



1. Front (East Elevation) Elevation



2. South Elevation



3. West Elevation (Note addition built in 1980s)



4. North Elevation (note addition built in the 1980s)



5. Basement wall. Note laterally displaced foundation wall, undermined footing below access hatch and stair, what appears to be a previous foundation wall retrofit.



6. Undermined section of foundation wall



7. Wood support beam damaged by wood destroying insects. Note previous retrofit attempt on with 2x nominal lumber on both sides of beam.



8. Existing wood joists with moisture and insect damage. In addition, note deteriorated masonry foundation wall and mortar joints.



9. Wood joist framing that replaced the original joist framing. Wood ledge connected to original wood sill plate with what appears to be wood destroying insect damage. Joist and ledger connects are not adequate for required design loads.



10. Opening demolished in section of existing foundation wall.



11. Original band joist still in place appears to have been damaged by wood destroying insects.



12. Replacement wood joists. Note existing joist remaining that appears to have damage from wood destroying insects.



13. Existing joists notched at support. Sill plate is not fully bearing on foundation wall.



14. Severely deteriorated wood beam supporting roof framing on south wing of building.



15. New wood beam placed below deteriorated wood beam on south wing of building.



16. New wood beam placed at south wing of building.



17. Termite damage to wood post on south wall of building.



18. Low roof joists on north wing of building with significant mold growth.



19. Deteriorated low roof framing on south wing of building.



20. Termite damage to existing wall stud at interior load bearing wall on north wing of building.



21. Existing porch roof framing



22. Low roof framing appears to have been over-built over existing roof framing on north and south wings of building.

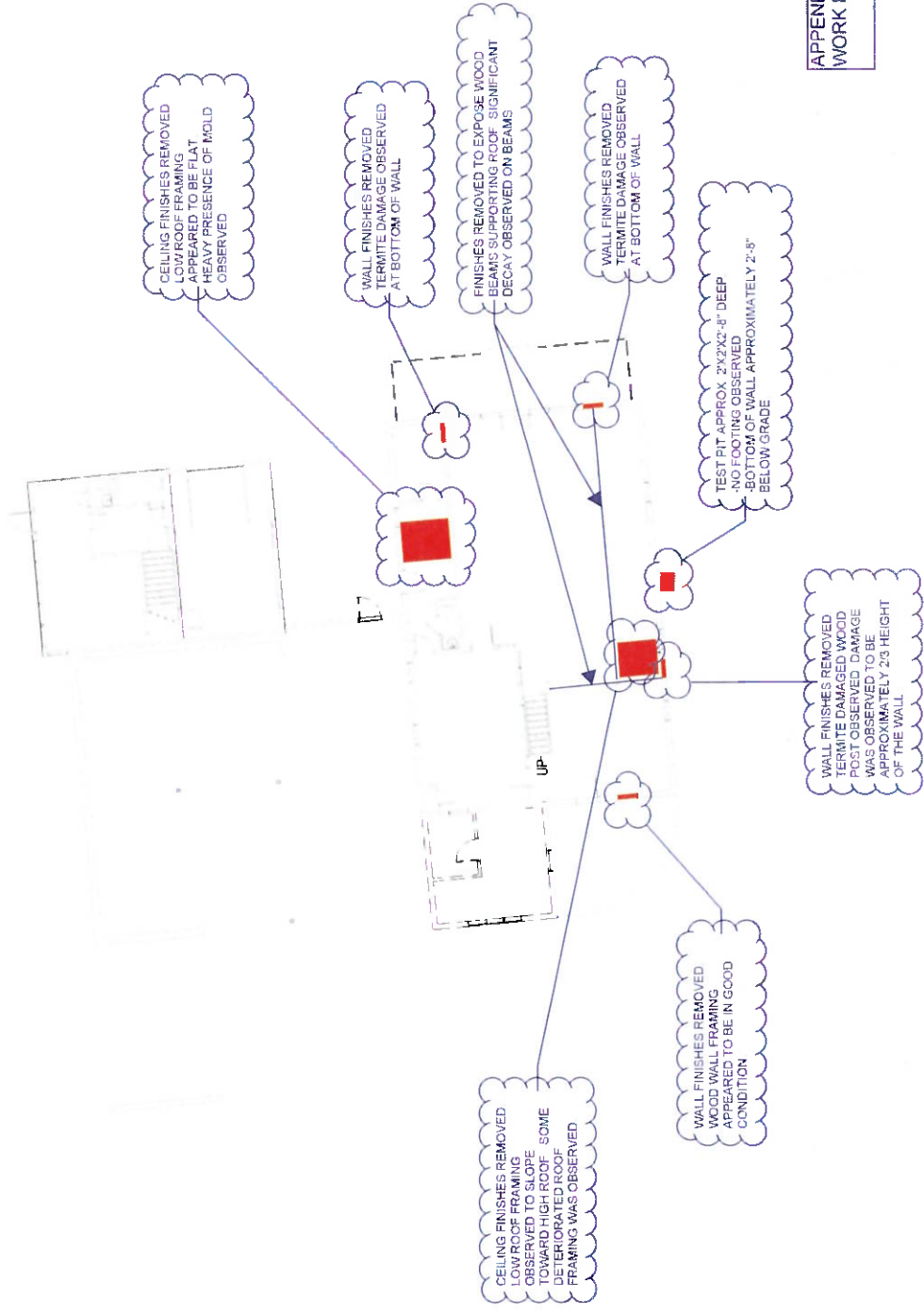
appendix B

CONDITION ASSESSMENT REPORT

**10500 ST PAUL STREET
KENSINGTON, MD 20895**

January 28, 2019

EXPLORATORY WORK FIELD NOTES



APPENDIX B - EXPLORATORY
WORK FIELD NOTES

SCALE: 1/16"=1'-0"

EXISTING CONDITION

01/23/2019

EHT|||TRACERIES
HISTORIC PRESERVATION

10520 ST. PAUL STREET

HISTORIC PRESERVATION REPORT

First Submission
February 2019



Prepared for:
Antunovich Associates



EHT TRACERIES
HISTORIC PRESERVATION

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All photographs were taken by EHT Traceries in 2018.

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Chapter 1

INTRODUCTION



FIGURE 01 Partial and obstructed view of 10520 St. Paul Street.

PURPOSE AND SCOPE

EHT Traceries prepared this Historic Structures Report (HSR) for the Mizell Building, located at 10500 St. Paul Street, in Kensington, Maryland in late 2018 and early 2019 to provide documentation to assist the Montgomery County Historic Preservation Commission in its review of the proposed rehabilitation to the building. The one-and-one-half story simple wood frame structure was likely constructed in c. 1924 as an addition to Umstead's Hardware store, known today as the Mizell Building (10500 St. Paul Street). The property is considered a contributing resource to the Kensington Historic District. Rehabilitation of the building is an integral part of the redevelopment proposed for the rest of the site. At this time, however, only minor rehabilitation work will be conducted. The Montgomery County Historic Preservation Commission must approve plans for the rehabilitation in order to obtain a Historic Area Work Permit.

This Historic Preservation Report has been developed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Specifically, it includes the following:

1. Introduction and background information regarding the genesis and purpose of this report (Chapter 1);
2. Historic context tracing the evolution of suburban gas stations and a narrative of the building history (Chapter 2);
3. Evaluation of building significance and integrity, and identification of character-defining features (Chapter 3);

4. Physical description of the building (Chapter 4)
5. Recommendations for Treatment (Chapter 5); and
6. Glossary of terms, bibliography, and appendices.

SITE OVERVIEW

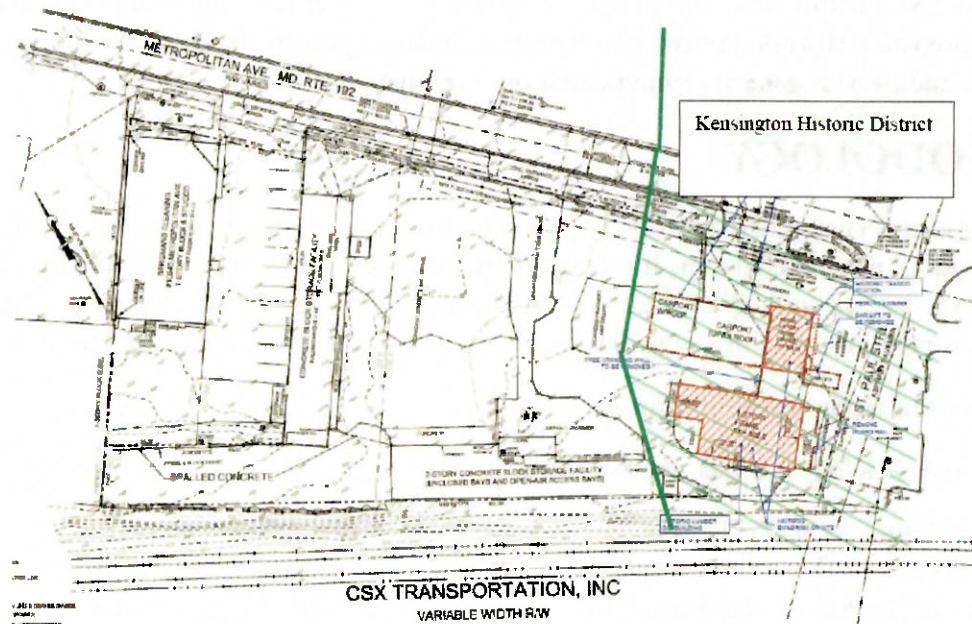


FIGURE 02 Site map showing existing conditions. 10520 St. Paul Street is the northern red-shaded building. Historic Preservation Commission.

Located at 10520 St. Paul Street, the gas station and its neighbor to the south -- the Mizell Building -- occupy a trapezoidal parcel of approximately 84,129 square feet (1.93 acres). Located in Kensington, just north of the historic Metropolitan Branch of the Baltimore and Ohio Railway, the parcel makes up a portion of a hexagonal block that is bound by Metropolitan Avenue to the north, St. Paul Street to the east, railroad tracks to the south, and Connecticut Avenue to the west. Both historic buildings are surrounded on all sides by Asphalt paving.

The simple, one-and-one-half story simple frame structure was likely constructed in circa 1924 as an addition to Umstead's Hardware store, known today as the Mizell Building (10500 St. Paul Street). It operated as a gas station through the 1990s. Since this time, it has operated as an automobile repair garage.

The property is considered a contributing building to the Kensington Historic District, which was first listed in the Maryland Inventory of Historic Properties in 1978. The building is not individually listed in the Maryland Inventory of Historic Properties.

PROJECT BACKGROUND

The garage, located at 10520 St. Paul Street, and the adjacent Mizell Building, located at 10500 St. Paul Street, are contributing resources to the Kensington Historic District that will be featured as part of a larger proposed development for the site. The applicant, McCaffery Interests, has proposed to rehabilitate the two historic buildings, construct a new five-story senior housing complex to the rear of the historic buildings, and create a new connection between the historic buildings and adjacent new construction. At this time, the garage will undergo minimal rehabilitation. EHT Tracerics was retained to prepare a Historic Preservation Report in order to present the garage's history, evaluate its significance, and provide general recommendations for rehabilitation.

METHODOLOGY

The purpose of this Historic Preservation Report is to provide an historic context for building with the goal of providing recommendations for its future preservation. This report will function as a stand-alone reference that can guide all future design and maintenance efforts for the building. The report will be updated as more in-depth investigations have been completed, and as development plans solidify.

The effort for this report began in early 2019.

The project methodology included the following:

Research. Building on existing research findings, EHT Tracerics conducted additional investigation to serve as the basis for a detailed historic context and narrative for the project. Research was conducted at, but was not limited to, the Kensington Historical Society, the Montgomery County Historical Society, the Library of Congress, and the Montgomery County and DC Public Libraries. Historic photographs and other textural records were utilized to develop a framework for the building's design, construction, and evolution.

Document Review. This report relies on and corrects the investigation of previously completed reports and studies whose findings were reviewed and adapted in the creation of this report. This includes the "Kensington Historic District" Maryland Historical Trust Inventory Form (M 31-6) listed in the Maryland Inventory of Historic Properties (MIHP) in 1978.

Evaluation of Significance and Integrity. This report incorporates and builds upon information presented in the MIHP documentation.

Identification of Character-Defining Features. EHT Tracerics conducted several surveys of the building's exterior and interior in August and November 2018 in order to identify and photograph existing conditions. EHT Tracerics developed an inventory of extant historic features. This section will be updated as necessary.

Treatment Recommendations. Taking into account the building's architectural and historical significance and integrity, general recommendations for the treatment and rehabilitation of the building and its character-defining features were developed for the property. It is anticipated that once detailed plans are formulated related to the larger development proposal, this chapter will be revised to provide

additional recommendations and guidance.

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Chapter 2

HISTORIC CONTEXT & BUILDING HISTORY



HISTORIC CONTEXT

EVOLUTION OF THE GAS STATION IN AMERICA

Introduction of the Filling Station

The birth of the gas station as a building type occurred as the automobile became a staple of American landscape. With the invention of the gasoline pump, stationary distribution locations for gas (other than wholesale stations on the outskirts of town) became possible. Curbside pumps and related underground storage tanks, called “filling stations,” were developed and installed along streets, often in front of grocery stores, hardware stores, and other stores that had expanded from carrying household petroleum products into gasoline sales.¹ The curbside filling station was an important innovation because the pump enabled automobiles to be filled mechanically and thus more efficiently.

In response to growing traffic and fire safety concerns produced by the curbside pump, off-street gasoline stations were developed.² Largely located in and around central business districts in more urban areas, the first off-street gasoline stations, developed to create a drive-in where cars could pull off the road to avoid obstructing traffic, often featured shacks or sheds that were built to house lubricating oils, greases, and other related automobile equipment. The sheds were mostly constructed of utilitarian metal, clapboard, or tarpaper, and were surrounded by unimproved dirt or gravel driveways. Other maintenance and repair services such as tire changing and lubrication were added in grease shops within the station building or separately on the same lot.

Gas Stations of the 1920s

Filling stations and gas outlets that were a product of the nineteen-teens were relatively rudimentary. Throughout the 1920s, however, stations become more extravagant, evolving from “filling” to “service stations.” Inspired by the City Beautiful movement, stations of the 1920s became miniatures of grand buildings – banks, mansions, and monuments in Neoclassical, Beaux-Arts, and Revival styles. Vierya categorizes this approach to stations as “Respectable” designs, where gas stations are treated as civic assets designed in a high style with Renaissance, Classical, Colonial, Mission, or other recognizable architectural motifs.³

Another design approach for service stations of this period, popularized largely due to their affordability, were those designed in “House-Type” style. Stations were designed as small bungalows, Colonial Revival homes, and Tudor cottages in an effort to better relate to residential areas.⁴ These service stations were often constructed on large corner lots that were accessible to motorists from two streets and that could accommodate islands with several pumps, sometimes covered by canopies or free-standing shelters. Tile-roofed bungalows with porch-like canopies in front, complete with chimneys,

1 John A. Jakle and Keith A. Sculle, “The Gas Station as Form,” *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 135.

2 Jakle and Sculle, “The Gas Station as Form,” *The Gas Station in America*, 135; Michael Karl Witzel, “An Increasing Demand for Streetside Gas, 1908-1924,” *The American Gas Station* (Osceola, WI: Motorbooks International, 1992), 36.

3 Anne Brockett, Draft, *DC Auto Context*, 2013, 15.

4 Witzel, “The Gas Station Boom Years, 1925-1932,” *The American Gas Station*, 49.

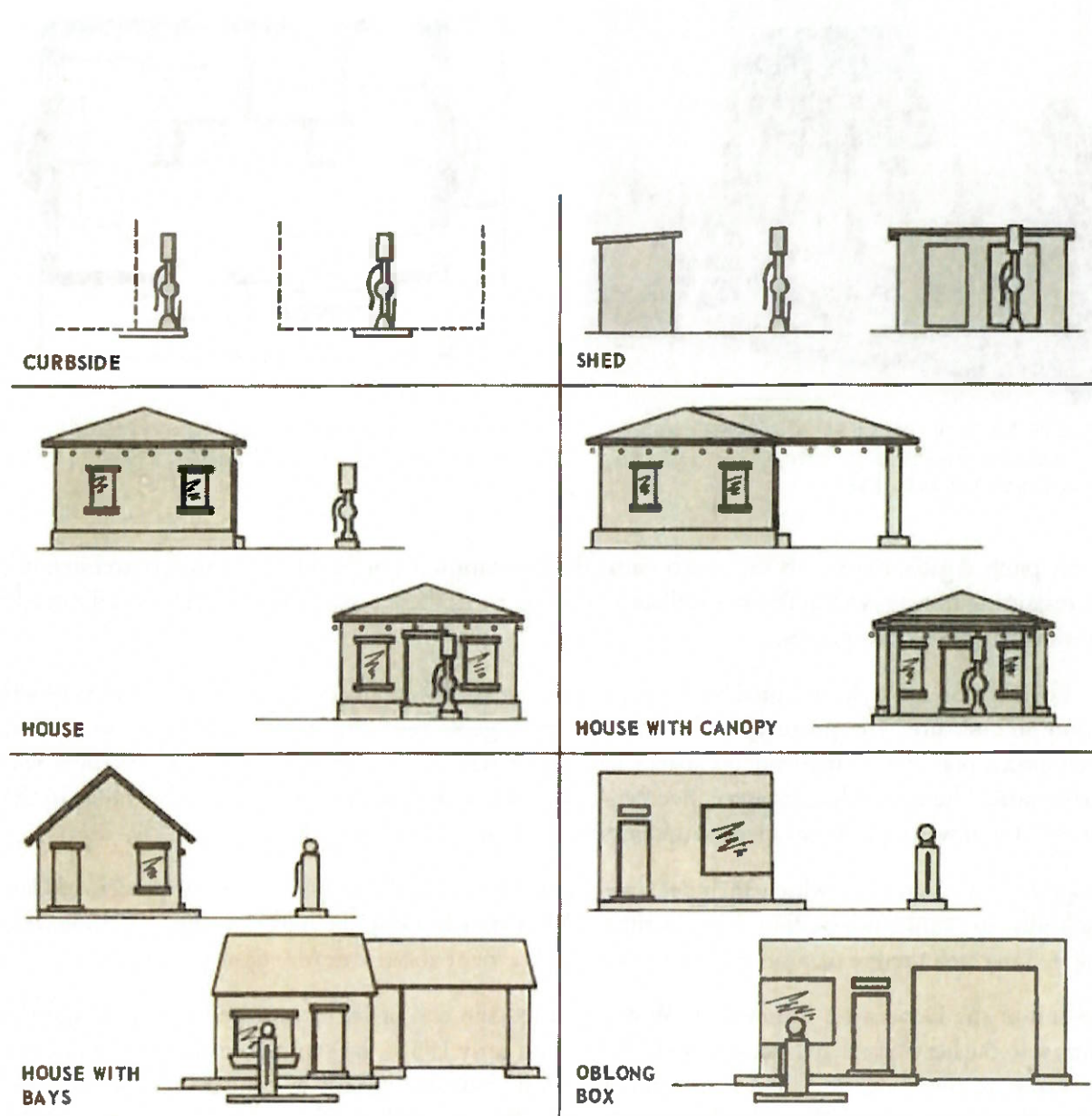


FIGURE 03 Gasoline station types through the 1930s as identified in an analysis of illustrations in *National Petroleum News*. Jakle and Sculle, *The Gas Station in America*, 134.



