

2nd Preliminary Consultation
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	9 Chevy Chase Circle, Chevy Chase	Meeting Date:	6/24/2020
Resource:	Master Plan Site #35/13-001A Newlands-Corby Mansion	Report Date:	6/17/2020
Applicant:	Adrienne Arsht Revocable Trust (Phillip Long, Architect)	Public Notice:	6/10/2020
Review:	2 nd Preliminary Consultation	Tax Credit:	N/A
Case Number:	35/13-001A-20C	Staff:	Michael Kyne
PROPOSAL:	Fencing and garage alterations		

STAFF RECOMMENDATION:

Staff recommends that the applicants revise their proposal in accordance with the Commission's recommendations and return with a HAWP application.

ARCHITECTURAL DESCRIPTION:

SIGNIFICANCE: Master Plan Site #35/13-001A, Newlands-Corby Mansion
STYLE: Tudor Revival
DATE: c. 1893, w/ c. 1909-1914 renovations



Fig. 1: Subject property.

The Newlands-Corby Mansion is one of the first houses built by the Chevy Chase Land Company. The house was designed by architect Leon E. Dessez (best known for designing the Naval Observatory) for

Francis G. Newlands, congressman and senator from Nevada, organizer and first president of the Chevy Chase Club, and one of the Chevy Chase Land Company's developers. The original house is thought to have been a collaboration by nationally-renowned Philadelphia architect, Lindley Johnson, and the noted Washington architect, Leon Dessez, who also designed the Vice President's mansion in Washington. Newlands lived in the house from 1893 to 1898.

In 1909, the house was sold to William S. Corby, who was one of the heirs to the Corby "Mother's Bread" fortune. Corby renamed the house Ishpiming, which is a Chippewa word meaning high ground. Corby hired Arthur Heaton, the first supervising architect of Washington National Cathedral, to renovate the house. The renovations, which occurred between 1911 and 1914, included gutting the center of the house to create a 30' high hall with an Aeolian Duo-Art Organ. Heaton's plans for the house are now housed at the Library of Congress. In 1915, Corby purchased an adjacent lot, expanding the property to nearly two acres.

This property was designated as an Individual Master Plan site separate from the Chevy Chase Historic District in 1989 in recognition of its extraordinary architectural and historical significance. The Corby Mansion is historically significant as one of the first houses built in Chevy Chase and because of its association with Senator Francis B. Newlands and William Corby. It also derives architectural importance from its classic Tudor Revival styling and its prominence as a focal point of entry into the County from Washington, DC at Chevy Chase Circle. The relationship of the architecture and landscape design of the house and the Chevy Chase Circle is particularly significant and views to the property are an important character defining aspect of this historic site.

The designation as approved by the HPC, Planning Board, and County Council states that, "The environmental setting includes the entire parcel of 83,399 sq.ft., including both Lots 1 and 2. Special attention should be given to the preservation of the mature trees, the landscaping, and the stone wall and gateway along Connecticut Avenue. Any new construction should be designed so as to preserve views of the main house from Connecticut Avenue and Brookville Road."¹

BACKGROUND:

The applicants previously submitted an application for a preliminary consultation, which was reviewed by the HPC at the March 25, 2020 HPC meeting. The preliminary consultation application was for alterations to the historic house and garage and construction of new fencing. The HPC fully supported the proposed alterations to the historic house, which were subsequently approved via a HAWP at the April 22, 2020 HPC meeting. The current proposal is only for the fencing and garage alterations.²

PROPOSAL:

The applicants propose fencing and garage alterations at the subject property.

APPLICABLE GUIDELINES:

In accordance with section 1.5 of the Historic Preservation Commission Rules, Guidelines, and Procedures (Regulation No. 27-97) ("Regulations"), in developing its decision when reviewing a Historic Area Work Permit application for an undertaking at a Master Plan site the Commission uses section 24A-

¹ See full text on attached Page 29.

² Link to the March 25, 2020 HPC meeting audio/video transcript: http://mncppc.granicus.com/MediaPlayer.php?publish_id=318e1fb8-6f73-11ea-99b9-0050569183fa
Link to the March 25, 2020 preliminary consultation staff report: <https://montgomeryplanning.org/wp-content/uploads/2020/03/III.C-9-Chevy-Chase-Circle-Chevy-Chase.pdf>

8 of the Montgomery County Code ("Chapter 24A"), *the Secretary of the Interior's Standards for Rehabilitation* ("Standards"), and pertinent guidance in applicable master plans. The pertinent information in these documents, incorporated in their entirety by reference herein, is outline below.

Montgomery County Code; Chapter 24A-8

- (a) The commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.
- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.

Secretary of the Interior's Standards for Rehabilitation:

The Secretary of the Interior defines rehabilitation as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values." Because the property is a Master Plan Site, the Commission's focus in reviewing the proposal should be the *Secretary of the Interior's Standards for Rehabilitation*. The applicable *Standards* are as follows:

- 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF DISCUSSION:

At the March 25, 2020 preliminary consultation, the HPC expressed the following regarding the proposed fencing and garage alterations:

Fencing

- The HPC concurred with staff's findings regarding the fence. The previously proposed fence was inappropriate, as it would alter character defining features of the property specifically noted in the County Council's motion to designate the property as historic.
- Recommendations for more appropriate screening included:
 - A 5' ornamental metal fence, which would maintain the public viewshed while providing an initial security barrier.
 - A wrought iron fence, for example, would be in keeping with age of the house.
 - Plantings along with an ornamental metal fence.
 - If the issue is security, there are technological approaches that can provide full security along with an ornamental fence.

