DASH IN - CLARKSBURG

CONCEPT DESIGN
July 2018





PERSPECTIVE VIEW

DASH IN - CLARKSBURG
CONCEPT DESIGN
July 2018





DASH IN - CLARKSBURG
CONCEPT DESIGN
July 2018





DASH IN - CLARKSBURG
CONCEPT DESIGN
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July 2018



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PERSPECTIVE VIEW

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CONCEPT DESIGN
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PERSPECTIVE VIEW

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PERSPECTIVE VIEW

DASH IN - CLARKSBURG
CONCEPT DESIGN
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FRONT ELEVATION



SIDE ELEVATION