FIGURE 04 Model of Pure Oil's English Cottage station. *Pure Oil News* 12 (June 1929): 21, cited in Jakle and Sculle, *The Gas Station in America*, 139.

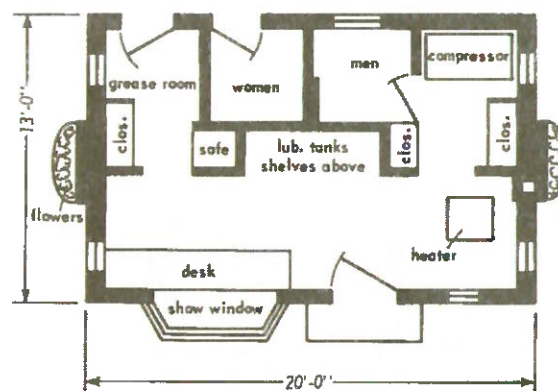


FIGURE 05 Example plan of "house-type gas station". Jakle and Sculle, *The Gas Station in America*, 139.

steeply pitched gable roofs, and shutters became the gas station norm. While this comfort architecture was reassuring to nearby neighbors as well as passing patrons, these cottage designs also served as early branding for the oil companies.

The English Cottage style, adopted by the Pure Oil Company, is an early examples of this type of gas station architecture. The prototype, characterized by a gable roof and wood siding, featured small office spaces, one or two small storage spaces, and public restrooms. The entrance to a men's room was usually inside the station houses as a convenience for workers and customers, while the entrance to the women's room was typically discreetly hidden behind or alongside the building.⁵

"Programmatic Stations", which included imaginative forms such as lighthouses, airplanes, castles, windmills, etc. could also be found at this time.⁶ Most mostly along the highway, these stations were designed to catch the eye of motorists or to make a statement about a nearby destination.

The end of the Depression followed by WWII marked the end of the era for gas station design. In contrast to the heavily stylized stations of the 1920s and early 1930s, gas stations constructed following the war were more ascetic, economical, and practical, moving towards a standardized design seen across all oil companies.⁷ This was through the introduction of the "Oblong Box." Inspired by the International style, with its stripped down, streamlined emphasis, stations took on a wholly modern appearance. These stations could easily be prefabricated and assembled on site, consisting of company-designed rectilinear forms with a steel frame and facades of metal panels, glazed brick, tile, plate glass, or other modern materials.⁸ While this form continued in use through the 1960s, brick and concrete block became the materials of choice in the later decades.

5 Jakle and Sculle, "The Gas Station as Form," *The Gas Station in America*, 138.

6 The remaining paragraphs of this section are excerpted from Anne Brockett, *DC Auto Context Draft*, 2013; Daniel I. Veyra, *Fill 'er Up: An Architectural History of America's Gas Stations* (New York: Macmillan, 1979).

7 John Margolies, *Pump and Circumstance* (Little Brown & Company, 1993), 62.

8 Jakle and Sculle, "The Gas Station as Form," *The Gas Station in America*, 142.

Within this greater context of gas station design and evolution in America in the 1920s, the garage building located at 10520 St. Paul Street, within the suburban community of Kensington, Maryland, can be identified as being consistent with the House-Type Station subtype, as identified by the National Park Service.⁹

SITE AND BUILDING HISTORY

DEVELOPMENT OF KENSINGTON

When the Baltimore and Ohio Railroad (“B&O Railroad”) built the Metropolitan Branch from Washington to Point of Rocks, Maryland through Montgomery County in 1873, the area now known as Kensington was farm land, owned largely by Alfred Ray, Daniel Brown, George Duvall, and George Knowles.

The railroad was built through Knowles’ property and provided a north-south transportation route for farmers to travel and to transport goods between Washington and Rockville. At a point approximately ten miles from Washington, the railroad intersected with Bladensburg Turnpike, a market road that ran east-west through the Montgomery County, at a point that became known as Knowles Station.

Following the introduction of the railroad, the farming community began to expand. By 1880, Knowles Station had a population of 75. While the majority of the community was still made of farmers, there

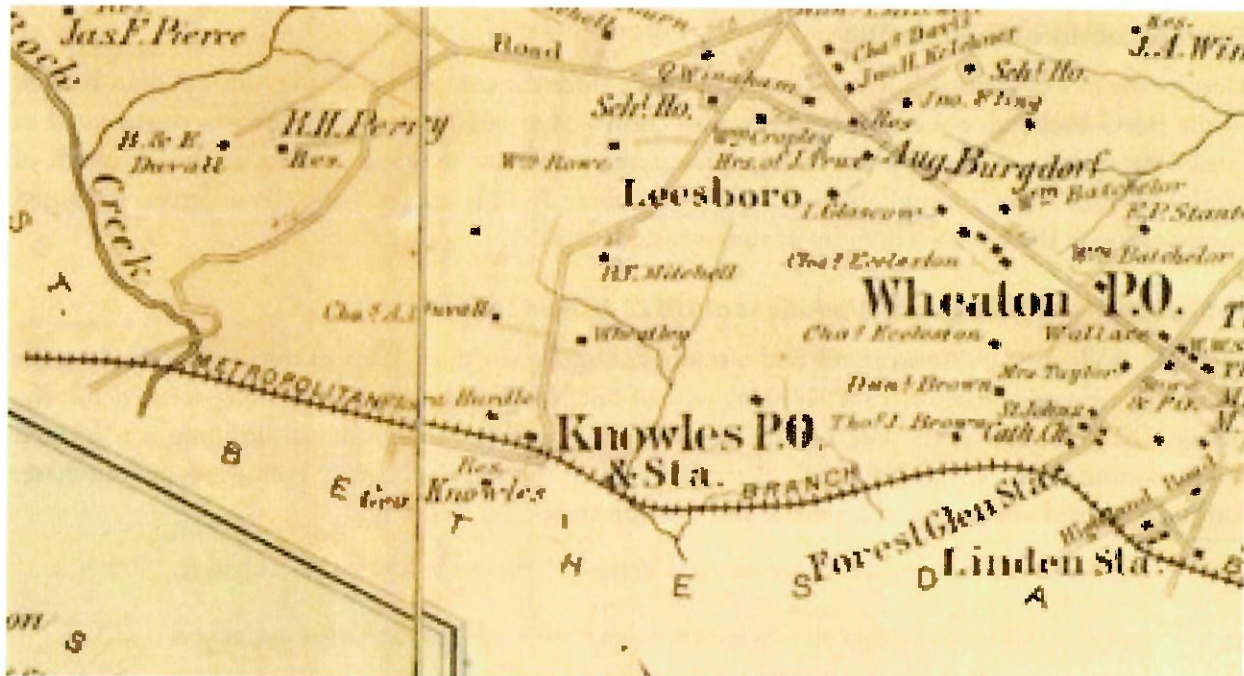


FIGURE 06 Hopkins Atlas of 15 Miles around Washington, including the county of Montgomery, Maryland 1879. Library of Congress.

9 National Park Service, *Preservation Brief 46 The Preservation and Reuse of Historic Gas Stations*, <https://www.nps.gov/tps/how-to-preserve/briefs/46-gas-stations.htm#types> (accessed February 18, 2019).

were also several carpenters, bricklayers and plasters, a blacksmith, and a postmaster.¹⁰

In the 1880s, a general store was opened on the north side of the railroad tracks. The store was first operated by William Mannakee, son-in-law of George Knowles. Mannakee was born near Olney, Maryland, but spent the majority of his life farming in the Kensington area. In 1865, he married Georgia Knowles. As with several of the Knowles descendants, Mannakee retained several parcels of land north of the railroad.

By the end of the decade, *The Washington Post* observed that “the development along the Metropolitan Branch within the past few years has been phenomenal.”¹¹ Real estate investors, including Brainard H. Warner, who earned his fortune as the founder and president of the Washington Loan and Trust Company and president of the District of Columbia Board of Trade, opined that the rapid growth was due to the fact that “the locality is healthful and the scenery delightful, as well as the congeniality of the people and the accessibility of the several settlements to Washington.”¹² It is of no surprise then that by 1890, a syndicate of Washington businessmen, including Warner, had purchased approximately 220 acres of land at Knowles Station, and subsequently subdivided the land. As part of the subdivision, the area was renamed to Kensington. On November 15, 1890, a plat of Warner’s subdivision, Kensington Park, was recorded.¹³ By this time, St. Paul Street, which crossed the railroad tracks, served to connect both sides of the burgeoning town.

HISTORIC OVERVIEW OF 10520 ST. PAUL STREET

Original Construction on the Site

Despite the fact that a building had been on this site since the completion of the Metropolitan Branch of the B&O Railroad, the extant building now addressed as 10500 St. Paul Street was constructed in circa 1902.¹⁴ Historic maps and photographs provide evidence that the portion of the lot north of 10500 St. Paul Street, located just south of Metropolitan Avenue and east of St. Paul Street, remained vacant through the first two decades of the twentieth century.

Construction and Subsequent Alterations of 10520 St. Paul Street

In 1919, William J. Umstead purchased a tract of land described as “Parts of tracts of land called the ‘Resurvey on part of Joseph’s Park’, it being part of Lot No. six (6) and all of Lot No. seven (7) in the division of the estate of the late George Knowles.”¹⁵ A one-story commercial building was located in the southeastern portion of Lot 7, directly north of the railroad tracks. Following his purchase, Umstead opened and operated a general store within the extant building.

10 *The History of Montgomery County, Maryland from its Earliest Settlement in 1650 to 1879* (Clarksburg: T. H. S. Boyd, 1879), 133.

11 “Coming up like Magic: Towns of the Metropolitan Branch,” *The Washington Post*, 18 February 1889, 6.

12 “Coming up like Magic: Towns of the Metropolitan Branch,” *The Washington Post*, 18 February 1889, 6.

13 Plat, Kensington Park, recorded 15 November 1880, Liber J.A. No. 23 Folio 2, Montgomery County Circuit Court.

14 For further information about the construction of 10500 St. Paul Street, please refer to *The Mizell Building: Historic Structure Report*, EHT Tracerics for Antunovich Associates, 2019.

15 Deed, Arthur William to William J. Umstead, made 15 September 1919, recorded 2 December 1919, Liber PBR 284 Folio 190-191, Montgomery County Circuit Court.



FIGURE 07 Looking west from railroad tracks at St. Paul Street crossing, circa 1915-1921. Vacant portion of lot at southwest corner of St. Paul Street and Metropolitan Avenue visible. Baltimore Division, Kensington Metropolitan Sub Division, B & O Railroad Museum.

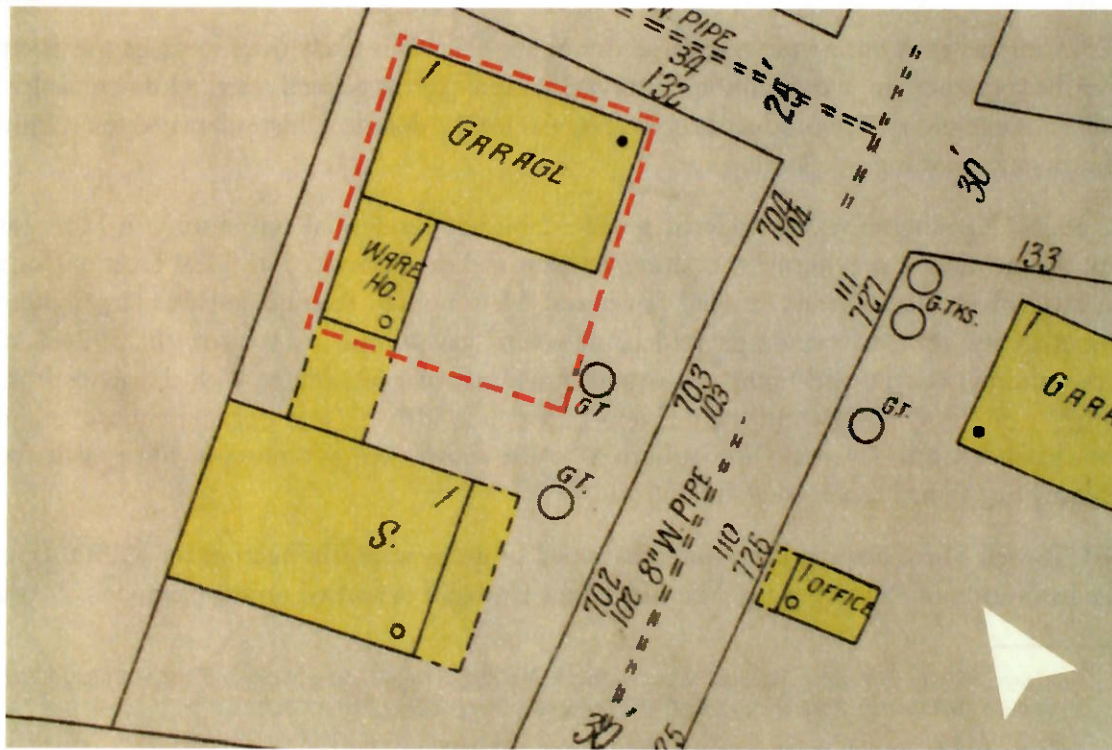


FIGURE 08 10520 St. Paul Street outlined in red. Sanborn Map Company 1924.

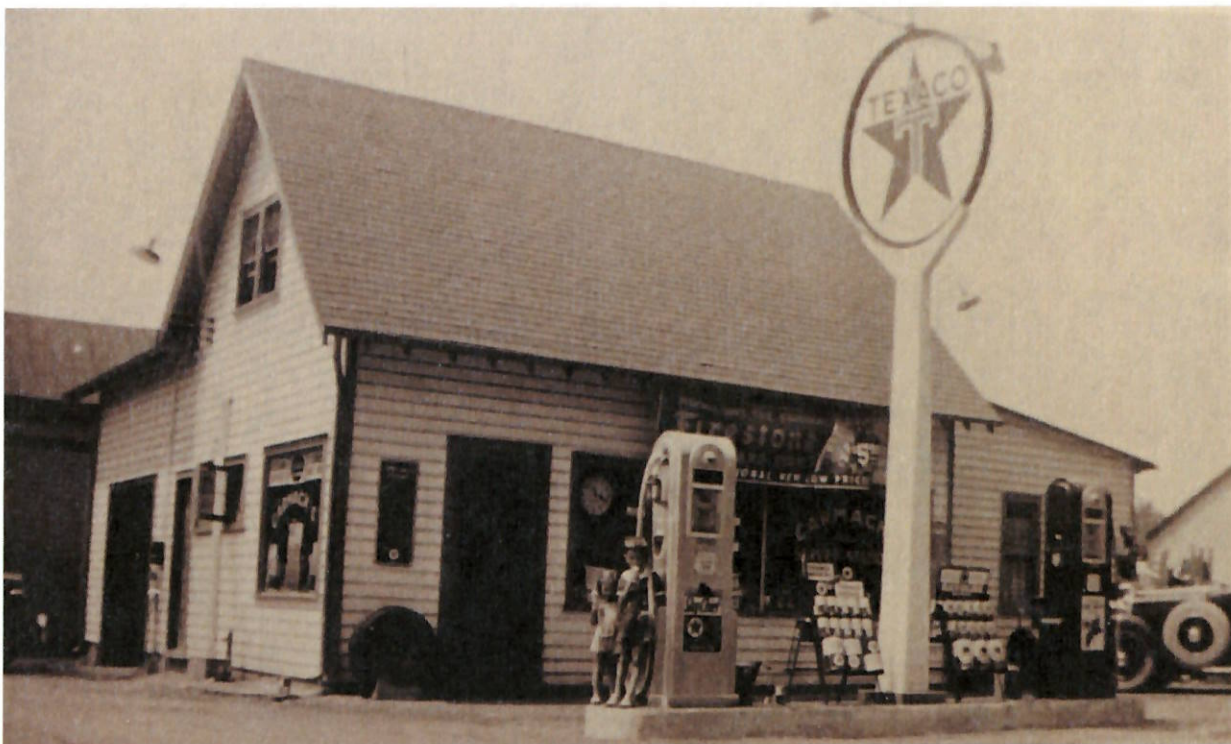


FIGURE 09 Rear cross-gable addition visible. Twombly automobile hit in 1927 on the St. Paul railroad crossing, Kensington Volunteer Fire Department, cited in *Kensington Picture History*.

In 1923, Umstead took out a mortgage for a sum of \$5,000.¹⁶ It is likely this mortgage was taken out to cover the construction of an addition - a service station - to his general store, a known dealer for a myriad of automobile-related products. As was popular for the decade, Umstead owned the station and served as a contractor for an oil company.¹⁷

By the 1920s, Kensington was considered a well-established residential community in Montgomery County. As mentioned previously, the vacant portion of Lot 7 provided an ideal location for a gas station as it offered access from St. Paul Street and Metropolitan Avenue and was large enough to accommodate multiple drive-through vehicles at several gas pumps. As seen on the 1924 Sanborn Map, the addition was a wood-frame garage and warehouse that was united with the general store to its south by a one-story frame connection that was the same width of a one-story warehouse, projecting off of the garage's south elevation. The Sanborn Map also shows two gas tanks, providing evidence that the building functioned as a service station.

In 1931, Russell Mizell acquired the aforementioned property at public auction for \$7,300 from the Savings Institution of Sandy Spring, Maryland after Umstead defaulted on his payments.¹⁸ At some

16 Mortgage, William J. Umstead indebted to the Savings Institution of Sandy Spring, Maryland, made 9 August 1923, recorded 15 October 1923, Liber 339 Folio 170-173, Montgomery County Circuit Court.