Garage

- The replacement of the existing original south dormers is not appropriate and does not meet the *Standards* or criteria for approval, as outlined in 24A. The original dormers are character defining and should not be removed per *Standards* #2, #5, and #9.
 - The HPC would support replacing the dormer louvers with glazing to provide additional light to the attic apartment.
 - The HPC would not support changing the dormer size or glazing larger than the existing opening in the louvers.
 - Adding a second matching single dormer or shed dormer to the north side of the garage would be appropriate for daylighting.
 - Adding skylights in the north roof elevation would provide added daylight.
 - The reality of living in an urban area is that windows often overlook a property line. Interior window treatment or frosted/tinted windows can resolve the concern over privacy in both directions.
- The removal of the of the east windows is inappropriate, as the windows are character defining features on that elevation.
 - Since the proposed addition of the new larger second-floor windows is to meet egress code requirements, the HPC suggests that the architect investigate adding a new interior east stair at the existing ground floor restroom. The stair would enter the second-floor bedroom but could be handled in an appropriate manner or with an operable floor panel.

The existing ground floor toilet can be moved under the new west stair or be reoriented to run along the ground floor north wall.

- The HPC supported the removal of the two glazed infill windows on the south elevation of the garage to be replaced with garage doors. It appears that the openings were intended to be additional openings for vehicles. If the windows are thought to be original, they should be preserved on the property for future restoration.

The applicants have returned with the following revisions:

Fencing

- Restoration of the original 30" tall stone wall, as necessary.
- Replacement of the existing 3' tall chain link safety railing above the stone wall on the west (Connecticut Avenue) and south (Chevy Chase Circle) sides of the property with a 3' tall stained solid wooden board fence.
- Replacement of the 5' tall chain link fence on the east (Brookville Road) side with a 5' tall stained alternating wooden board fence.
- Installation of a 5' tall stained solid wooden board fence at the north property line.
- Restoration of the existing stone gateway and overhead metal scroll and lantern at the west (Connecticut Avenue) side of the property.
- Replacement of the existing, non-original gates at the west (Connecticut Avenue) side with new wrought iron gates.
- Addition of a small metal pole with a touchpad on the driver's side in the west side public right-of-way, facilitating quicker and safer entry from Connecticut Avenue.
- Construction of a stone gateway on east (Brookville Road) side, taking cues from the existing gateways on the west (Connecticut Avenue) side.
 - The proposed east (Brookville Road) side gateway will have steel lanterns mounted on its piers.
 - Wrought iron gates similar to those proposed for the west (Connecticut Avenue) side gateway are proposed for the proposed east (Brookville Road) side gateway.
- Addition of a small metal pole with a touchpad on the driver's side in east side public right-of-way, facilitating quicker and safer entry from Brookville Avenue.

Garage

- Replacement of the south dormers has been removed from the proposal.
- The applicants propose to remove the existing louver shutters and restore the existing wood windows in the south dormers.
- The non-original vinyl infill windows on the south elevation will be removed and the opening extended, allowing for the installation of wood carriage style-doors with insulated glass and simulated divided lites.
- The existing non-original aluminum garage doors will be replaced with wood carriage-style doors with insulated glass and simulated divided lites.
- The existing non-original aluminum doors on the east and west elevations will be replaced with a wood door with insulated glass and simulated divided lites.
- The existing non-original vinyl window in the gable dormer on the north elevation will be replaced with a wood casement window with insulated glass and simulated divided lites.
- Although the HPC previously stated that the removal of the east windows/installation of egress windows on the east elevation was inappropriate, as it removes character-defining features, the applicants continue to propose this alteration.

- As an alternative, the applicants have proposed the construction of a second gable dormer with egress on the north elevation to match the existing dormer. This option is consistent with the HPC's guidance at the March 25, 2020 preliminary consultation.

In accordance with the HPC's recommendations at the March 25, 2020 preliminary consultation, staff supports the proposed garage alteration with the alternative second gable dormer with egress on the north elevation.

Staff continues to express concerns regarding the proposed fencing, especially as it relates to the language in the historic designation. As noted on Page 2, the historic designation states that, when reviewing proposed alterations, the HPC should pay special attention to "...the stone wall and gateway along Connecticut Avenue. Any new construction should be designed so as to preserve views of the main house from Connecticut Avenue and Brookville Road."

As a reminder, the previous fencing proposal included the following:

- Construction of a new 5' tall stone wall at the east property line (at the driveway and garage).
 - The proposed stone wall will match the style and materials of the existing stone wall at the south property line.
 - The proposed stone wall will replace an existing chain link fence.
- Construction of a new 5' tall stone wall with 3' tall solid board fence on top at the east/southeast property.
 - The proposed stone wall will match the style and materials of the existing stone wall at the south property line.
 - The proposed stone wall and fence will replace an existing chain link fence.
- Installation of a new solid board fence on top of the existing 30" tall stone wall at the south property line.
- Construct new stone piers with electric gate at the Brookville Road driveway to match the entrance on Connecticut Avenue driveway.

Although the fencing proposal has been substantially revised, staff remains concerned about the visibility of the historic house from the public rights-of-way. The proposed 3' tall stained solid wooden board fence on top of the existing 30" tall stone wall will result in a 5'-6" tall solid fence on the west (Connecticut Avenue) and south (Chevy Chase Circle) sides of the property. While the proposed 5' tall fence on the east (Brookville Road) side of the property will be an alternating (50% open) wooden board fence, staff finds that it will significantly reduce the visibility of the property from the public right-of-way of Brookville Road. Accordingly, staff reiterates the Commission's recommendations regarding fencing/screening at the May 27, 2020 HPC meeting (see Page 4).

Staff asks the Commission to provide additional guidance regarding the proposed garage and fencing alterations, as revised. Concerning the proposed fencing, the Commission might find it appropriate to request a line of sight study from the public rights-of-way to ensure that the proposed fencing will preserve views of the main house from Connecticut Avenue and Brookville Road, as stipulated in the historic designation.

STAFF RECOMMENDATION:

Staff recommends that the applicants revise their proposal in accordance with the Commission's recommendations and return with a HAWP application.



APPLICATION FOR
HISTORIC AREA WORK PERMIT
HISTORIC PRESERVATION COMMISSION
301.563.3400

FOR STAFF ONLY:

HAWP# _____

DATE ASSIGNED _____

APPLICANT:

Name: Adrienne Arsht Revocable Trust

Address: 9 Chevy Chase Circle

Daytime Phone: _____

E-mail: _____

City: Chevy Chase Zip: 20815

Tax Account No.: 00454971

AGENT/CONTACT (if applicable):

Name: Phillip Long

Address: 10 S Bentz Street

Daytime Phone: 240-418-3204

E-mail: phil@cas-dc.com

City: Frederick Zip: 21701

Contractor Registration No.: _____

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property M:35-13-1

Is the Property Located within an Historic District? ☒ Yes/District Name Chevy Chase Village
☐ No/Individual Site Name _____

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

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

Building Number: 9 Street: Chevy Chase Circle

Town/City: Chevy Chase Nearest Cross Street: Connecticut Avenue

Lot: 1 Block: 26 Subdivision: _____ Parcel: _____

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

- | | | |
|---|--|---|
| <input type="checkbox"/> New Construction | <input type="checkbox"/> Deck/Porch | <input checked="" type="checkbox"/> Shed/Garage/Accessory Structure |
| <input type="checkbox"/> Addition | <input checked="" type="checkbox"/> Fence | <input type="checkbox"/> Solar |
| <input type="checkbox"/> Demolition | <input type="checkbox"/> Hardscape/Landscape | <input type="checkbox"/> Tree removal/planting |
| <input type="checkbox"/> Grading/Excavation | <input type="checkbox"/> Roof | <input checked="" type="checkbox"/> Window/Door |
| | | <input checked="" type="checkbox"/> Other: <u>walls, gates, alterations</u> |

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

Signature of owner or authorized agent

5/27/2020

Date

7

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

The house is a three story Tudor Revival style house with an rough-cut ashlar stone on the first level that has been painted, and typical Tudor style timber-framed stucco exterior walls on second and third levels. The windows are double hungs and casements, made with wood frames and either wood or leaded divisions and single-paned glass. The roof is slate and formed largely by intersecting prominent gables with highly decorative wood rake boards and exposed rafter ends. There are gabled and shed dormers, as well as a porte cochere covering the entry door. The house was built for Senator Newlands by architect Leon Dessez and was one of the first houses built by the Chevy Chase Land Company . William Corby acquired the house in 1909 and renovated the house and garage extensively to its present state under the hand of architect Arthur Heaton.

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

Please see attached letter for full scope of work.

Proposed wall/fencing

- We propose to retain and restore as necessary the original stone wall.
- We propose to replace the 3' tall existing chain link safety railing above the stone wall on the west and south sides with a 3' tall stained wooden board fence.
- We propose to replace the 5' tall chain link fence on the east with a 5' tall stained wooden board fence which is 50% open. (The fence section along Western Avenue falls under DCRA Public Space review, we are applying separately, simultaneously for that permit).
- Against the neighbors to the north we are proposing a stained 5' tall solid wooden board fence.

Proposed Gates:

West side:

- We propose to restore the stone gateway and overhead metal scroll and lantern and to replace the gates themselves with new wrought iron gates as shown on the attached drawings.
- We propose adding a small metal pole with a touchpad on it on the driver's side in Public Space to make entry quicker and safer from this busy street.

East Side:

- We propose to build a similar stone gateway on this side as exists on the west side, but with steel lanterns mounted on the piers. We propose to add new wrought iron gates similar to those we propose for the west side. These will be located in the property.
- We propose adding a small metal pole with a touchpad on it on the driver's side in Public Space to make entry quicker and safer from this busy street.

Garage:

This is our second round on the garage and we propose:

- Replacing the existing garage doors with new carriage style doors.
- Removing the shutters from the existing south-facing dormers and restoring and retaining the existing windows behind them.
- Removing the existing, unused boiler chimney on the NE corner.
- Egress windows: Adding new egress windows facing east (similar to the ones facing west which were changed in the 1920's). This is our preferred scheme which we respectfully suggest to the Board makes less overall changes to the original structure than the alternate rear-dormer scheme (the garage is also of course an accessory building). This rear dormer scheme is also opposed by the rear neighbors and Chevy Chase Village prefers the east side window change version. This preferred scheme also matches the early window change made to the west side.



Work Item 1: <u>See Plans</u>	
Description of Current Condition:	Proposed Work:

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

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

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

Owner's mailing address Adrienne Arsht Revocable Trust 9 Chevy Chase Circle Chevy Chase, MD 20815	Owner's Agent's mailing address Phillip Long CAS Engineering 1001 Connecticut Ave, Suite 401 Washington, DC 20036
Adjacent and confronting Property Owners mailing addresses	
Robert and Kathryn Fulton 4 E Irving Street Chevy Chase, MD 20815	
Christopher Niemczewski 6 E Irving Street Chevy Chase, MD 20815	
Dana Beyer 8 E Irving Street Chevy Chase, MD 20815	

From: [Ankie Barnes](#)
To: [Adam Podbielski](#)
Cc: [Phillip D. Long](#); [Wayne Adams](#); [Jim Ochs](#)
Subject: Re: May 20 HAWP Submission/ Scope Letter
Date: Wednesday, May 27, 2020 11:17:13 AM

Dear Phil, here below is the scope letter to accompany the submission:

RE: 9 Chevy Chase Circle HAWP Submission Scope Summary.