17 Jakle and Sculle, "The Gas Station as Form," *The Gas Station in America*, 132.

18 Deed, Frederic L. Thomas and Charles F. Brooke to Russell Mizell, made 9 April 1931, recorded 8 September 1931, Liber 520 Folio 133-135, Montgomery County Circuit Court.

point between 1931 and 1934, the gas station building was leased to another dealer who opened Carmack's Service Station. The earliest historic photograph of this building is from the mid-to-late 1930s, and shows that the building was designed following the principles of the popular "house type."¹⁹ As was typical of this style of gas station, the building at 10520 St. Paul Street was a one and one-half story wood frame building clad in wood siding that featured a steeply pitched side gabled roof clad in shingles. The primary entrance to the store was on the north elevation, off of Metropolitan Avenue, while a larger garage door was located on the east elevation, off of St. Paul Street. Also on the east elevation was a secondary door, likely providing access to the ladies room. Large single-pane show windows on the north and east elevation read "Carmack's Service Station." A one-story shed projection was located off of the west elevation. Calculating pumps were located just off of Metropolitan Avenue, with a large pylon advertising Texaco gas located on the median between the two Texaco filling pumps.²⁰ An aerial photograph from the late 1950s or early 1960s provides evidence that there was an identical pylon located on a median between two filling pumps on the east side of the property, off of St. Paul Street.

The gas station operated as Carmack's Service Station from the mid-1930s through the mid-1940s.²¹ By 1949, Thomas C. Curtis had taken over the building and opened Curtis Brothers Service Station. Despite the fact that the Curtis Brothers Service Station distributed Texaco Gas, by the 1980s, the pylon sign advertised the independent operator rather than the parent company.

Between the early 1960s and mid-1990s, the building underwent several alterations. The work included:

- Replacement of the original German lap siding with vertical wood panels;
- Addition of a shed-roof canopy extending the entire length of the east elevation;
- Replacement of all windows; and
- Replacement of the one-story shed projection, warehouse, and connection to 10500 St. Paul Street located off of the west elevation with a large concrete block shed.

In the late-1990s, Curtis sold his business and retired. It appears that Mizell, who owned the property and operated a lumber store out 10520 St. Paul Street, took over the garage building at this time. A photograph from 2000 provides a partial view of the southeast portion of the building. At this time, the building retained its vertical wood siding.

Research conducted at this time has not revealed when the following alterations occurred:

- Removal of the median, gas pumps, and sign on the eastern portion of the property; and
- Removal or replacement of the vertical siding with German lap siding to match the existing.

Prestine Auto, a previously-owned car dealership, currently operates out of the garage building.

19 Despite the fact that this image is undated, the filling pumps - Calculating Pumps - were typical of the 1930s.

20 Despite the fact that Texaco gas was advertised, the corporation did not own the gas station. Instead, Carmack operated as a contractor for the company. In the 1920s, it was typical for stations to be owned by contractors who carried the products of one or several oil companies (Jakle and Sculle, "The Gas Station as Form," *The Gas Station in America*, 132.)

21 The last advertisement for Carmack's Service Station appears in *The Evening Star* on March 28, 1946.



FIGURE 10 Aerial photograph of Mizell Lumber yard, late 1950s or early 1960s. Kensington Historical Society.



FIGURE 11 Partial view of 10520 St. Paul Street. Vertical siding and shed-roof canopy visible. E. Pen Stephens, 1983, Kensington Historical Society.



FIGURE 12 East elevation of 10520 St. Paul Street. EHT Traceries, July 1993.



FIGURE 13 10520 St. Paul Street, looking southeast from Metropolitan Avenue. Non-original eight-light fixed window and concrete block shed visible. . EHT Traceries, July 1993.

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An aerial photograph of an industrial or commercial site. The image shows several large, light-colored buildings, possibly warehouses or manufacturing facilities, arranged in a row. There are large parking lots with numerous vehicles, including cars and trucks. A road or highway runs along the right side of the image. The overall scene is a typical industrial or commercial development.

Chapter 3

IDENTIFICATION AND EVALUATION OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

The National Register of Historic Places (NRHP) documentation provides the following statement of significance for the Kensington Historic District:

The Kensington Historic District is a turn-of-the-century urban, primarily residential, area which incorporates most of the original core of the town of Kensington, Maryland, a suburb of Washington, DC. The district is significant primarily for the collection of late nineteenth and early twentieth century houses that stand in a turn-of-the-century garden-like setting of curving streets, tall trees, and mature shrubbery. The houses, which exhibit the influence of Queen Anne, Shingle, Eastlake, and Colonial Revival styles, have a uniformity of scale, design, and construction materials, that combine with their juxtaposition and placement upon the gently sloping terrain to create a significant urban neighborhood which still retains much of its early twentieth century environment.¹

The Maryland Inventory of Historic Properties (MIHP) documentation further provides the following description of the commercial area within the Kensington Historic District:

Commercial-Area - Centered around the B&O RR Station. The oldest buildings appear to be the Curtis Bros. service station and the Mizell Lumber Co. - both located on the north side of the tracks. They are both low frame buildings, with some Victorian touches and German siding. Across the tracks, along Howard Ave., is an older general store, a ca. 1900 brick doctor's office that originally housed the Montgomery Press (a local newspaper), part of some old town government buildings, and around the corner is the old McKeever's Ice Cream Parlor...²

The Kensington Historic District (#31/6) was designated in the Montgomery County Master Plan for Historic Preservation and in the Maryland Inventory for Historic Places in 1978, and was listed in the National Register of Historic Places (ID # 80001827) in 1980. Neither the building located at 10520 St. Paul Street nor the building located at 10500 St. Paul Street have been individually designated.

PERIOD OF SIGNIFICANCE

The National Register of Historic Places (NRHP) documentation identifies the period of significance for the Kensington Historic District as 1875 through 1924.³ The NRHP documentation further identifies 1891 and 1920 as significant years. The documentation does not provide any justification for the period of significance, nor does it provide justification for the specified significant dates.

10520 St. Paul Street retains a high level of integrity and continues to convey its appearance and

1 National Register of Historic Places, Kensington Historic District, Kensington, Montgomery County, Maryland, National Register Number #80001827.

2 "Kensington Historic District," Maryland Historic Trust State Historic Inventory Form M:31-6. .

3 National Park Service, "Digital Archive on NPGallery: Kensington Historic District," *National Register for Historic Places*, <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=7bcbdecf-f5b9-4ee5-a351-076894bbbf2> (accessed January 10, 2019).

significance during that period.

CHARACTER-DEFINING FEATURES

The Technical Preservation Services Division of the National Park Service outlines an approach for identifying visual aspects of a building that contribute significantly to its architectural character and historic character. This process is documented in *Preservation Brief 17: Architectural Character - Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character*.

The process of identifying and describing these distinguished characteristics - generally referred to as character-defining features - serves to establish an inventory of significant physical elements that are worthy of preservation. Preservation Brief 17 outlines a hierarchical process that begins with a building's major formal qualities (including shape, size, and setting), moving to more detailed characteristics (such as openings, roof form and shape, and projections), and finally details observed at close range (such as materials and evidence of craftsmanship). Similarly, they provide a methodology for assessing interior architectural character by establishing a hierarchy of significant spaces, features, and finishes.

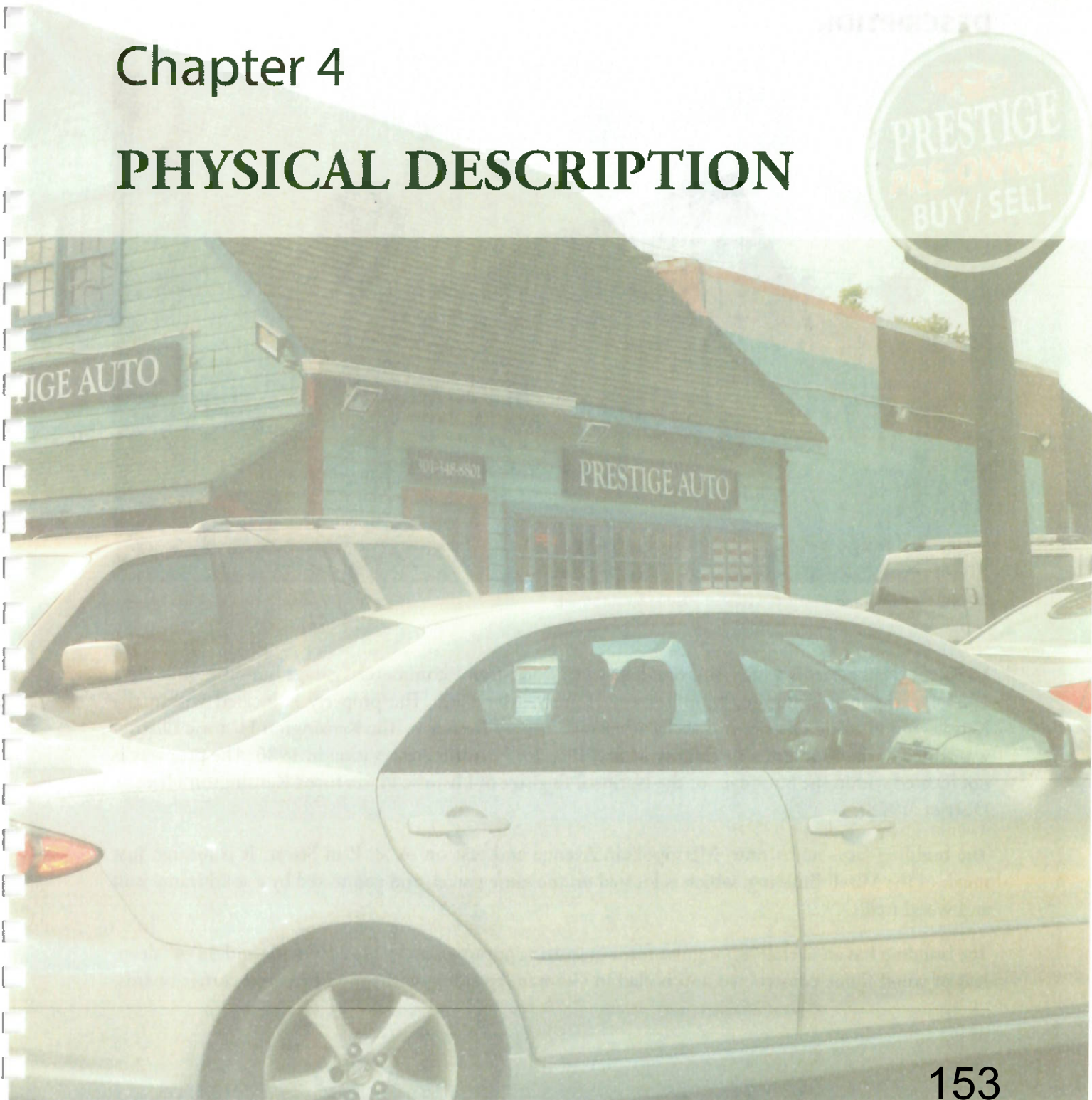
An inventory of the visual characteristics of 10520 St. Paul Street is listed in the chart found on the following pages.

Overall Visual Aspects	Form and Massing	One-and-one-half story height
	Orientation	Located on a corner lot at the intersection of Metropolitan Avenue and St. Paul Street, facing onto both streets.
	Roof and Related Features	Side-gabled roof clad in asphalt shingles
		Cross-gable roof clad in asphalt shingles over garage
		Brick chimney
	Fenestration	Asymmetrical pattern of fenestration on east (front) facade
	Exterior Trim & Secondary Features	Simple wood trim
		Exposed rafter tails at overhanging eaves
	Setting	Surrounded by asphalt paving on all four sides

Visual Character Aspects at Close Range	Materials	German lap wood siding (non-original)
		Asphalt shingle roof (non-original)
	Windows	Multi-light fixed windows with wood frame and sashes (four in total)
		While windows are not original, the window openings are original to the building.
		Four-light casement window with wood frame and sash (historically two; one window has been removed to allow for an air conditioning window unit within the window opening)
		Six-over-six double-hung window with wood sash and frame (four pairs, eight in total)
	Doors	Eight-light fixed window with wood frame and sash
		Single wood entry door with nine glazed lights above a crossbuck panel
		Single wood paneled secondary door
	Signage	Twelve-light wood paneled operable garage door
		Exterior signage has always been an important and distinctive feature of the building. A sign post with a round sign located on the northern portion of the property historically featured the Texaco logo, and later the Curtis Bros. Service Station. Two non-original rectangular signs affixed to the building's north and east elevations advertise the current tenant, Prestige Auto.

Chapter 4

PHYSICAL DESCRIPTION



PHYSICAL DESCRIPTION AND ASSESSMENT OF EXISTING CONDITIONS

EHT Traceries conducted site visits and surveyed the building's exterior and interior in August and November 2018 in order to identify and photograph existing conditions. The building remains occupied by tenant and thus further evaluation of structural conditions and all interior spaces was not possible. Additional evaluation of structural and interior conditions should be performed before rehabilitation work is undertaken.

DESCRIPTION



FIGURE 14 Partial and obstructed view of 10520 St. Paul Street.

10520 St. Paul Street is a one- and one-half-story wood-frame commercial garage building built circa 1924 located in Kensington, Montgomery County, Maryland. The property is located within the Kensington Historic District and is classified as a Primary Resource. The Kensington Historic District was added to the Montgomery County Master Plan for Historic Preservation in 1986. The property is not located within the boundary of the National Register of Historic Places listed Kensington Historic District (1978).

The building faces north onto Metropolitan Avenue and east on to St. Paul Street. It is located just north of the Mizell Building, which is located on the same parcel, and connected by a solid frame wall and wood trellis.

The building has an overall rectangular form measuring approximately 24'-2 1/2" wide and 34'-4" deep. It is of wood frame constructed and is clad in German lap siding with wood trim and corner boards.

The foundation is concrete and brick. The building is surrounded by asphalt paving on all sides. The original signage pylon is located in front of the north façade.

The building is covered by a side facing gable roof with a moderate pitch and wider cross gable roof at the rear with a slightly lower pitch. A shed-roof canopy supported by wooden brackets has been added on the east elevation above the first floor. All roofs are covered in asphalt shingle. A brick chimney pierces the front gable on the east side. Exposed rafter tails are visible on the north and east sides but have been covered by fascia board.

Fenestration consists of irregularly spaced window and door openings. At the first floor of the façade (north elevation) the building features a main entrance into the retail space on the east side filled with a wood door with a multi-light glazed opening above a cross-buck panel. West of the door, a large opening is filled by three large 24-light fixed windows divided by simple wood mullions. The east side elevation features, from north to south, a 24-light fixed wood window similar to those found on the front elevation, followed by a small wood casement window with four lights, another small opening filled by an air conditioning unit, a secondary entrance with wood door with six panels, and finally a large garage opening with what appears to be a historic wood overhead garage door which features raised wood panels and glazed openings in the upper portion. Within the gable end at the second floor are a set of paired wood-sash double-hung windows with a six-over-six configurations. The rear, south elevation also features two sets of paired wood double-hung windows at both the first and second floor within the gable. The south elevation terminates at the wood wall that connects with the Mizell building next door.

Most of the west elevation is covered by a concrete block wall added sometime before 1975. The concrete block wall extends south and west from the northwest corner of the building enclosing the parking lot behind. One small opening with a narrow six-light fixed window is located at the north side of the west elevation before the concrete block wall. The wall extends over the roof of the building and pierces the roofline.

The interior is not accessible and is currently leased and operated by Prestige Auto business. Accessible portions of the interior include a large open office space on the first floor with contemporary finishes including a dropped grid ceiling system, vertical wood paneling, and gypsum board.

ALTERATIONS

The following alterations from the building's original construction have been observed:

- A shed roof projection off the west elevation was removed
- First floor show windows replaced with multi-light fixed windows
- A shed roof canopy was added along the east elevation
- Exterior walls clad in vertical wood siding later replaced or removed revealing original German lap siding.
- Exposed rafter tails covered
- Concrete block walls added off the west elevation
- Interior renovated.



FIGURE 15 Garage door, east elevation.



FIGURE 18 Casement windows, east elevation.



FIGURE 16 Non-original multi-light window, east elevation.



FIGURE 17 Partial and obstructed view with non-contributing concrete block shed, looking southeast.



FIGURE 19 Primary entrance, north elevation.

CONDITIONS ANALYSIS

The exterior appears to be in overall fair to good condition, with some areas of deterioration visible.

Exterior

Wood Siding - The painted exterior wood cladding is in overall fair condition, exhibiting some deterioration including warped or missing boards, peeling and flaking paint, areas of wood rot, and termite damage. Damage to wood siding is especially prevalent at the ground level. Much of the painted wood trim appears to have been replaced and is in fair condition. The fascia and vergeboard at the roofline is also very deteriorated. Miscellaneous equipment including electrical conduit has been attached to the exterior walls.

Exploratory demolition on the west elevation revealed that wood siding remains extant behind the concrete block wall. The siding appears to be severely deteriorated, largely due to water and termite damage. Additional evaluation and exploratory demolition should be performed to determine the condition of the wood siding at the west elevation.

Roof - The asphalt shingle roof appears to be in fair condition. The shed roof canopy on the east elevation, however, is damaged and is sagging.

Windows & Doors - Windows appear to be in fair to good condition. Window sills at first floor windows are deteriorated, especially where the window air conditioning unit is installed.

The two entry doors do not appear to be original and are in good condition. The wood garage door is in fair condition exhibiting some deterioration including peeling and flaking paint.

Structural

No structural deficiencies have been identified. Additional exploratory demolition and evaluation of the west wall should be conducted to determine the condition of the west elevation wall and overall structural system.

Interior

The interior appears to have been renovated with contemporary finishes.



FIGURE 20 Detail, wood siding, loose boards.



FIGURE 23 Exploratory demolition revealed wood siding in poor condition on west elevation. Antunovich Associates, 2019.



FIGURE 21 Asphalt shingle roof appears to be in generally good condition.



FIGURE 24 Deteriorated, non-original, shed canopy.