Dear Members of the Board,

This our second HAWP submission for this property covering fencing, gates and garage work. This summary augments the attached drawings.

Existing fencing/wall conditions:

This is a large property with long runs of various types of fences and walls.

-The property has a 5' tall stone wall on three sides dating back to the original construction of the house; on the north (East Erving Street), west (Connecticut Ave) and on the south (Chevy Chase Circle).

-On the Connecticut Avenue side the site grade rises up behind this wall roughly the full five feet moving towards the south, so it becomes a retaining wall which requires the addition of safety railing from opposite the house on Connecticut Avenue onwards. Accordingly a chain link fence (with green screening on it) about 20 years old provides this safety railing.

-On the east sides on Western Avenue and Brookeville Road a 5' tall chain link fence (also with green screening on it) exists in Public Space.

-Against the neighbors to the north a mixture of old board and chain link fence separates the properties.

Proposed wall/fencing:

-We propose to retain and restore as necessary the original stone wall.

-We propose to replace the 3' tall existing chain link safety railing above the stone wall on the west and south sides with a 3' tall stained wooden board fence.

-We repropose to replace the 5' tall chain link fence on the east with a 5' tall stained wooden board fence which is 50% open. (The fence section along Western Avenue falls under DCRA Public Space review, we are applying separately, simultaneously for that permit).

-Against the neighbors to the north we are proposing a stained 5' tall solid wooden board fence.

Existing Gates:

West side:

-An elegant original stone gateway with overhead metal scrollwork and lantern exists on Connecticut Avenue. The original metal gates have been replaced with gates comprising standard metal decorative panels with a solid sheet of steel backing it.

East side:

-On Brookeville Road to the east a chain link pull-in area flanks similar metal gates as are found on the Connecticut Avenue side.

Proposed Gates:

West side:

- We propose to restore the stone gateway and overhead metal scroll and lantern and to replace the gates themselves with new wrought iron gates as shown on the attached drawings.
- We propose adding a small metal pole with a touchpad on it on the driver's side in Public Space to make entry quicker and safer from this busy street.

East Side:

- We propose to build a similar stone gateway on this side as exists on the west side, but with steel lanterns mounted on the piers. We propose to add new wrought iron gates similar to those we propose for the west side. These will be located in the property.
- We propose adding a small metal pole with a touchpad on it on the driver's side in Public Space to make entry quicker and safer from this busy street.

Garage:

This is our second round on the garage and we propose:

- Replacing the existing garage doors with new carriage style doors.
- Removing the shutters from the existing south-facing dormers and restoring and retaining the existing windows behind them.
- Removing the existing, unused boiler chimney on the NE corner.
- Egress windows: Adding new egress windows facing east (similar to the ones facing west which were changed in the 1920's). This is our preferred scheme which we respectfully suggest to the Board makes less overall changes to the original structure than the alternate rear-dormer scheme (the garage is also of course an accessory building). This rear dormer scheme is also opposed by the rear neighbors and Chevy Chase Village prefers the east side window change version. This preferred scheme also matches the early window change made to the west side.

Many thanks for your consideration,

Ankie Barnes

BarnesVanze Architects.