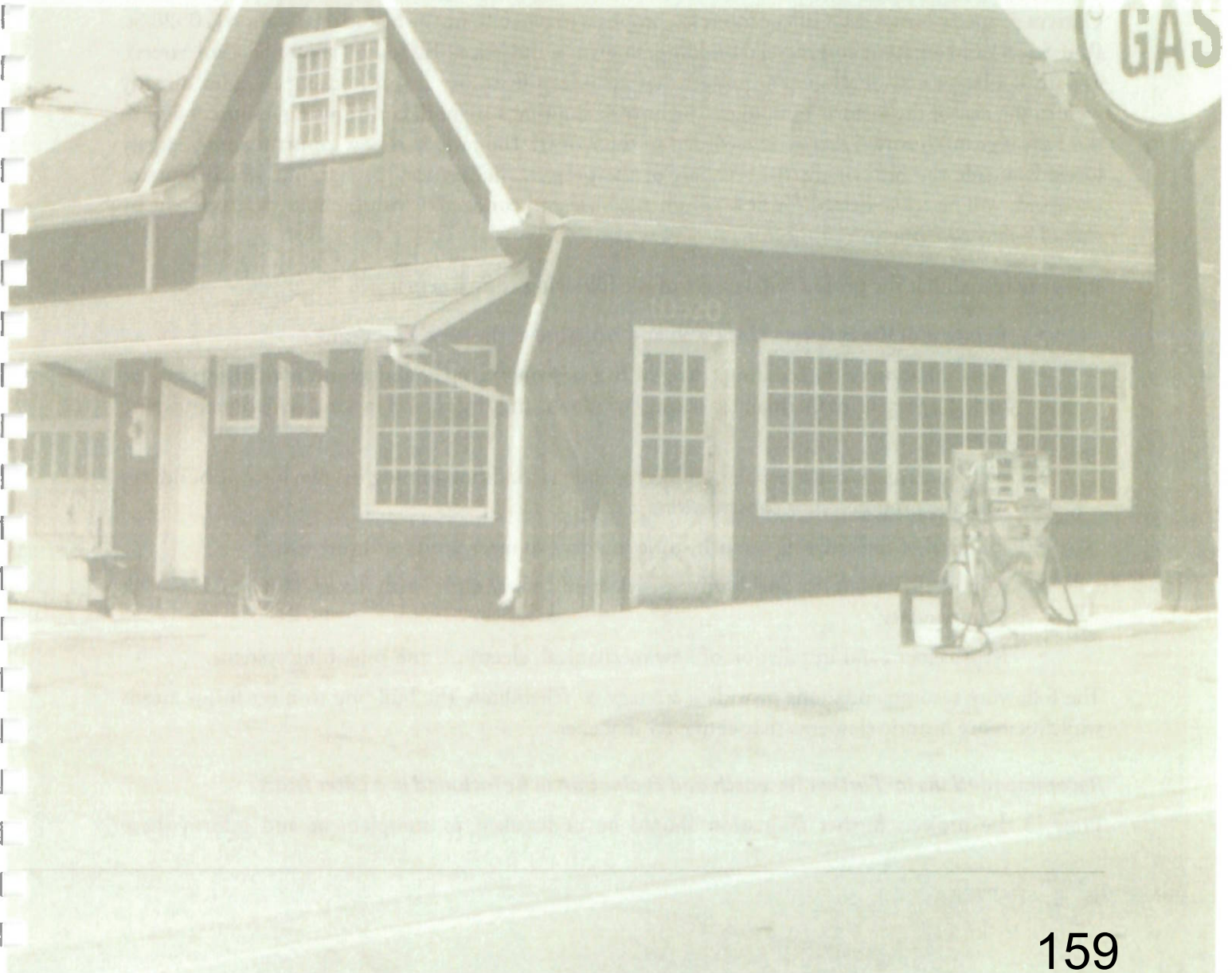
FIGURE 22 Deteriorated sill, south elevation.



FIGURE 25 Non-original multi-light windows, north elevation, in generally good condition.

Chapter 5

RECOMMENDATIONS FOR TREATMENT



RECOMMENDATIONS FOR TREATMENT

INTRODUCTION

The purpose of this chapter is to provide treatment recommendations for the building based on the extant conditions, as well as architectural and historical significance and integrity. These recommendations also take into account the building's future rehabilitation and use planned as part of a larger development project on the site.

PROPOSED USE AND TREATMENT

Project Background

Current property owner, McCaffery Interests, proposes to rehabilitate the historic gas station (10520 St. Paul Street) and adjacent commercial building, known as the Mizell Building (10500 St. Paul Street), as part of a larger new development project that includes a five-story senior housing complex directly west to the rear of the historic buildings. The historic buildings are both contributing resources within the Kensington Historic District as recorded in the MIHP. The proposed new construction is largely located outside the historic district. As part of the project, the historic gas stations, which remains occupied, will be rehabilitated for new commercial use and connected with the new development by way of a new construction connector.

It is anticipated that the project will consist of the following components:

- Removal of the concrete block wall and structure at the west elevation;
- Rehabilitation of the building's exterior focusing on the repair and retention of historic fabric including repair of German lap siding, windows, and doors, and in-kind replacement where required;
- New construction of a hyphen/connector and rear addition joining the two historic buildings with the proposed new construction;
- Removal of the building's non-historic interiors to meet needs of future uses;
- Minor alterations to site hardscape elements to comply with accessibility and project requirements;
- Replacement and installation of new mechanical, electrical, and plumbing systems.

The following recommendations provide a strategy to rehabilitate the building to meet future needs while retaining historic elements that define its character.

Recommendations for Further Research and Evaluation to be Included in a Later Draft

Prior to the project, further evaluation should be undertaken to complement and inform these

recommendations. Most importantly, evaluation and assessment of the building's structural and interior conditions should be performed before rehabilitation work is undertaken.

Applicable Guidelines and Regulatory Requirements¹

As a contributing resource to the Kensington Historic District, the proposed project, the property and its environmental setting are protected under the Montgomery County Historic Preservation Ordinance (*Montgomery County Code Chapter 24A: Historic Resources Preservation Regulations*) and as such, any work must comply with relevant guidelines and regulatory requirements.

The Historic Preservation Ordinance provides for the identification, designation, and regulation of historic sites, structures, and districts in the County for purposes of protection, preservation, and continued use and enhancement.

Any work on property containing a historic resource must receive a Historic Area Work Permit and undergo review by the county Historic Preservation Commission (HPC). Per the regulations (24A-8 (b)), the county Historic Preservation Commission (HPC) may recommend issuance of a permit 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.

¹ This section utilizes information included in the Montgomery County Historic Preservation Commission Staff Report for the preliminary consultation dated March 7, 2018.

(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 historic or architectural value of surrounding historic resources or would impair the character of the historic district. (Ord. No. 9-4, § 1; Ord. No. 11-59.)

Additional guidelines and regulatory requirements that are applicable are outlined in the following planning documents:

- *Approved & Adopted Amendment to the Master Plan for Historic Preservation: Kensington Historic District, Atlas #31/6*
- *Vision of Kensington; A Long-Range Preservation Plan*
- *Secretary of the Interior's Standards for Rehabilitation*

Treatment Philosophy and Approach

The Secretary of the Interior provides nationally recognized standards and guidelines for the treatment of historic properties. The recommendations within this chapter follow these Standards for the Treatment of Historic Properties. This report recommends an overall rehabilitation treatment approach, reflecting the identified use of the building and its varying degrees of historic integrity, significance, and condition.

The Secretary of the Interior outlines four approaches to managing cultural resources: preservation, rehabilitation, restoration, and reconstruction. A more rigorous preservation approach—namely the restoration to a specific period of significance or the reconstruction of historic features—would not be an appropriate treatment approach given the nature of the contemplated project. Reconstruction is not an applicable approach since the building is still extant.

Instead, a *Rehabilitation* treatment has been identified as the most appropriate management approach. Rehabilitation is defined as “... the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving the portions or features which convey its historical, cultural, or architectural values.” The Secretary of the Interior recommends rehabilitation “... when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular time is not appropriate...” Rehabilitation allows for the preservation of significant historic features while also allowing other planning and programmatic shortcomings to be addressed.²

Standards for Rehabilitation

The Secretary of the Interior has also developed ten standards that should be applied during the rehabilitation of historic properties:

1. A property shall be used for its historic purpose or be placed in a new use that requires

² Rehabilitation as a Treatment,” National Park Service, Technical Preservation Services, <http://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm> (accessed December 1, 2014).

- minimal change to the defining characteristics of the building and its site and environment.
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.
 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.
 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
 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.
 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.
 8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 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.³

GENERAL TREATMENT GUIDELINES

Any future rehabilitation or new development involving the 10520 St. Paul Street should adhere to the *Secretary of the Interior's Standards and Guidelines for Rehabilitation*. The following general treatment guidelines are derived from the ten standards for rehabilitation listed above, but also incorporate design values for the proposed project. These guidelines recognize that, although certain aspects of the project may adversely effect 10520 St. Paul Street, they will be balanced by positive effects of restoring or preserving other elements of the building.

- Rehabilitate the historic building to meet regulatory and functional requirements while maintaining historic features that define the building's character. Exterior historic fabric that dates to the building's period of significance should be retained and preserved.

³ "Rehabilitation as a Treatment," National Park Service, Technical Preservation Services, <http://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm> (accessed December 1, 2014).

- Restore missing or damaged exterior features and finishes only where there is sufficient documentation to accurately restore these features. Speculative or period details are not appropriate.
- Repair deteriorated historic fabric or features rather than replace; however, where replacement is necessary due to deterioration, replacements should be made in-kind to match the old in material and appearance. Repairs should be conducted by craftsmen who have experience with the historic materials.
- Document and preserve any historic features or finishes discovered during the course of construction and demolition if not previously identified.
- Design new interventions and new construction should be contemporary in spirit and design but referential to the historic character of the historic building. The design should include considerations of scale, material character, and use. They should also be sufficiently flexible and reversible so that if removed in the future, the essential form and integrity of the historic building would be unimpaired.
- Introduce, if necessary, new materials that adhere to a simple and limited material palette that is in keeping with the building's relatively modest materials and appearance.
- Design adjacent new development so that it is mindful of the site's historic nature and the character of the Kensington Historic District.
- Take necessary provisions to avoid unnecessary damage that would lead to any unnecessary loss of historic features. Adequate shoring and protective coverings should be installed around architectural features and finishes to avoid damage in the course of construction work.

Additional Considerations

Any proposed changes to a historic building should be carefully considered to evaluate the effects they may have on the building's integrity and significance. As discussed, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* provide a nationally-recognized baseline for this evaluation and is the standard used for the evaluation of proposed work in Montgomery County.

For historic buildings protected by the Montgomery County Historic Preservation Ordinance, the test of compatibility is applied by Montgomery Planning staff and the Historic Preservation Commission. In the case of the Mizell Building, a contributing resource to the Kensington Historic District, a more lenient test is applied. Per the Ordinance, work including alterations and new construction may be deemed acceptable and compatible with the historic structure as long as plans would not "seriously impair the historic or architectural value of the surrounding historic resources or would impair the character of the historic district."⁴

TREATMENT RECOMMENDATIONS

The following recommendations are based on visual observations and should be updated based on the findings of additional structural.

⁴ Montgomery County Code Chapter 24A. Historic Resources Preservation, Sec. 24A-8d

Exterior

Wood Siding

Much, if not all, of the exterior cladding has been replaced in recent years. The cladding appears to be installed on top of previous layers resulting in deep window and door reveals as well as irregular and haphazard trim and detailing. Moving forward with the building's rehabilitation there are two options: 1) Maintain and repair current cladding and trim, or 2) Remove contemporary layers of siding and repair or restore the original appearance. The following list includes recommendations for both options.

- Remove non-original and non-functioning conduit, signage, anchors, mechanical fixtures, and attachments on the exterior walls.
- Repair wood siding as required. If any areas are extensively deteriorated, they should be replaced in-kind matching the design, materials, color, and texture.
- Repair or replace exterior trim with new wood trim that is compatible with the size, scale, material, and color of the historic building. Current exterior wood trim and window and door surrounds are not original. The wood surface should be prepared by removing all decayed material, and all cracks and voids should be filled to re-create the original profile.
- Repair and paint all exterior wood elements. At a minimum, wood should be stripped of paint, sanded as needed to prepare the surface, primed, and painted.
- Do not replace wood features based on insufficient historical, pictorial, and physical documentation that would create a false sense of history. Do not introduce a new wood feature that is incompatible in size, scale, material and color.
- Implement an integrated pest management plan after repairs are complete to identify appropriate preventive measures to guard against future insect damage, such as installing termite guards, fumigating, and treating with chemicals.

Windows and Doors

- Retain the existing location, size, and scale of the entrances and window openings in their entirety in order to maintain the historic character of the buildings.
- Retain and repair existing windows where possible; however, given the extent of much of the deterioration and damage visible, many of the side elevation windows will likely require replacement. Replacement windows should match the historic design and appearance as closely as possible including material, configuration, operability, number and size of panes, profile and proportion of metal sections, and reflective quality of the original glass.
- Multi-light windows at the front retail space are not original. If desired, they could be replaced with large single pane windows matching those seen in historic photographs.
- Preserve and restore the garage door on the east elevation as it is an integral feature of the building. Extant original hardware should also be preserved and restored as necessary.
- Retain and repair the front wood door unless further research identifies it as not original.
- The east elevation side door opening does not contain its historic door. The existing door

could be retained or replaced. If a new door is installed, it should be compatible with the style and character of the building.

Roofing, Downspouts, and Drainage

- Repair or replace the existing shingle roof as needed with new asphalt shingle roof that is consistent with the historic appearance and character. Roof underlayment and flashing connections should be repaired or replaced as needed and open joints should be cleaned and sealed. Damage caused by the concrete block wall should be addressed following its removal.
- Remove the shed roof canopy along with the wood brackets supporting the roof. Wood siding should be repaired as necessary following the removal.
- Preserve the cross-gable roof form and existing roof pitch.
- Remove the current gutter and drain above the main entrance and replace with new drainage features to divert rainwater from wood surfaces (such as roof overhangs, gutters, and downspouts).
- Review and address existing grades, locations of impervious paving, and site drainage surrounding the building perimeter to provide appropriate drainage away from the building foundation.
- Conduct further evaluation of the condition of the brick chimney. Repair as necessary.

Interior

- Rehabilitate interiors to meet programmatic and functional needs and install new mechanical, electrical, and plumbing systems.
- Install new mechanical and electrical systems and ducts, pipes, and cables in closets, service areas, and wall cavities to preserve the historic character of the interior space.

Structural

- Perform additional analysis of the structural system to identify necessary treatment.
- Install temporary supports along the west side prior to demolition of the concrete block wall.
- Take necessary provisions to avoid unnecessary damage that would lead to any additional or unnecessary loss. Protective coverings should be installed around architectural features and finishes to avoid damage in the course of construction work.

New Construction

The rehabilitated historic buildings will be integrated into the new adjacent development by way of a connector/hyphen addition between the Mizell Building and the garage. The addition will be attached to the west elevation of the garage following the removal of the concrete block walls.

General

- Design the new additions and adjacent construction with consideration to their relationship to the historic building as well as the historic district, neighborhood, and setting.
- Design the new additions to comply with the *Secretary of the Interior's Standards and Guidelines*,

which call for new additions to be designed and constructed so that the character-defining features of the historic building, its site, and setting are not negatively impacted. Generally, a new addition should be subordinate to the historic building. A new addition should be compatible but differentiated enough so that it is not confused as historic or original to the building. The same guidance applies to new construction so that it does not negatively impact the historic character of the building or its site.

- Differentiate the new addition from the historic building and be compatible in terms of mass, materials, relationship of solids to voids, and color. The historic building should be clearly identifiable and its physical integrity should not be compromised by the new addition.

Systems

- Concentrate new systems and services within the new construction. Do not install mechanical or other types of equipment so that it damages or obscures character-defining features or is conspicuous from the public right-of-way.
- Design and install new mechanical or electrical equipment, when necessary, in a manner that minimizes the number and size of cuts or holes in structural members.

ADDITIONAL GUIDANCE

The Technical Preservation Services Division of the National Park Service (NPS) develops and maintains guidance on the preservation and rehabilitation of historic buildings and landscapes. These publications are widely available online and in print. The following selected publications are relevant to the treatment of the historic building.

Design and Planning

- *Preservation Tech Notes: Temporary Protection, Specifying Temporary Protection of Historic Interiors During Construction and Repair*
- *Preservation Tech Notes: Windows, Planning Approaches to Window Preservation*
- *Preservation Brief #3: Improving Energy Efficiency in Historic Buildings*
- *Preservation Brief #14: New Exterior Additions to Historic Buildings: Preservation Concerns*
- *Preservation Brief #17: Architectural Character—Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character*
- *Preservation Brief #18: Rehabilitating Interiors in Historic Buildings: Identifying and Preserving Character-Defining Elements*
- *Preservation Brief #24: Heating, Ventilating, and Cooling Historic Buildings— Problems and Recommended Approaches*
- *Preservation Brief #32: Making Historic Properties Accessible*
- *Preservation Brief #35: Understanding Old Buildings: The Process of Architectural Investigation*
- *Preservation Brief #37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing*
- *Preservation Brief #39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings*

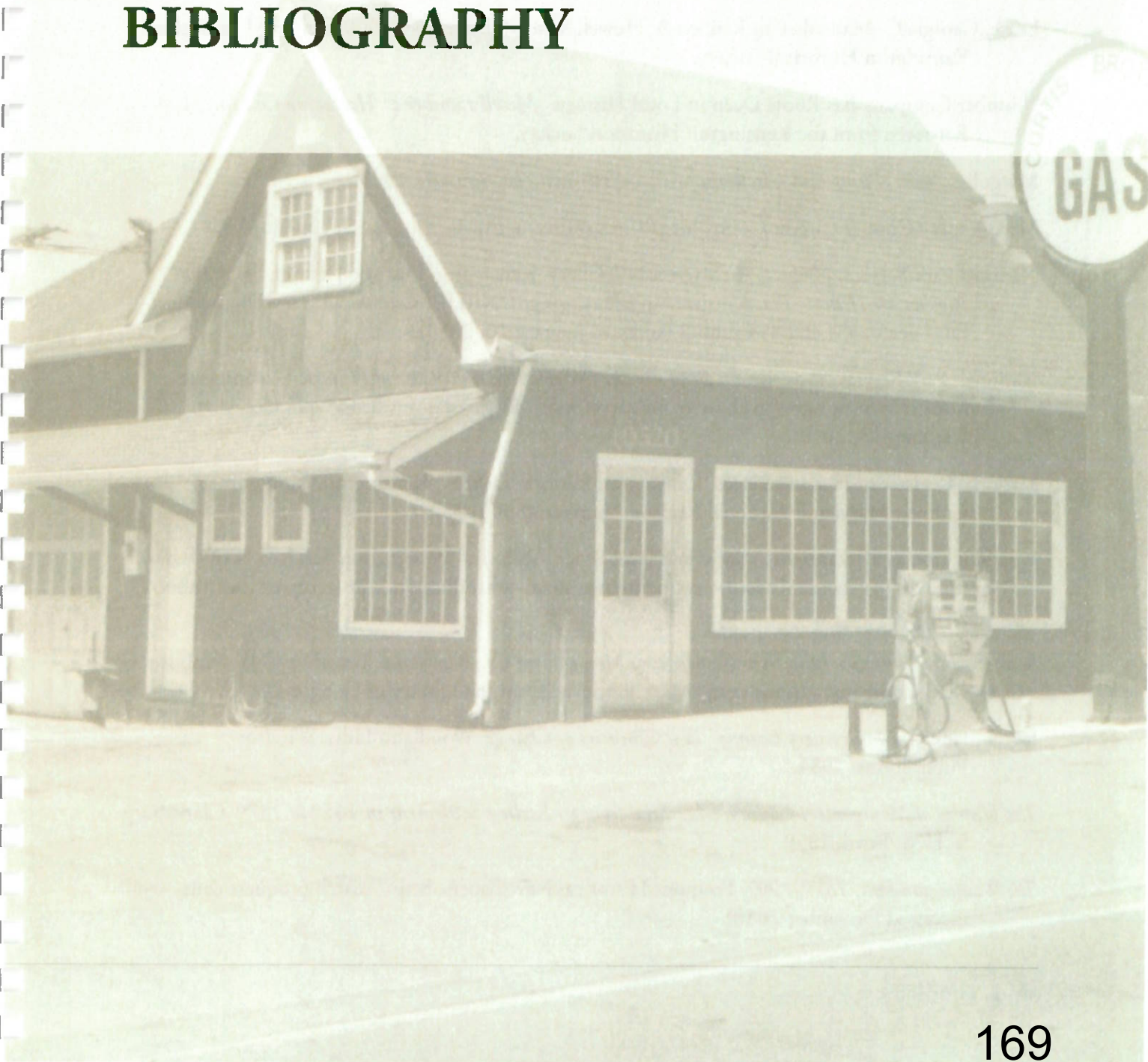
- *Preservation Brief #47: Maintaining the Exterior of Small and Medium Size Historic Buildings*

Treatment of Finishes and Features

- *Preservation Tech Notes: Windows, Replacement Wooden Frames and Sash*
- *Preservation Brief #4: Roofing for Historic Buildings*
- *Preservation Brief #9: The Repair of Historic Wooden Windows*
- *Preservation Brief #10: Exterior Paint Problems on Historic Woodwork*

In addition to NPS Preservation Briefs, another resource for materials conservation guidance are the technical guidelines and documents on historic building materials and systems provided by the General Services Administration (GSA). Although developed for GSA buildings, the guidance provided is appropriate for all historic structures.

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EHT|||TRACERIES
HISTORIC PRESERVATION

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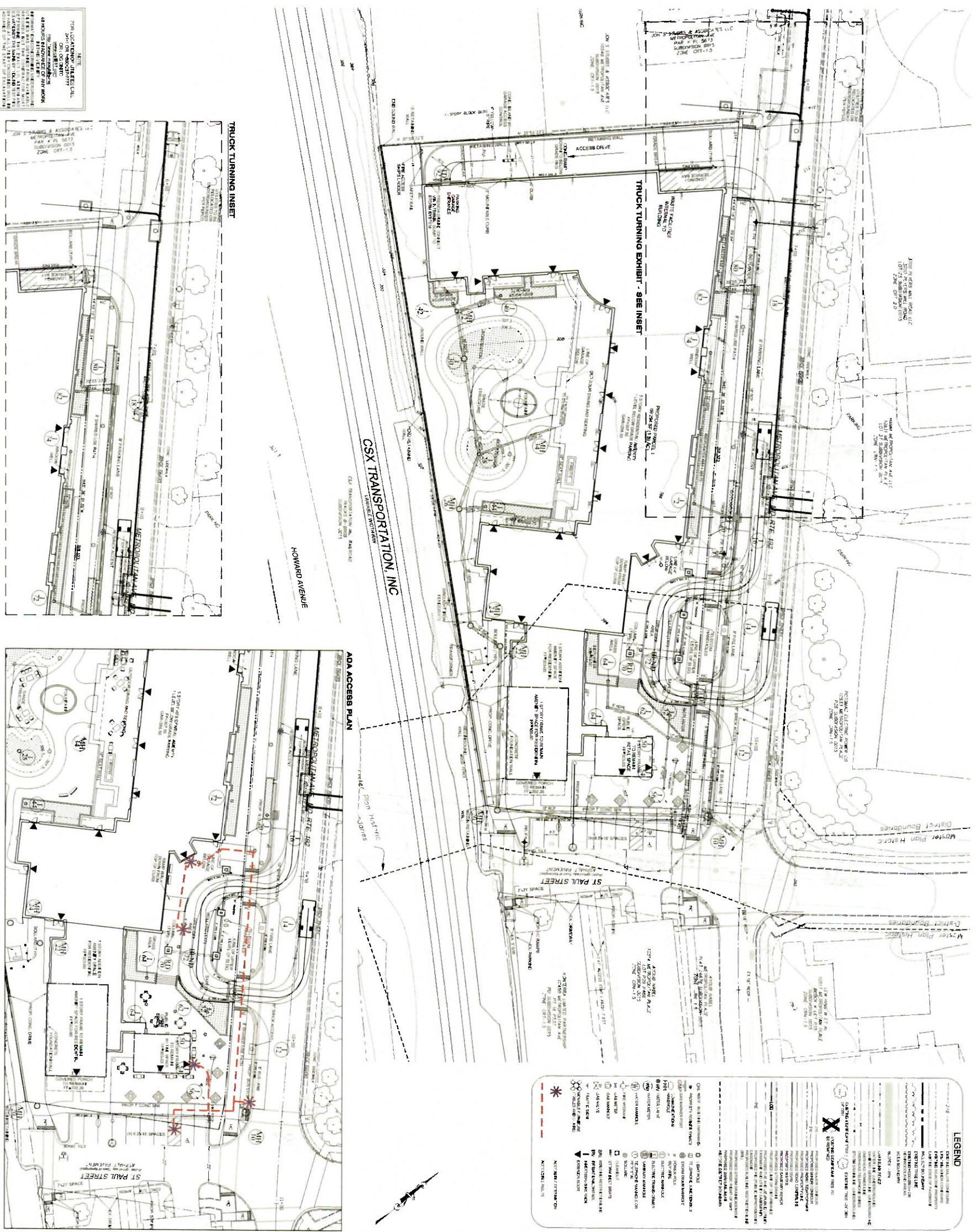
SOLERA RESERVE KENSINGTON

SENIOR HOUSING BUILDING AT 10540 METROPOLITAN AVE
KENSINGTON, MD

Historic Area Work Permit - Initial Submission

February 20th. 2019

Owner / Developer McCaffery Interests, Inc. 2200 Clarendon Blvd, Suite 1125 Arlington, VA 22201	Owner / Developer Solera Senior Living 288 Clayton Street, Suite 202 Denver, CO 80206	Land Use Counsel Lerch, Early & Brewer, Chtd. 7600 Wisconsin Ave, Suite 700 Bethesda, MD 20814	Architects & Planners Antunovich Associates 2200 Clarendon Blvd, Suite 1150 Arlington, VA 22201	Associate Architects Lantz-Boggio 565 DTC Parkway, Suite 200 Englewood, CO 80111	Landscape Architects / Civil Engineers Dewberry Consultants LLC 2101 Gaither Road, Suite 340 Rockville, MD 20850
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SOLERA RESERVE KENSINGTON

10540 Metropolitan Ave, Kensington MD · McCaffery Interests · Solera Senior Living · Lerch, Early & Brewer · Antunovich Associates · Lantz-Boggio · Dewberry Consultants LLC

Site Plan - Civil

February 20, 2019

METROPOLITAN AVE. MD. RTE. 192
R/W VARIES - ULTIMATE R/W. 70'

CONC. SIDEWALK

CSX TRANSPORTATION, INC
VANUIN E WIDTILLOW

ST. PAUL STREET
ST. PAUL STREET

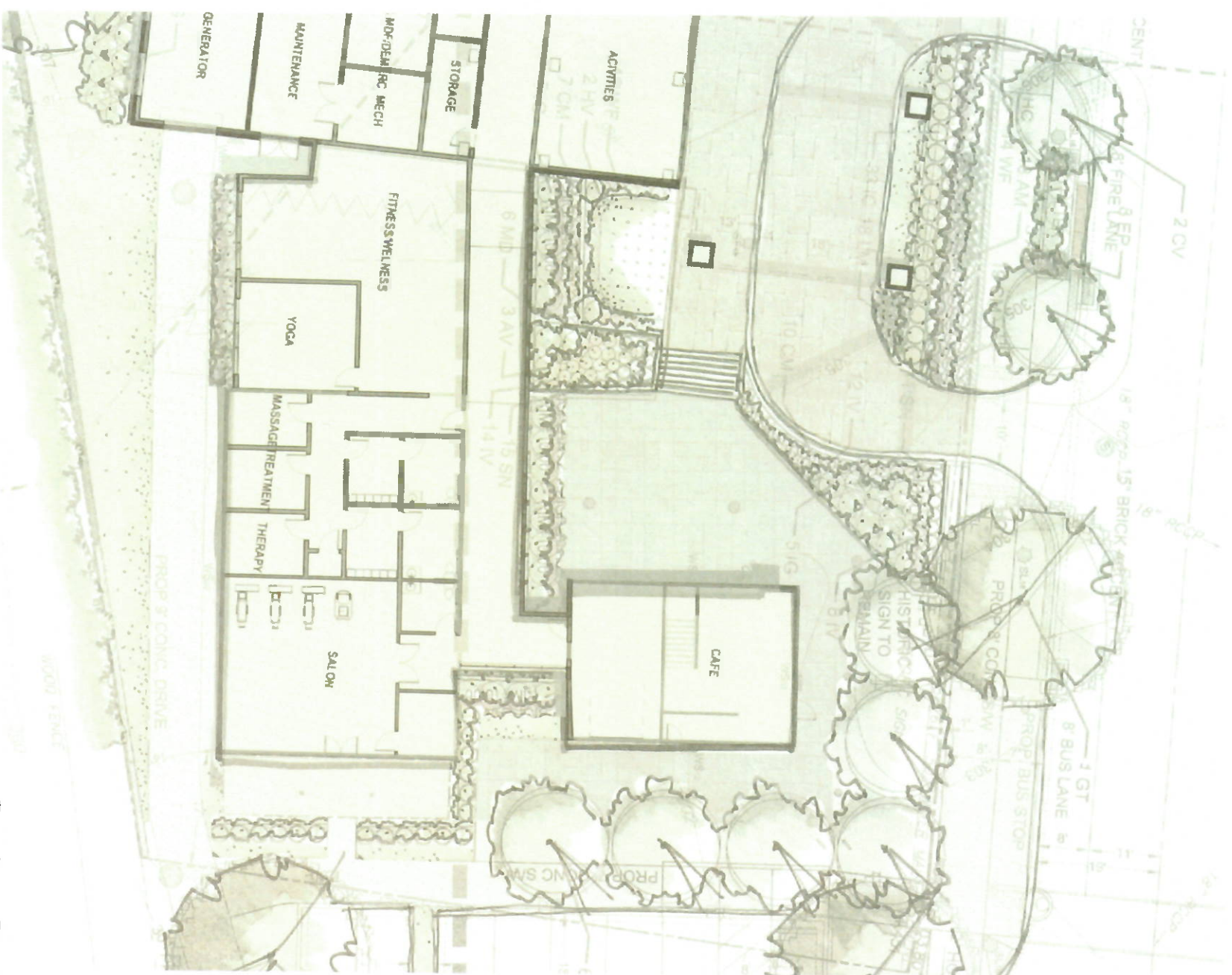


SOLERA RESERVE KENSINGTON

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Landscape Plan

February 20, 2019



Previous Design



Current Design

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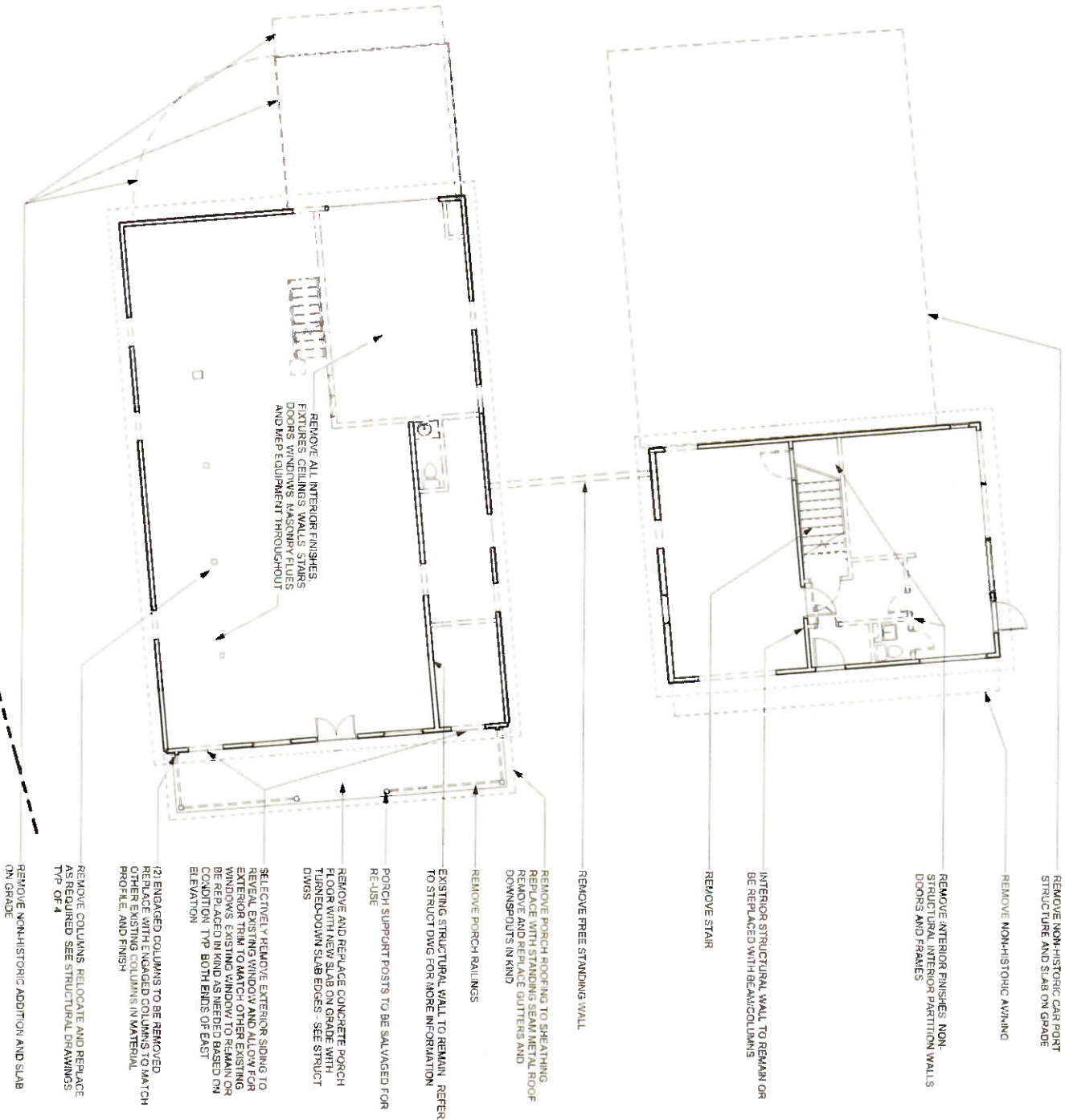
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Hyphen Design

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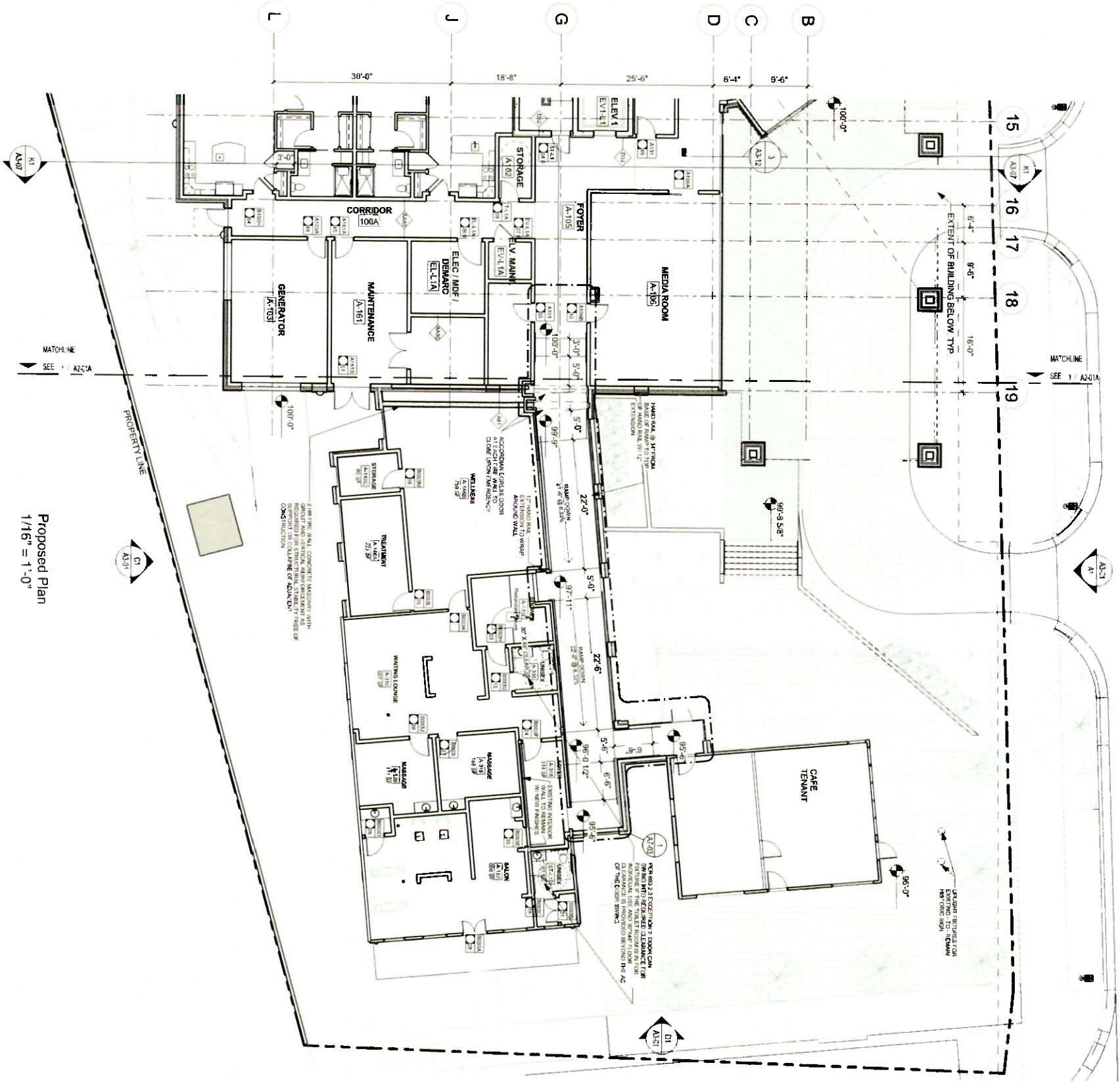
DEMOLITION GENERAL NOTES