ANTHONY S. BARNES FAIA, LEED AP

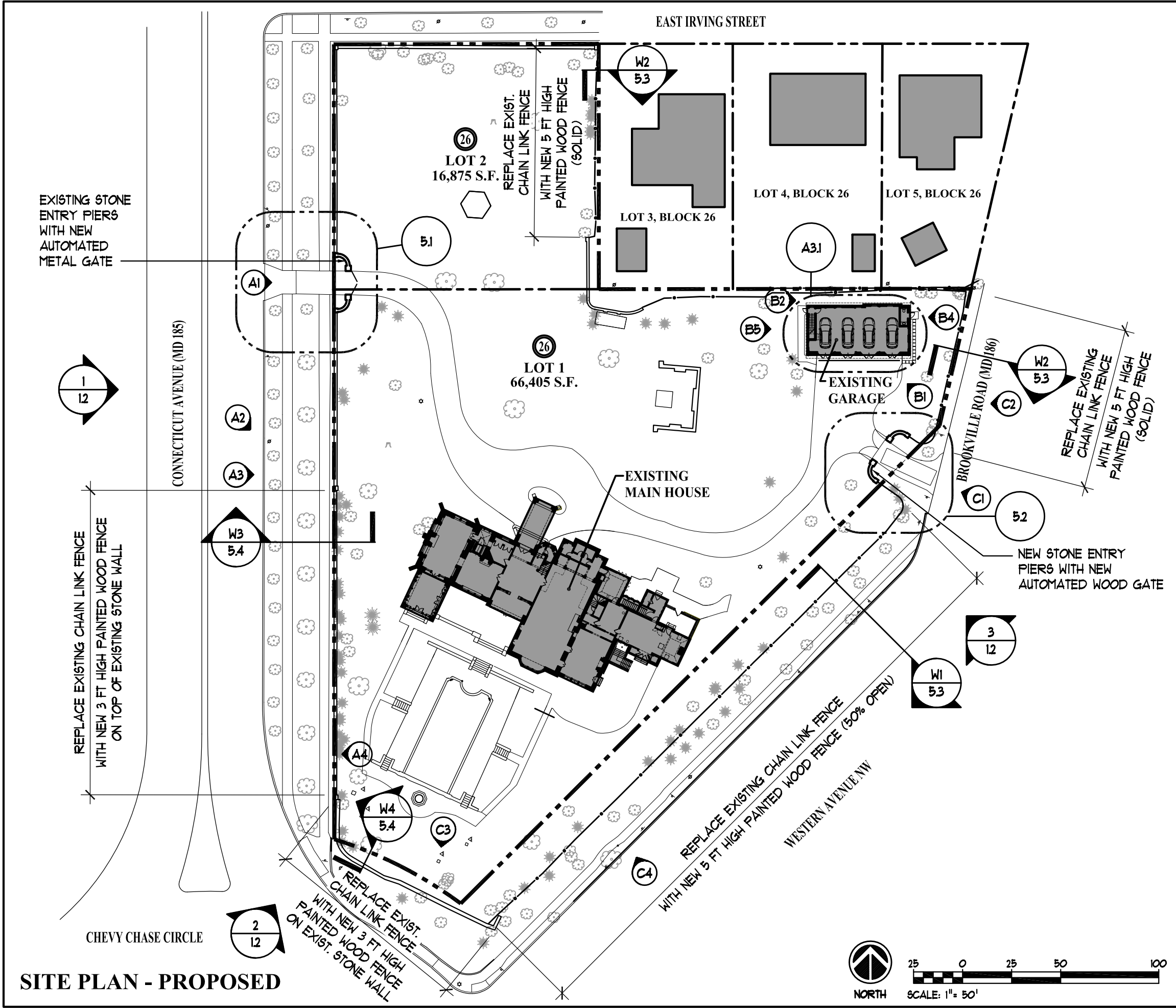
BVA

[1000 Potomac St NW Suite L-2 Washington DC 20007](mailto:1000PotomacStNWSuiteL-2@barnesvanze.com)
[202 337 7255 barnesvanze.com](mailto:2023377255@barnesvanze.com)

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On May 26, 2020, at 11:57 AM, Adam Podbielski
<APodbielski@barnesvanze.com> wrote:

<2020-05-22 9CCC_HAWP Site.pdf>



W KIRKE STREET

E KIRKE STREET

W IRVING STREET

E IRVING STREET

MAGNOLIA PKWY.

CONNECTICUT AVENUE

QUESTADA ST.

BROOKVILLE RD.

GRAFTON ST.

CHEVY CHASE CIRCLE

CHEVY CHASE PKWY. NW

WESTERN AVE. NW.

CONNECTICUT AVE.

SITE

KEY PLAN

NOT TO SCALE

NORTH

9 CHEVY CHASE CIRCLE

CHEVY CHASE, MD

1.1

SITE PLAN - PROPOSED

DATE: 05/22/2020

BVA

EAST IRVING STREET

CHEVY
CHASE
CIRCLE

1

PROPOSED ELEVATION - CONNECTICUT AVENUE

SCALE: 3/4" = 1'-0"

5.1

RESTORE EXISTING STONE PIERS
AND LIGHT FIXTURE AND PROVIDE
NEW WROUGHT IRON GATE WITH
NEW IN-GROUND OPERATORS

W3
5.4

TYPE W3
3 FT SOLID WOOD BOARD FENCE ON TO
REPLACE EXISTING CHAIN LINK FENCE ON
TOP OF EXISTING STONE WALL

CONNECTICUT AVE

WESTERN AVE NW

2

PROPOSED ELEVATION - CHEVY CHASE CIRCLE

SCALE: 3/4" = 1'-0"

W4
5.4

TYPE W4
SOLID WOOD BOARD FENCE ON TO
REPLACE EXISTING CHAIN LINK FENCE ON
TOP OF EXISTING STONE WALL

CHEVY
CHASE
CIRCLE

W1
5.3

NEW STONE ENTRY PIERS WITH
WROUGHT IRON GATE TO MATCH EXISTING
CONNECTICUT AVENUE ENTRANCE TO
REPLACE EXISTING CHAIN LINK GATE

5.2

W2
5.3

TYPE W2
5 FT WOOD BOARD FENCE (SOLID)
TO REPLACE EXISTING
CHAIN LINK FENCE

EAST
IRVING
STREET

3

PROPOSED ELEVATION - WESTERN AVENUE NW

SCALE: 3/4" = 1'-0"