14. REMOVE AND REUSE ALL FIRE DETECTION EQUIPMENT AT DEMOLISHED WALLS AND CEILINGS, UNLESS OTHERWISE NOTED ON MECHANICAL, PLUMBING AND/OR ELECTRICAL DEMOLITION PLANS.	1. THE CONTRACTOR SHALL COMPLY WITH ALL ORDINANCES AND REGULATIONS AFFECTING THE PROJECT INCLUDING, BUT NOT LIMITED TO: POLICE, FIRE, LIFE SAFETY, DUST, VIBRATION, ETC.
15. REMOVE ALL THERMOSTATS THAT ARE AFFECTED BY NEW CONSTRUCTION. CLEAN, TEST AND REPAIR AS REQUIRED. IF DAMAGED MATERIALS NOTED TO BE RETURNED TO THE OWNER SHALL BE PROPERLY DISPOSED OF OFF SITE IF THE OWNER REFUSES THE MATERIALS.	2. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONSTRUCTION AND RELATED DEMOLITION SURVEY EXISTING CONDITIONS AND COORDINATE WITH INDICATED REQUIREMENTS TO DETERMINE THE EXTENT OF CONSTRUCTION TO SELECTIVE DEMOLITION. ANY AND ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE OWNER AND ARCHITECT.
17. THE SUPERIMPOSED NOTES ARE NOT INTENDED TO DEMONSTRATE THE ENTIRE EXTENT OF THE WORK.	3. ALL DEMOLITION AND SUBSEQUENT CONSTRUCTION SHALL BE ACCORDANCE WITH THE OWNER'S ON-SITE REPRESENTATIVE TO MINIMIZE DISRUPTION OF THE NORMAL FUNCTIONS OF THE OCCUPIED AREAS AND TO AVOID CONFLICTS WITH NORMAL ACTIVITIES. WORK SHALL BE PERFORMED DURING NORMAL BUSINESS HOURS. WORK DURING DEMOLITION AND CONSTRUCTION SHALL BE KEPT TO A MINIMUM.
18. ALL SURFACE MOUNTED CONDUIT ON EXISTING WALLS TO BE REMOVED MUST BE FLUSH MOUNTED AND PROVIDE NEW RECEPTACLE AND RECEPTACLE TO MATCH NEW DESIGN.	4. GENERAL CONTRACTOR SHALL ENSURE THAT ALL WORK IS ACCOMMODATED FOR ALL CONTRACTORS ON THE SITE BY MAKING ACCESS TO THE WORK, REMOVING AND REPAIRING EXISTING WALLS, SLABS AND FLOORS THAT IS DAMAGED BY THE WORK. PATCH ALL DAMAGED OR AFFECTED SURFACES TO MATCH EXISTING SURFACES OR AS DIRECTED BY THE FINISH SCHEDULE.
19. EXISTING STRUCTURAL CONDITIONS & BEARING WALLS ESTABLISHED BASED ON OWNER CONTRACTORS PROVIDED BY STRUCTURAL CONDITIONS ARE ACCURATE. CONTRACTOR SHALL BE RESPONSIBLE TO THE ARCHITECT PRIOR TO DEMOLITION OF ANY STRUCTURAL COMPONENTS.	5. DURING DEMOLITION THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARATIONS TO PREVENT DAMAGE TO ADJACENT AREAS ADJACENT TO NEW CONSTRUCTION OR MODIFICATIONS ARE REQUIRED. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN EXPOSED AREAS DUE TO THE CONSTRUCTION AND REPAIR DAMAGE DUE TO EXISTING CONSTRUCTION. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN THE BUILDING IN WEATHER TIGHT CONDITIONS.
20. REPAIR ANY EXPOSED OR FINISHED SURFACES THAT ARE AFFECTED BY DEMOLITION. PLUMBING AND/OR ELECTRICAL CLEANED, PATCHED, REPAIRED TO BE CONSTRUCTED PER THE CONTRACT DOCUMENTS.	6. IF EXISTING ITEMS THAT ARE TO REMAIN ARE DAMAGED DURING DEMOLITION, REPAIR OR REPLACE THOSE ITEMS TO MATCH EXISTING WITH LIKE NEW APPEARANCE.
21. DASHED LINES ON PLANS INDICATE WALL REMOVED.	7. PROVIDE WALK-OFF MATS AT ENTRIES TO CONSTRUCTION AREAS. DUMP WOP DURING DEMOLITION AND CONSTRUCTION ACTIVITIES.
	8. PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON THE SITE. TRANSPORT DEMOLISHED MATERIALS OFF PROPERTY AND LEGALLY DISPOSE OF THEM. THE ON-SITE DISPOSAL OF OR BURNING OF DEMOLISHED ITEMS IS NOT PERMITTED.
	9. THE CONTRACTOR SHALL INSTALL TEMPORARY DUST PARTITIONS AS REQUIRED TO PROTECT THE EXISTING BUILDING AND CONTENTS DURING DEMOLITION AND SUBSEQUENT CONSTRUCTION ACTIVITIES. THE TEMPORARY PARTITIONS SHALL BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF THE CALIFORNIA FIRE DEPARTMENT BUILDING DEPARTMENT AND STATE HEALTH DEPARTMENT. AREA OF WORK SHALL NOT BE UTILIZED BY STAFF OR RESIDENTS AT ANY TIME DURING THE DEMOLITION AND CONSTRUCTION WORK.
	10. DEMOLITION NOTES REFER TO ALL DEMOLITION SHEETS.
	11. AT ALL WALLS THAT ARE BEING DEMOLISHED CAP OFF ALL UTILITY LINES (ELECTRICAL, PLUMBING, HVAC, ETC.) FLUSH WITH FINISH SURFACE, UNLESS OTHERWISE NOTED ON ELECTRICAL DEMOLITION PLANS AND OR ELECTRICAL DEMOLITION PLANS.
	12. ANY MISCELLANEOUS ITEMS ON WALLS OR FLOORS TO BE DEMOLISHED SHALL BE RELOCATED OR DISPOSED OF AS DIRECTED BY THE OWNER. DEMOLISHED ITEMS TO BE DISPOSED OF OFF SITE. PATCH AND PAINT WALL SURFACES EXPOSED AFTER SUCH REMOVAL TO MATCH NEW OR EXISTING IN DESIGNATED AREAS.
	13. ALL ELEMENTS TO BE DEMOLISHED ARE INDICATED WITH DASHED LINES.



Demolition Plan - Existing Historical Buildings
1/16" = 1'-0"

FLOOR PLAN GENERAL NOTES
1. REFER TO A4-00 SERIES FOR REFLECTED CEILING PLANS
2. ALL LOADEARING CORRIDOR WALLS AND EXTERIOR WALLS ARE DIMENSIONED FACE OF STUD TO FACE OF STUD OR GRIDLINE UNO
3. GRID LINES ARE LOCATED ON FACE OF LOADEARING STUD WALLS AND CENTERLINE OF STEEL COLUMNS, UNO
4. REFER TO SHEET A4-00 SERIES DRAWINGS FOR ENLARGED UNIT PLANS
5. REFER TO A4-00 SERIES DRAWINGS FOR ALL REVISIONS TO UNIT INTERIOR PARTITION DESIGNATIONS
6. CHAIR RAIL TO BE ON FLOORS 1-3 AT WALL LOCATIONS LESS THAN 18" BETWEEN OPENINGS, ALONG PARTIAL HEIGHT WALLS AND IN DINING AREAS. PROVIDE BLOCKING FOR FUTURE CHAIR RAIL AT SIMILAR CONDITIONS ON FLOORS 4-5
7. LEANRAIL/HANDRAIL/CHAIRRAIL TO BE DOWN BOTH SIDES OF CORRIDOR. REFER TO ID SERIES DRAWINGS FOR DETAILS
8. STEEL STRUCTURE ACTING AS, AND WITHIN, A FIRE RATED WALLS NEED NOT BE FIREPROOFED. STEEL COLUMNS TO BE INDIVIDUALLY PROTECTED BY 1-HR SPRAY TO BE INDIVIDUALLY PROTECTED BY 1-HR SPRAY FIREPROOFING AT ALL LEVELS EXCEPT CONDITIONS SUPPORTING ROOF ONLY. AT SEPARATE BEAMS BEYOND THE ROOF MEMBERS REQUIRE INDIVIDUAL PROTECTION
9. REFER TO PLUMBING PLANS FOR ALL FLOOR DRAIN AND FLOOR SINK LOCATIONS. PROVIDE SLOPE TO DRAIN
10. ALL DOOR OPENINGS NOT SPECIFICALLY DESIGNATED SHALL BE LOCATED TO BE INDIVIDUALLY PROTECTED BY 1-HR SPRAY FROM FACE OF ADJACENT WALL. TYPICAL UNO SEE A4-10-11
11. FOR ALL GYP BD ON STUD FRAMED COLUMN ENCLOSURES NOT SPECIFICALLY DIMENSIONED IN PLAN, STUD FRAMING SHALL BE AS TIGHT TO THE COLUMN AS POSSIBLE
12. REFER TO CODE COMPLIANCE PLANS (G SERIES DRAWINGS) FOR ALL RATED WALL LOCATIONS AND RATING REQUIREMENTS
13. REFER TO SHEET A10-01 FOR PARTITION TYPES
14. REFER TO SHEET A10-10 FOR DOOR SCHEDULES



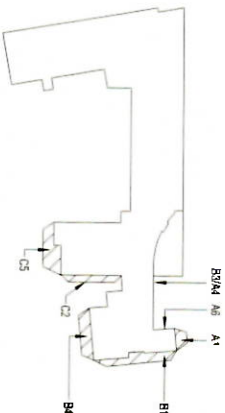
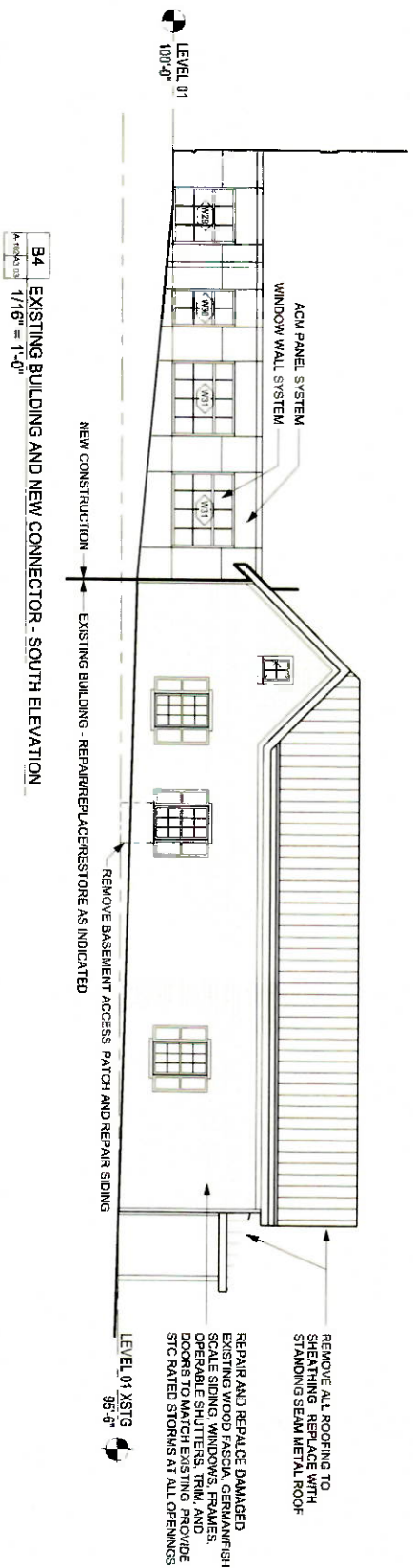
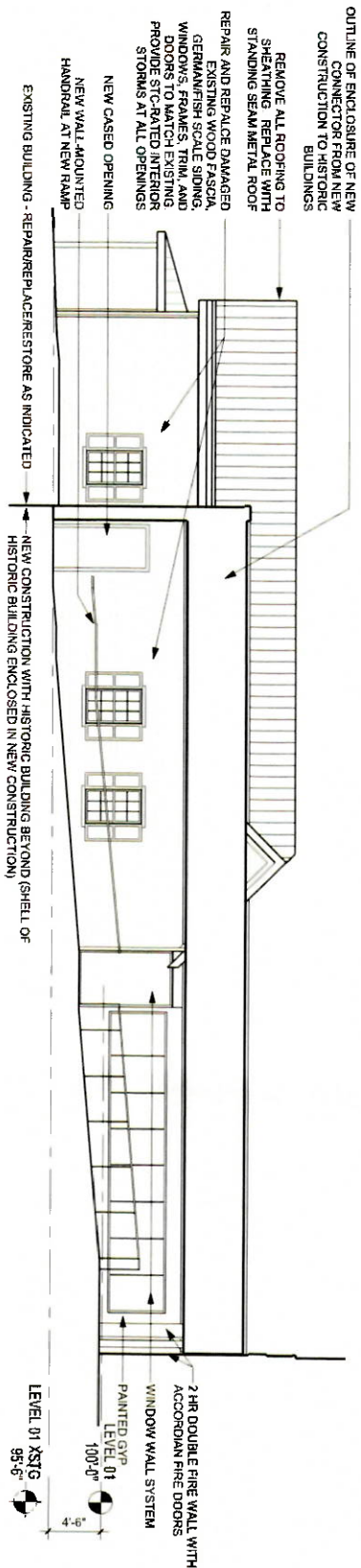
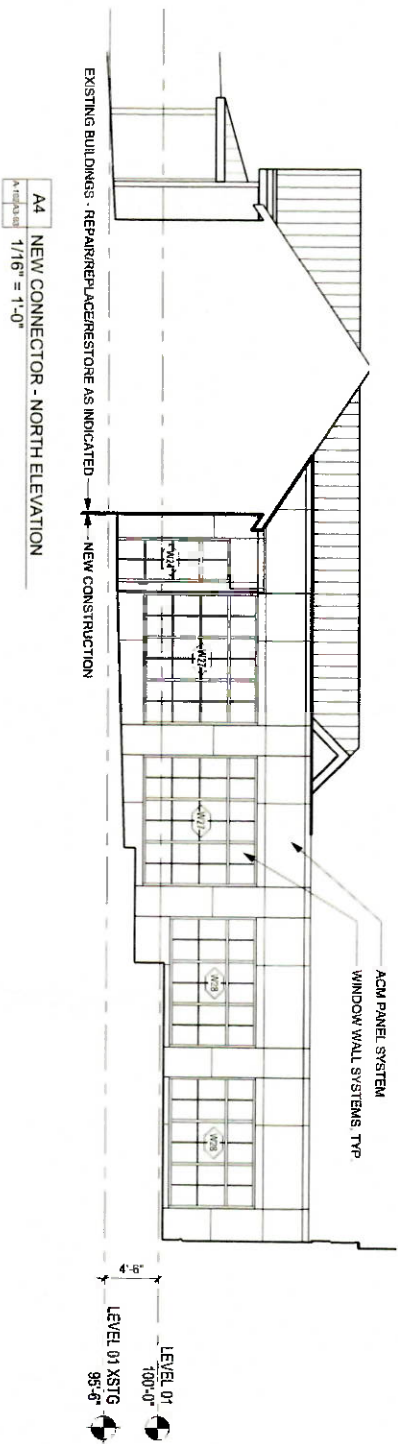
Proposed Plan
1/16" = 1'-0"

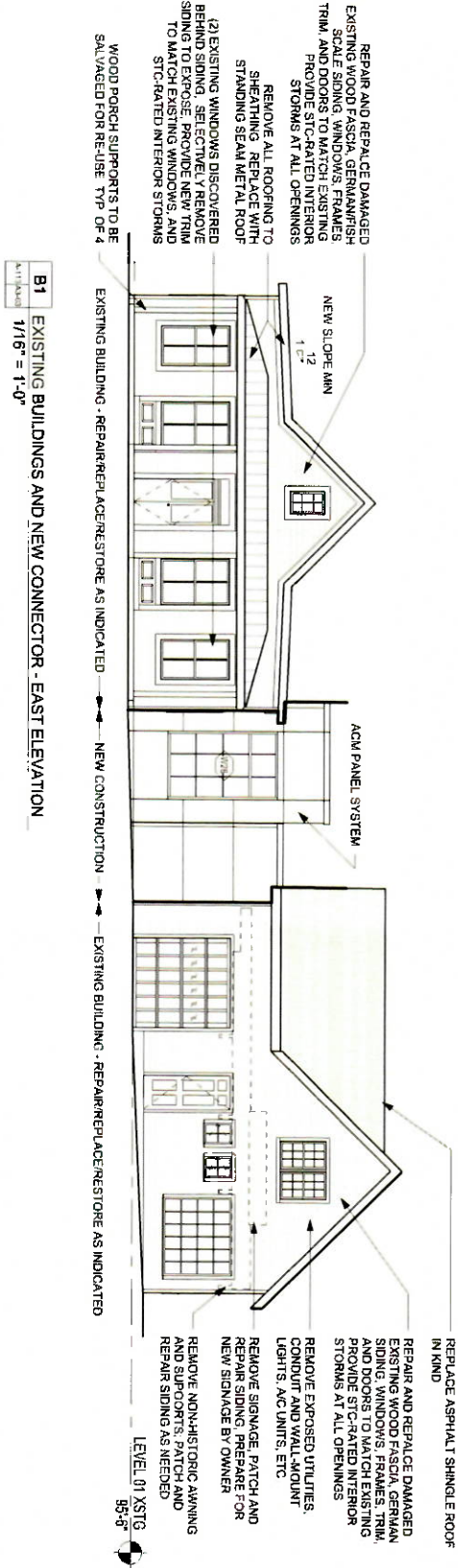
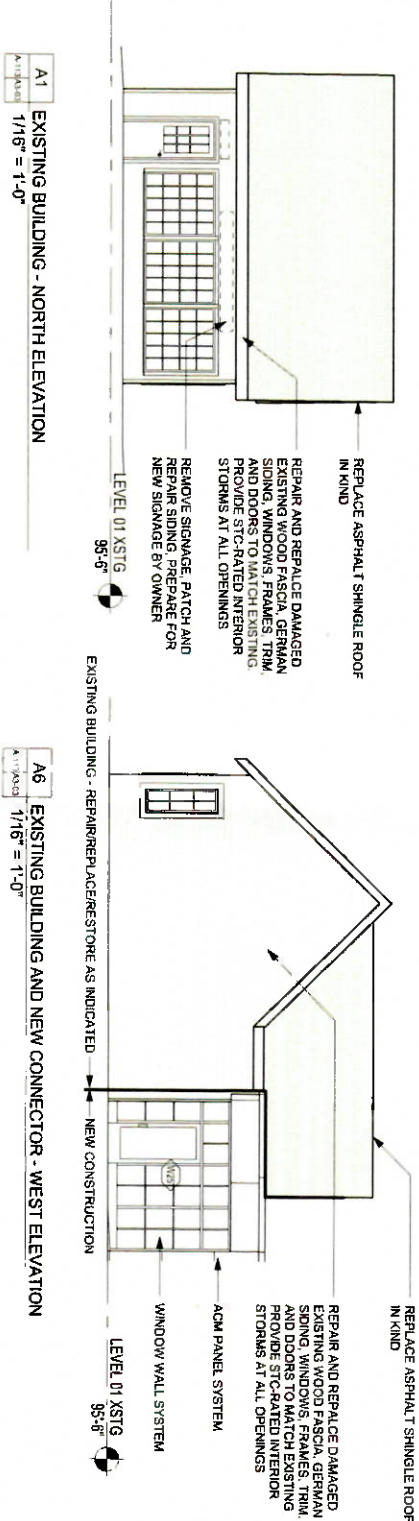
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Proposed Plan

February 20, 2019







SOLERA RESERVE KENSINGTON

Southeast Perspective w/ Existing Buildings from Metropolitan Ave

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Hyphen from Metropolitan Ave

February 20, 2019



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Hyphen & Public Space from Metropolitan Ave

February 20, 2019



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Southeast Perspective from St. Paul Street

February 20, 2019

THE MIZELL BUILDING

10500 St. Paul Street
Kensington, Maryland

Historic Structure Report

First Submission
February 2019



Prepared for:
Antunovich Associates



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All photographs were taken by EHT Tracerics in 2018.

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Chapter 1

INTRODUCTION

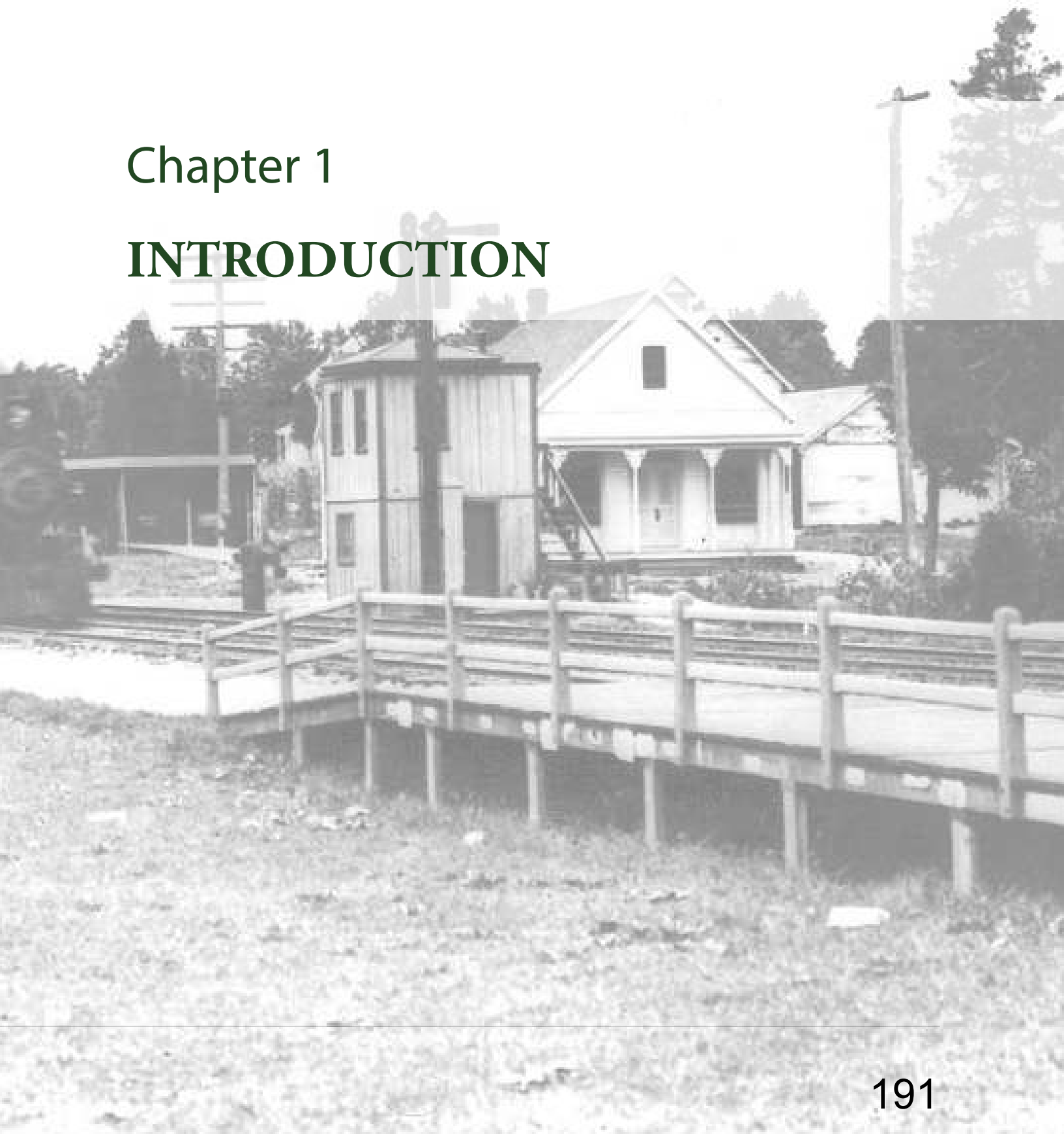




FIGURE 01 East (front) facade of Mizell Building.

PURPOSE AND SCOPE

EHT Tracerics prepared this Historic Structures Report (HSR) for the Mizell Building, located at 10500 St. Paul Street, in Kensington, Maryland in late 2018 and early 2019 to provide documentation to assist the Montgomery County Historic Preservation Commission in its review of the proposed rehabilitation to the building. The one-story simple frame structure was constructed in c. 1902 as a general store. The building, along with its neighbor to the north, is considered a contributing resource to the Kensington Historic District. Rehabilitation of the building is an integral part of the redevelopment of the site. The Montgomery County Historic Preservation Commission must approve plans for the rehabilitation in order to obtain a Historic Area Work Permit.

This HSR has been developed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and *Preservation Brief 43: The Preparation and Use of Historic Structure Reports*. Historic Structure Reports were first developed by the National Park Service in the 1930s, and since then have become a nationally recognized tool for the documentation and preservation of historically significant buildings and structures. Historic Structure Reports document the history and physical appearance of a building and provide guidance to property owners, architects, architectural historians, contractors, and regulatory review bodies prior to treatment. This guiding document will reflect and incorporate responsible preservation practices into the rehabilitation and future maintenance of the building.

Specifically, this Historic Structure Report includes the following:

1. Introduction and background information regarding the genesis and purpose of this report

(Chapter 1);

2. Detailed narrative of the building and site history, including development and construction history and historical context (Chapter 2);
3. Evaluation of building significance and integrity, and identification of character-defining features (Chapter 3);
4. Physical description and assessment of existing conditions (Chapter 4);
5. Recommendations for treatment (Chapter 5); and
6. Glossary of terms, bibliography, and appendices.

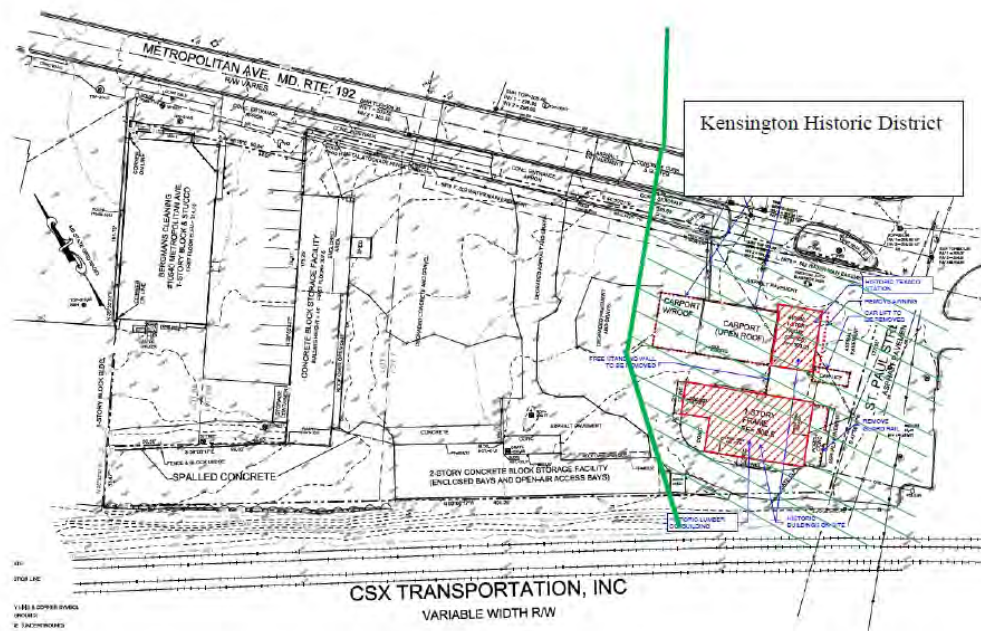


FIGURE 02 Site map showing existing conditions. Historic Preservation Commission.

SITE OVERVIEW

Located at 10500 St. Paul Street, the Mizell Building occupies a trapezoidal parcel of approximately 84,129 square feet (1.93 acres). Located in Kensington, just north of the historic Metropolitan Branch of the Baltimore and Ohio Railway, the parcel makes up a portion of a hexagonal block that is bound by Metropolitan Avenue to the north, St. Paul Street to the east, railroad tracks to the south, and Connecticut Avenue to the west. A gas station was constructed north of the Mizell Building. Both historic buildings are surrounded on all sides by Asphalt paving.

The simple, one-story, wood-frame commercial structure was likely constructed in c. 1902 to serve as

a general store that would be occupied by William Mannakee. Since its construction, it has served as a general or hardware store despite passing through several owners.

The property is considered a contributing building to the Kensington Historic District, which was first listed in the Maryland Inventory of Historic Properties in 1978. The building is not individually listed in the Maryland Inventory of Historic Properties.

PROJECT BACKGROUND

The Mizell Building, located at 10500 St. Paul Street, and the adjacent historic gas station, located at 10520 St. Paul Street, are contributing resources to the Kensington Historic District that will be featured as part of a larger proposed development for the site. The applicant, McCaffery Interests, has proposed to rehabilitate the two historic buildings, construct a new five-story senior housing complex to the rear of the historic buildings, and create a new connection between the historic buildings and adjacent new construction. EHT Tracerics was retained to prepare a Historic Structure Report in order to present the Mizell Building's history, evaluate its significance, identify and provide guidance on the building's integrity, and provide recommendations for its treatment during rehabilitation work.

METHODOLOGY

The purpose of a Historic Structure Report is to provide a compilation of the findings of research, investigation, analysis and evaluation of a historic building with the goal of providing recommendations for its future preservation. This report will function as a stand-alone reference that can guide all future design and maintenance efforts for the building.

The HSR effort began in late 2018.

The project methodology included the following:

Research. Building on existing research findings, EHT Tracerics conducted additional investigation to serve as the basis for a detailed historic context and narrative for the project. Research was conducted at, but was not limited to, the Kensington Historical Society, the Montgomery County Historical Society, the Library of Congress, and the Montgomery County and DC Public Libraries. Historic photographs and other textual records were utilized to develop a framework for the building's design, construction, and evolution.

Document Review. This report relies on and corrects the investigation of previously completed reports and studies whose findings were reviewed and adapted in the creation of this report. This includes the "Kensington Historic District" Maryland Historical Trust Inventory Form (M 31-6) listed in the Maryland Inventory of Historic Properties (MIHP) in 1978.

Evaluation of Significance and Integrity. This report incorporates and builds upon information presented in the MIHP documentation.

Identification and Condition Assessment of Character-Defining Features. EHT Tracerics conducted several surveys of the building's exterior and interior in August and November 2018 in order

to identify and photograph existing conditions. An additional survey was conducted by Structura, Inc., a structural engineering firm. Through a comparison of the survey findings against historical documentation, EHT Tracerics developed an inventory and analysis of extant historic features and their respective condition. This section will be updated as necessary to incorporate Structura's findings.

Treatment Recommendations. Taking into account the building's architectural and historical significance and integrity, general recommendations for the treatment and rehabilitation of the building and its character-defining features were developed for the property.

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An aerial photograph of a neighborhood, likely from the mid-20th century. The image shows a mix of residential houses, some with large lawns, and industrial or commercial buildings. A major road runs diagonally from the top right towards the bottom right. To the left of the road, there are several large, light-colored buildings, possibly warehouses or big-box stores. The area is interspersed with trees and parking lots. A semi-transparent white rectangular box is overlaid on the left side of the image, containing the chapter title.

Chapter 2

SITE AND BUILDING HISTORY

SITE AND BUILDING HISTORY

DEVELOPMENT OF KENSINGTON

When the Baltimore and Ohio Railroad (“B&O Railroad”) built the Metropolitan Branch from Washington to Point of Rocks, Maryland through Montgomery County in 1873, the area now known as Kensington was farm land, owned largely by Alfred Ray, Daniel Brown, George Duvall, and George Knowles.

The railroad was built through Knowles’ property and provided a north-south transportation route for farmers to travel and transport goods between Washington and Rockville. At a point approximately ten miles from Washington, the railroad intersected with Bladensburg Turnpike, a market road that ran east-west through the Montgomery County, at a point that became known as Knowles Station.

Following the introduction of the railroad, the farming community began to expand. By 1880, Knowles Station had a population of 75. While the majority of the community was still made of farmers, there were also several carpenters, bricklayers and plasterers, a blacksmith, and a postmaster.¹

In the 1880s, a general store was opened on the north side of the railroad tracks. The store was first operated by William Mannakee, son-in-law of George Knowles. Mannakee was born near Olney, Maryland, but spent the majority of his life farming in the Kensington area. In 1865, he married Georgia Knowles. As with several of the Knowles descendants, Mannakee retained several parcels of land north of the railroad.

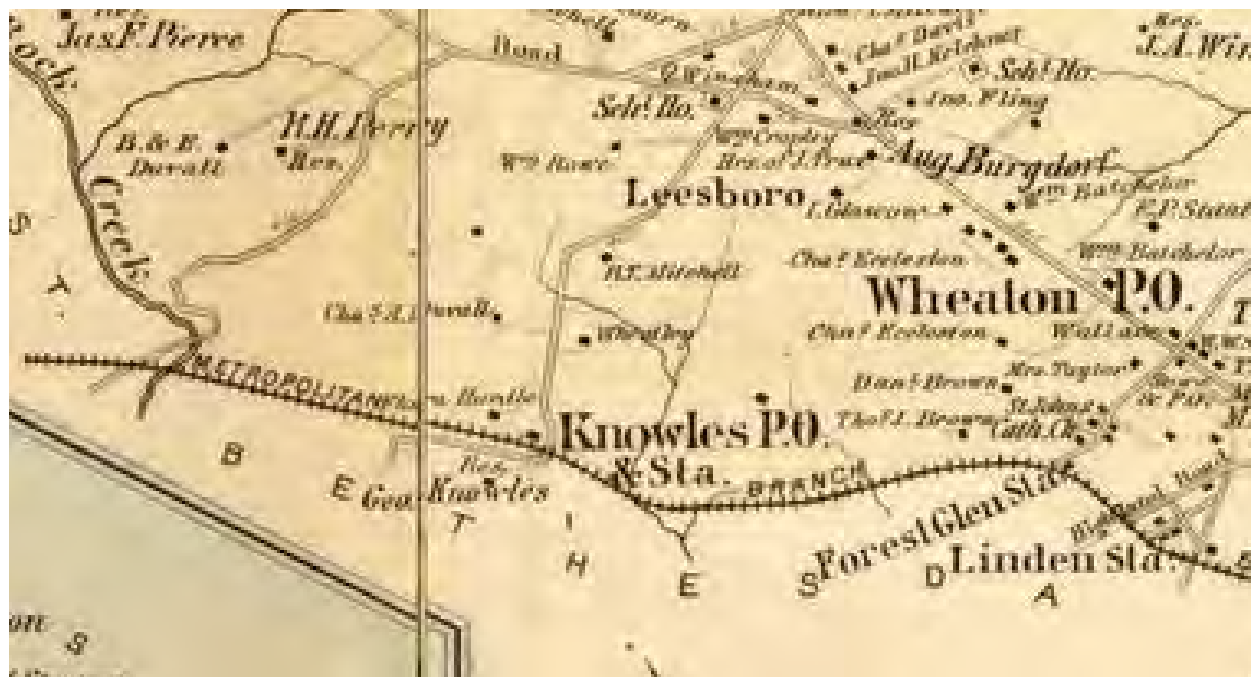


FIGURE 03 Hopkins Atlas of 15 Miles around Washington, including the county of Montgomery, Maryland 1879. Library of Congress.

1 *The History of Montgomery County, Maryland from its Earliest Settlement in 1650 to 1879* (Clarksburg: T. H. S. Boyd, 1879), 133.

By the end of the decade, *The Washington Post* observed that “the development along the Metropolitan Branch within the past few years has been phenomenal.”² Real estate investors, including Brainard H. Warner, who earned his fortune as the founder and president of the Washington Loan and Trust Company and president of the District of Columbia Board of Trade, opined that the rapid growth was due to the fact that “the locality is healthful and the scenery delightful, as well as the congeniality of the people and the accessibility of the several settlements to Washington.”³ It is of no surprise then that by 1890, a syndicate of Washington businessmen, including Warner, had purchased approximately 220 acres of land at Knowles Station, and subsequently subdivided the land. As part of the subdivision, the area was renamed to Kensington. On November 15, 1890, a plat of Warner’s subdivision, Kensington Park, was recorded.⁴ By this time, St. Paul Street, which crossed the railroad tracks, served to connect both sides of the burgeoning town.

HISTORIC OVERVIEW OF 10500 ST. PAUL STREET

Original Construction on the Site

Following the completion of the Metropolitan Branch of the B&O Railroad, landowner George Knowles constructed a large three-story frame building that was rectangular in plan on the north side of the railroad, facing St. Paul Street.⁵ This store was located on Lot 7 of a 224 1/4 acre tract of land called “The Resurvey on Part of Josephs Park”, as recorded in 1870.⁶ As one of the only buildings of note between Washington and Rockville, it became a familiar sight to travelers on the Baltimore and Ohio Railroad, serving as a post-office, store, and station.⁷

In 1895, a serious fire emerged, all but destroying the building, then owned by William H. Mannakee, Knowles’ son-in-law. At the time of the fire, the ground floor was occupied by a general produce store, while the upper floors served as a dwelling and boarding house.