TYPE W1
5 FT WOOD BOARD FENCE (50% OPEN)
TO REPLACE EXISTING CHAIN LINK FENCE

9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

BVA

1.2

SITE ELEVATIONS

DATE: 05/22/2020



A1 - EXISTING CONNECTICUT AVENUE ENTRANCE



A2 - EXISTING CONNECTICUT AVENUE WALL AND CHAIN LINK FENCE



A3 - EXISTING CONNECTICUT AVENUE WALL AND CHAIN LINK FENCE



A4 - EXISTING CONNECTICUT AVENUE FENCE AT GRADE ON PROPERTY-SIDE

**9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD**

2.1

EXISTING PHOTOGRAPHS

DATE: 05/22/2020

BVA



B1 - EXISTING SOUTH FACADE



B2 - EXISTING GARAGE DORMER



**B3 - EXISTING GARAGE WINDOW
BEHIND LOUVERS**



B4 - EXISTING EAST FACADE



B5 - EXISTING WEST FACADE



B6 - EXISTING GARAGE VINYL WINDOW

9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

2.2

EXISTING PHOTOGRAPHS
DATE: 05/22/2020

BVA



C1 - EXISTING ENTRY AT BROOKVILLE ROAD



C2 - EXISTING CHAIN LINK FENCE ALONG BROOKVILLE ROAD



C3 - EXISTING CHAIN LINK FENCE ALONG CHEVY CHASE CIRCLE



C4 - EXISTING CHAIN LINK FENCE ALONG WESTERN AVE NW

**9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD**

2.3

EXISTING PHOTOGRAPHS

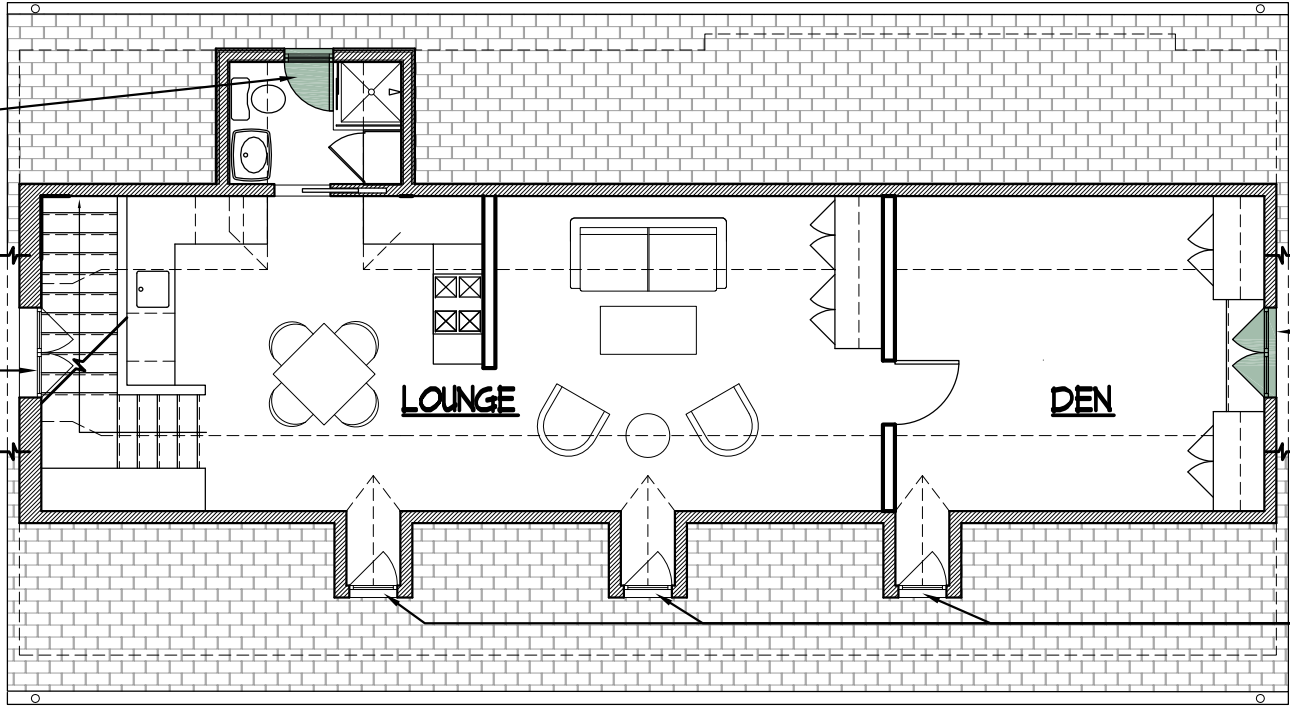
DATE: 05/22/2020

BVA

PREFERRED OPTION

REPLACE EXISTING VINYL WINDOW WITH NEW PAINTED WOOD CASEMENT WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

RESTORE EXISTING WOOD WINDOW TO REMAIN



NEW WOOD EGRESS WINDOW TO MATCH EXISTING WINDOW ON OPPOSITE GABLE, WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REMOVE EXISTING LOUVERED PANEL AND RESTORE EXISTING WOOD CASEMENT WINDOW BEHIND, TYP. OF (3)