While it appears Mannakee attempted to rebuild a building on that site in 1896, it does not seem as if he

1895 -

FIRE AT KENSINGTON.

An Old Landmark, Formerly the Railroad Station, Destroyed.

Fire at noon yesterday destroyed the large square frame building standing on St. Paul street, near the railroad, in Kensington. The first floor of the building was used as a general produce store by Mr. W. J. Hopkins and the other two floors as dwelling and boarding house by Mrs. Umstead.

The building was owned by Mr. William H. Mannakee and was a landmark for travelers on the Baltimore and Ohio Railroad, having been built in 1872 by Mr. Knowles soon after the completion of the road, and for years was the only building of note between Washington and Rockville, being used as a post-office, store, and station.

The store had recently been stocked with new goods, nearly all of which were saved. Mrs. Umstead’s loss is much heavier, as most of the sleeping rooms were on the third floor, from which nothing was saved. The building was insured for \$2,000.

FIGURE 04 “Fire at Kensington,” *The Washington Post*, November 10, 1895.

- 2 “Coming up like Magic: Towns of the Metropolitan Branch,” *The Washington Post*, 18 February 1889, 6.
- 3 “Coming up like Magic: Towns of the Metropolitan Branch,” *The Washington Post*, 18 February 1889, 6.
- 4 Plat, Kensington Park, recorded 15 November 1880, Liber J.A. No. 23 Folio 2, Montgomery County Circuit Court.
- 5 “Fire at Kensington: An Old Landmark, Formerly Railroad Station, Destroyed,” *The Washington Post*, 10 November 1895, 2.
- 6 Patented Certificate 400, Surveyed for and Patented to George Knowles, made 7 July 1870, Montgomery County Circuit Court.
- 7 “Fire at Kensington: An Old Landmark, Formerly Railroad Station, Destroyed,” *The Washington Post*, 10 November 1895, 2.

was successful until 1897 when a two-story wood frame store house and hall was constructed.

In December 1900, Mannakee's wife, Georgia, leased "the premises known as Mannakee's Store including store room and dwelling overhead, stable, and coal bins and yard attached" to Reuben A. Howell for forty dollars a month for the continued use of grocery, provision, coal and livery stable."⁸ Two years later, another fire broke out, and again the building experienced significant damage.⁹ No documentation has been found to date confirming how much of the store was rebuilt; however, a historic photograph from circa 1902 shows a one and one-half story wood frame building clad in wood siding at the location of the extant Mizell Building. Similar, although not identical to the Mizell Building, the 1902 photograph indicates that the building was covered by a front facing gable roof with a moderate pitch with a central rectangular opening in the gable. The building at that time featured a simple wood porch that extended the entire first floor of the façade, covering the central entry door which was flanked by two windows. In the photograph the porch appears to have had narrow wood columns and applied ornamentation. A central brick chimney is seen at the rear of the building piercing the gable roof.



FIGURE 05 Kensington Station, Mile 11, circa 1902. Robert Humphreys Railroad Station Collection, Montgomery County Historical Society.

Subsequent Alterations

In 1908, Aurthur Williams purchased the property from William Mannakee.¹⁰ Arthur and his brother Harry operated a grocery store in the building.¹¹

By 1911, the small building had been expanded with the addition of two end wings of equal width on either side of the original core. The wings were covered by flat roofs that extended from the front

8 Lease, Georgia C. Mannakee to Reuben A. Howell, made 8 December 1900, Kensington Historical Society.

9 "Serious Fire at Kensington," *The Washington Post*, 21 March 1902.

10 Deed, Georgia A. Mannakee and William H. Mannakee to Arthur Williams, made 15 May 1908, recorded 28 May 1908, Liber JLB 198 Folio 248-249, Montgomery County Circuit Court.

11 Wilson L. Townsend, "Knowles Station and the Town of Kensington 1870-1963," *The Montgomery County Story VII*, No. 1 (1963): 2, http://montgomeryhistory.org/wp-content/uploads/2016/09/Vol7No1_MCStory.pdf.

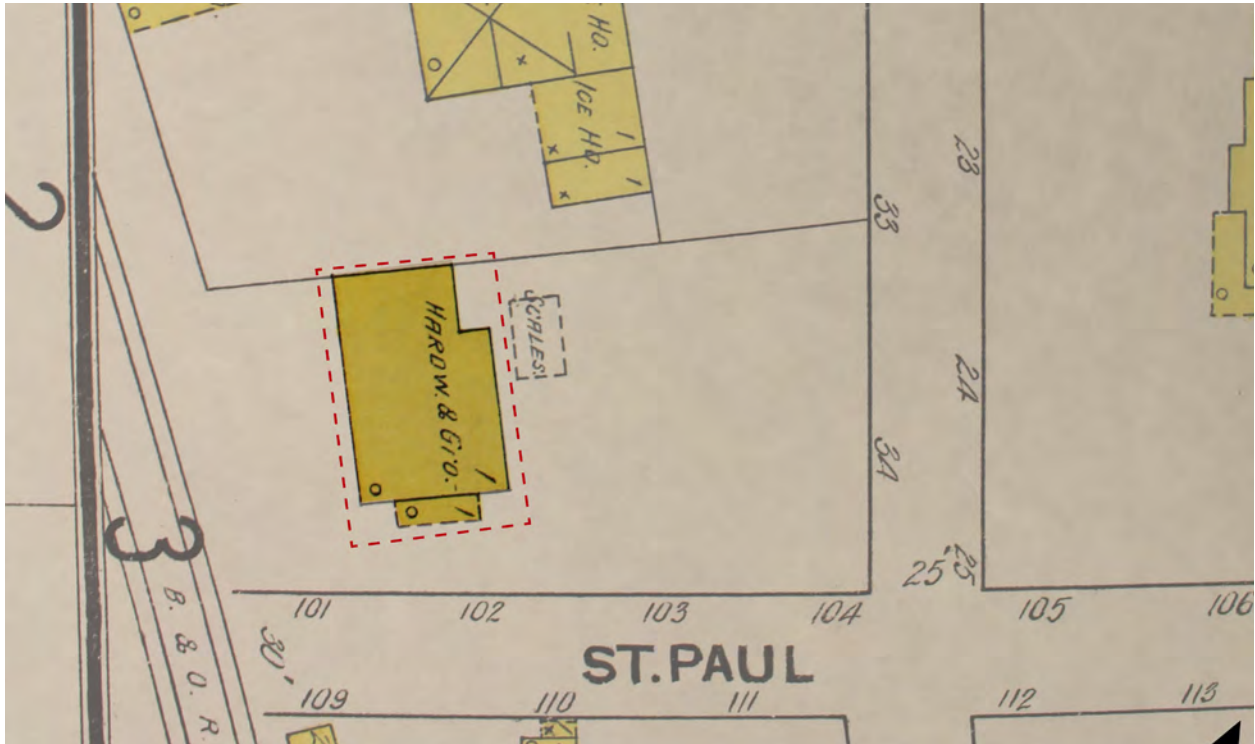


FIGURE 06 10500 St. Paul Street outlined in red. Sanborn Map Company 1911.



FIGURE 07 10500 St. Paul Street outlined in red. Sanborn Map Company 1924.



FIGURE 08 Looking west from railroad tracks at St. Paul Street crossing, circa 1915-1921. Expanded building with additional window and expanded porch visible. Baltimore Division, Kensington Metropolitan Sub Division, B & O Railroad Museum.



FIGURE 09 Rear cross-gable addition visible. Twombly automobile hit in 1927 on the St. Paul railroad crossing, Kensington Volunteer Fire Department, cited in *Kensington Picture History*.

facing gable and were concealed by low parapet walls clad in wood shingles. Scuppers on the front of the parapet wall drained water to the porch roof. The 1911 Sanborn Map shows the porch stretching only the width of the original portion of the building and identifies the building's use as a grocery and hardware store. The building and porch roofs were covered in metal.

Around the same time, an addition covered by a cross gable roof with a jerkinhead was added to the rear (west) elevation. Per the 1911 map, it appears the addition did not extend the full length keeping a niche at the north corner.

A photograph taken from the railroad circa 1915-1921 partially shows the building, including a new expanded porch that stretched the full width of the building. The porch floor was concrete and accessed from St. Paul Street via a concrete ramp and step. The porch was covered by a hipped roof clad in standing-seam metal, with a chamfered corner on the south side. The newly constructed wings are also visible in the photograph, revealing a two-over-two light wood sash double hung window close to the edge of the facade. The building appears to be clad in wood German lap siding by this time.

In 1919, William J. Umstead acquired the property from Williams for continued use as a general store.¹² In 1923, Umstead took out a mortgage for a sum of \$5,000.¹³ It is likely this mortgage was taken out to cover the construction of a wood-frame garage structure located on the same lot to the north of the general store. The 1924 Sanborn Map shows that the two buildings were connected with a one-story frame connection. Additionally, the rear cross gable addition had been constructed extending the full width of the building by this time.

A historic photograph taken from a vehicle accident nearby circa 1927 provides a partial view of the rear (west) elevation and north side elevation of 10500 St. Paul Street. By this time, the building is clad in horizontal siding and the roof is covered in a continuous standing-seam metal roof. The chimney remains at the center of the original mass. The north side gable end features decorative octagonal-cut wood shingles and a central rectangular attic vent opening. The rear elevation features a doorway and three windows with differing configurations. Two of the windows appear to have a six-over-six configuration while the central window has a two-over-two configuration, similar to those windows seen on the front façade. The window openings are framed by shutters that also do not match.

Mizell Lumber

In 1921, Russell Mizell moved his family to Kensington, Maryland from Gettysburg, Pennsylvania with the hopes of opening a sawmill and lumber yard. Initially, he opened his operation at a site located at the corner of Knowles Avenue and Beach Drive, near Rock Creek.¹⁴ After two major floods, Mizell made the decision to relocate his lumber yard to higher ground. In 1931, he acquired the property at public auction for \$7,300 from the Savings Institution of Sandy Spring, Maryland after

12 Deed, Arthur William to William J. Umstead, made 15 September 1919, recorded 2 December 1919, Liber PBR 284 Folio 190-191, Montgomery County Circuit Court.

13 Mortgage, William J. Umstead indebted to the Savings Institution of Sandy Spring, Maryland, made 9 August 1923, recorded 15 October 1923, Liber 339 Folio 170-173, Montgomery County Circuit Court.

14 "Lumber Company has Roots Deep in Local History," *Mizell Lumber & Hardware Co., Inc.*, 1, 3, accessed Kensington Historical Society.



FIGURE 10 10500 and 10520 St. Paul Street clad in vertical wood siding. E. Pen Stephens, 1983, Kensington Historical Society.



FIGURE 11 10500 St. Paul Street, November 1995. Kensington Historical Society.

Umstead defaulted on his payments.¹⁵ The Mizells operated their lumber and hardware business out of the building until 2016 at which time the property was vacated. The gas station, which was also included as part of the purchase, was operated independently as a gas station until the 1990s.

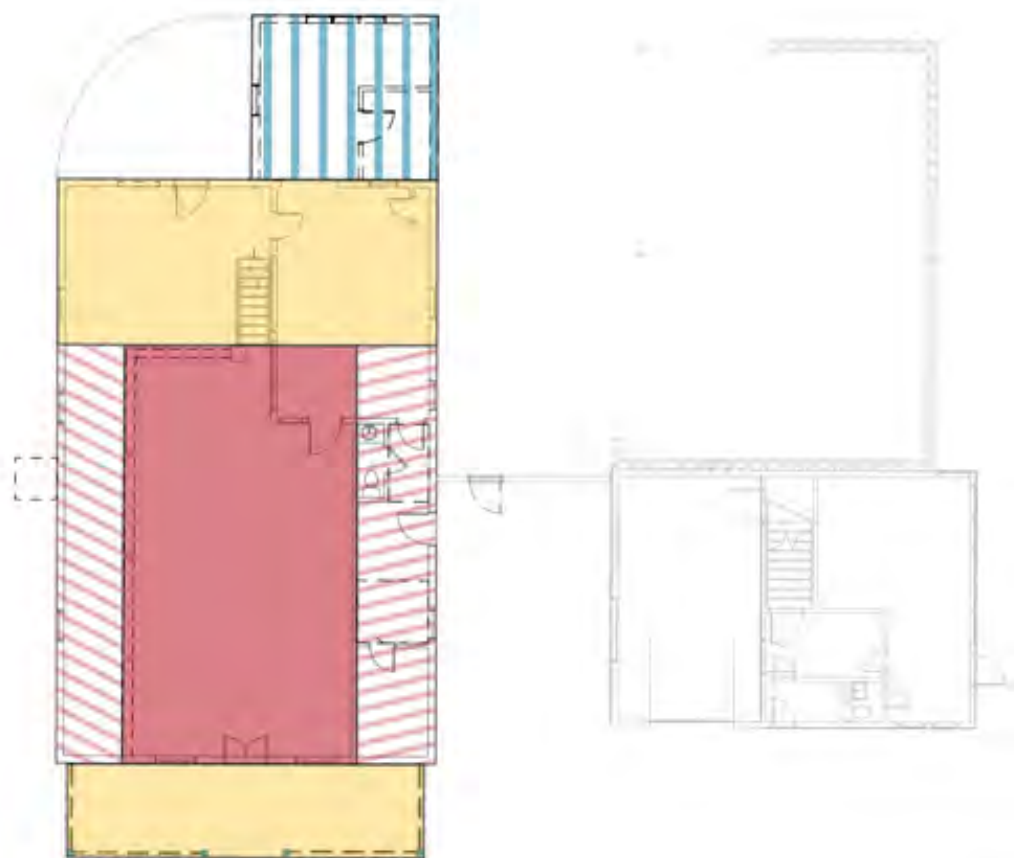
By the 1983, both 10500 St. Paul Street and the garage building at 10520 St Paul Street to the north were clad in vertical wood siding, which replaced or covered the original German lap siding. Above the porch roof at the façade, the gable and wings were clad in an irregular wood shingles. Scuppers had been added to the parapet wall above the wings to allow drainage from the main roof onto the porch roof. The windows at the outer edge of the façade (on the front façade of the wings) had been covered up by the vertical cladding. Shutters were installed at the gable roof attic opening. Equipment, including an electrical panel, were also added to the façade. By this time, asphalt paving had covered the concrete ramp and first step at the front porch.

Between 1983 and 1995, the building's exterior was significantly renovated. The work included:





- Replacement of the vertical wood panels with horizontal German lap siding, consistent with the building's originally cladding;
- Replacement of the simple wood posts at the porch with turned columns and addition of decorative brackets;
- Addition of a partial balustrade at the porch;
- Replacement of the wood shingles in the gable with scallop wood shingles, though the shingles remained at the wings;
- Replacement of wood trim.

During this time period, a single room addition covered in a gable roof was added to the east corner of the north elevation. The addition is clad with German lap siding and is topped by a metal roof, blending its appearance with the original structure. The addition resulted in the reconfiguration of the rear elevation including removal of all of the original windows. The doorway was retained but the door appears to have been replaced with a flat seam metal panel roof. The rear cross-gable roof appears to have been replaced at this time. Snow guards were added along the rear roof line. A concrete pad was also added at the southwest corner.

15 Deed, Frederic L. Thomas and Charles F. Brooke to Russell Mizell, made 9 April 1931, recorded 8 September 1931, Liber 520 Folio 133-135, Montgomery County Circuit Court.



Building Chronology Key

-  Phase I - Original Construction (ca 1899)
-  Phase II - Addition of Wings (before 1911)
-  Phase III - Rear cross gable addition and porch extension (before 1924)
-  Phase IV - Rear addition and renovation (1980s-1990s)

A historical map of the Kensington Heights and Forest Glen area. The map shows a grid of streets including North Kensington Ave, Jefferson Ave, and Kensington St. It also depicts Kensington Park and Capitol View Park. Various residential lots are labeled with names and addresses, such as Geo. Duvall 20a, Wm. A. Wrge 70a, J.H. Langille 17a, and A. Burgdorf 140 1/2 a. The map is color-coded with yellow for residential areas, green for parks, and blue for water bodies. The text 'Chapter 3' is overlaid on the map.

Chapter 3

IDENTIFICATION AND EVALUATION OF SIGNIFICANCE

IDENTIFICATION AND EVALUATION OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

The National Register of Historic Places (NRHP) documentation provides the following statement of significance for the Kensington Historic District:

The Kensington Historic District is a turn-of-the-century urban, primarily residential, area which incorporates most of the original core of the town of Kensington, Maryland, a suburb of Washington, DC. The district is significant primarily for the collection of late nineteenth and early twentieth century houses that stand in a turn-of-the-century garden-like setting of curving streets, tall trees, and mature shrubbery. The houses, which exhibit the influence of Queen Anne, Shingle, Eastlake, and Colonial Revival styles, have a uniformity of scale, design, and construction materials, that combine with their juxtaposition and placement upon the gently sloping terrain to create a significant urban neighborhood which still retains much of its early twentieth century environment.¹

The Maryland Inventory of Historic Properties (MIHP) documentation further provides the following description of the commercial area within the Kensington Historic District:

Commercial-Area - Centered around the B&O RR Station. The oldest buildings appear to be the Curtis Bros. service station and the Mizell Lumber Co. - both located on the north side of the tracks. They are both low frame buildings, with some Victorian touches and German siding. Across the tracks, along Howard Ave., is an older general store, a ca. 1900 brick doctor's office that originally housed the Montgomery Press (a local newspaper), part of some old town government buildings, and around the corner is the old McKeever's Ice Cream Parlor...²

The Kensington Historic District (#31/6) was designated in the Montgomery County Master Plan for Historic Preservation and in the Maryland Inventory for Historic Places in 1978, and was listed in the National Register of Historic Places (ID # 80001827) in 1980. Neither the building located at 10500 St. Paul Street nor the building located at 10520 St. Paul Street were included within the boundaries of the National Register of Historic Places historic district. Additionally, neither building has been individually designated.

PERIOD OF SIGNIFICANCE

The MIHP form does not list a period of significance for the Kensington Historic District; however, the National Register of Historic Places (NRHP) documentation identifies the period of significance

1 National Register of Historic Places, Kensington Historic District, Kensington, Montgomery County, Maryland, National Register Number #80001827.

2 "Kensington Historic District," Maryland Historic Trust State Historic Inventory Form M:31-6. .