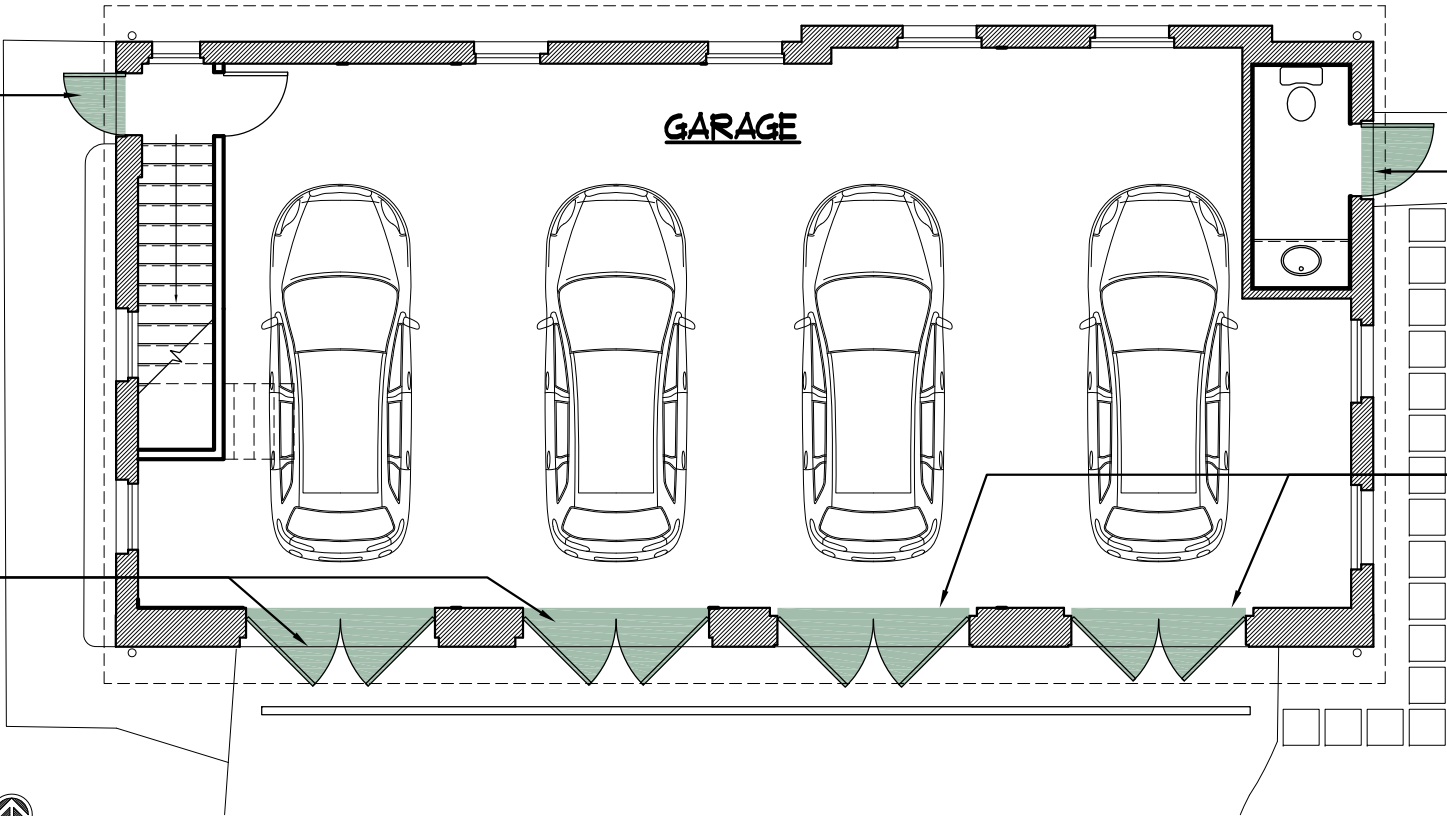
UPPER LEVEL PLAN - PROPOSED

SCALE: 3/32" = 1'-0"



REPLACE EXISTING NON-ORIGINAL ALUMINUM DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REMOVE EXISTING PLANTERS AND REPLACE EXISTING NON-ORIGINAL VINYL WINDOWS WITH NEW PAINTED WOOD GARAGE DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES



REPLACE EXISTING NON-ORIGINAL ALUMINUM DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REPLACE EXISTING NON-ORIGINAL ALUMINUM GARAGE DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

MAIN LEVEL PLAN - PROPOSED

SCALE: 3/32" = 1'-0"



9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

3.1A

PROPOSED PLANS

DATE: 05/22/2020

BVA

ALTERNATE OPTION

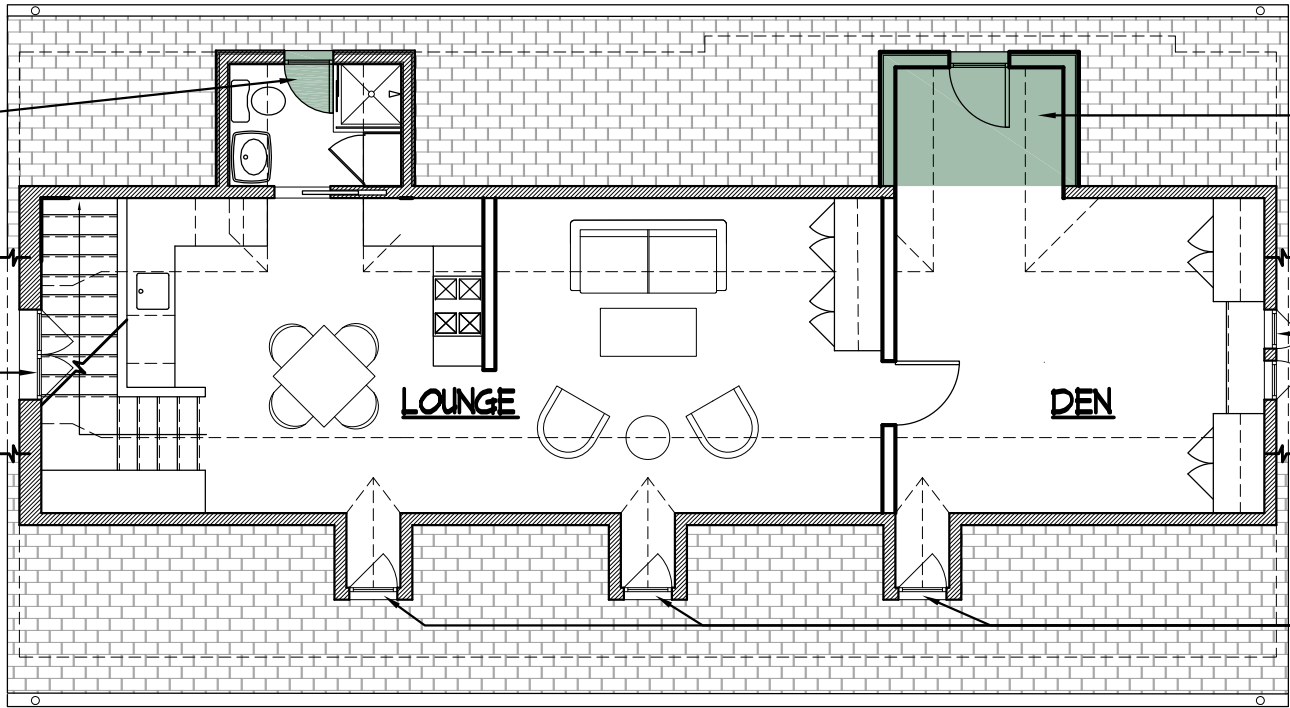
REPLACE EXISTING VINYL WINDOW WITH NEW PAINTED WOOD CASEMENT WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

RESTORE EXISTING WOOD WINDOW TO REMAIN

NEW DORMER TO MATCH EXISTING WITH NEW WOOD EGRESS WINDOW WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

RESTORE EXISTING WOOD WINDOW TO REMAIN

REMOVE EXISTING LOUVERED PANEL AND RESTORE EXISTING WOOD CASEMENT WINDOW BEHIND, TYP. OF (3)



UPPER LEVEL PLAN - PROPOSED

SCALE: 3/32" = 1'-0"

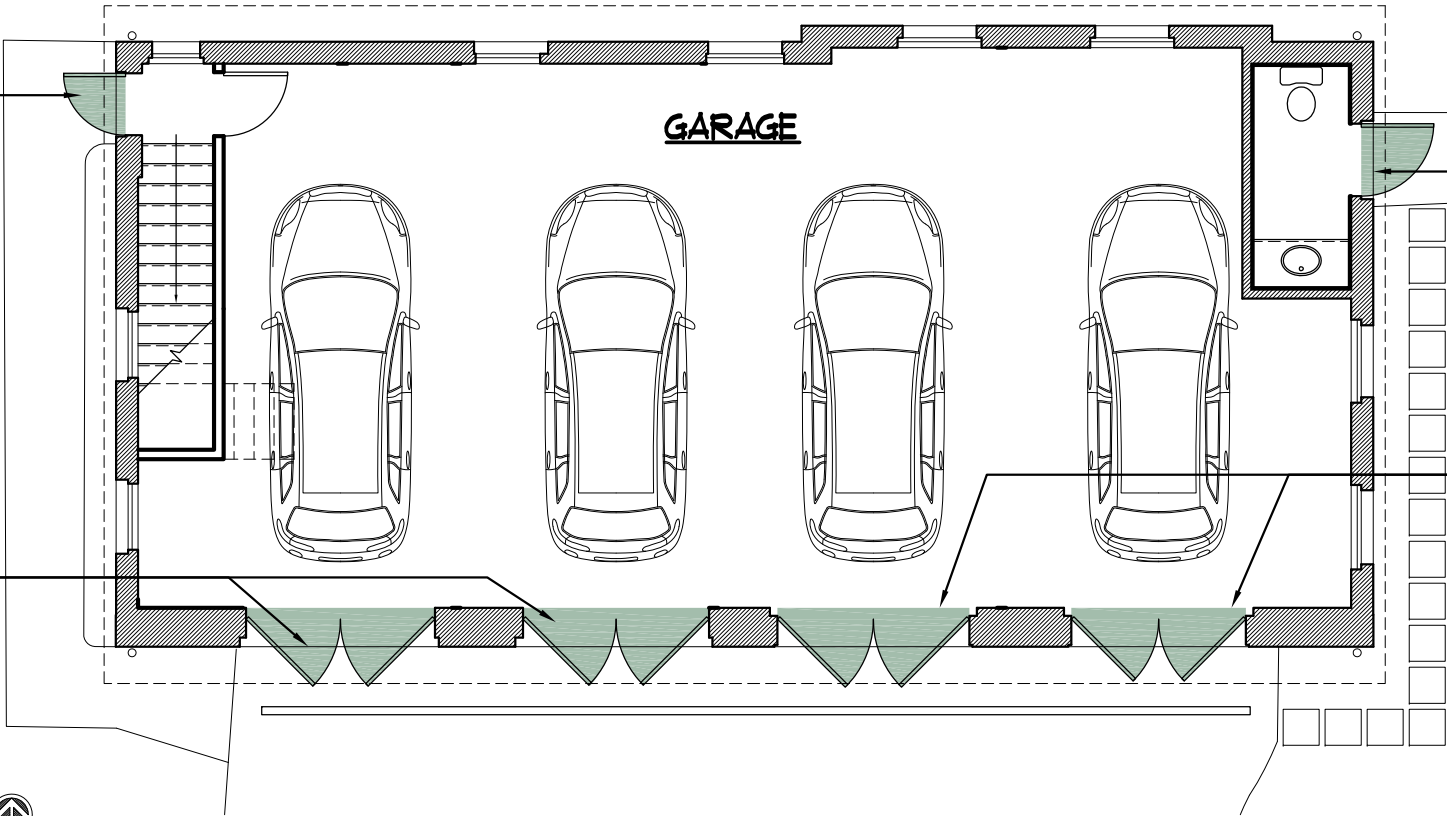


REPLACE EXISTING NON-ORIGINAL ALUMINUM DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REMOVE EXISTING PLANTERS AND REPLACE EXISTING NON-ORIGINAL VINYL WINDOWS WITH NEW PAINTED WOOD GARAGE DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REPLACE EXISTING NON-ORIGINAL ALUMINUM DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES

REPLACE EXISTING NON-ORIGINAL ALUMINUM GARAGE DOOR WITH NEW PAINTED WOOD DOOR WITH INSULATED GLASS AND SIMULATED DIVIDED LITES



MAIN LEVEL PLAN - PROPOSED

SCALE: 3/32" = 1'-0"



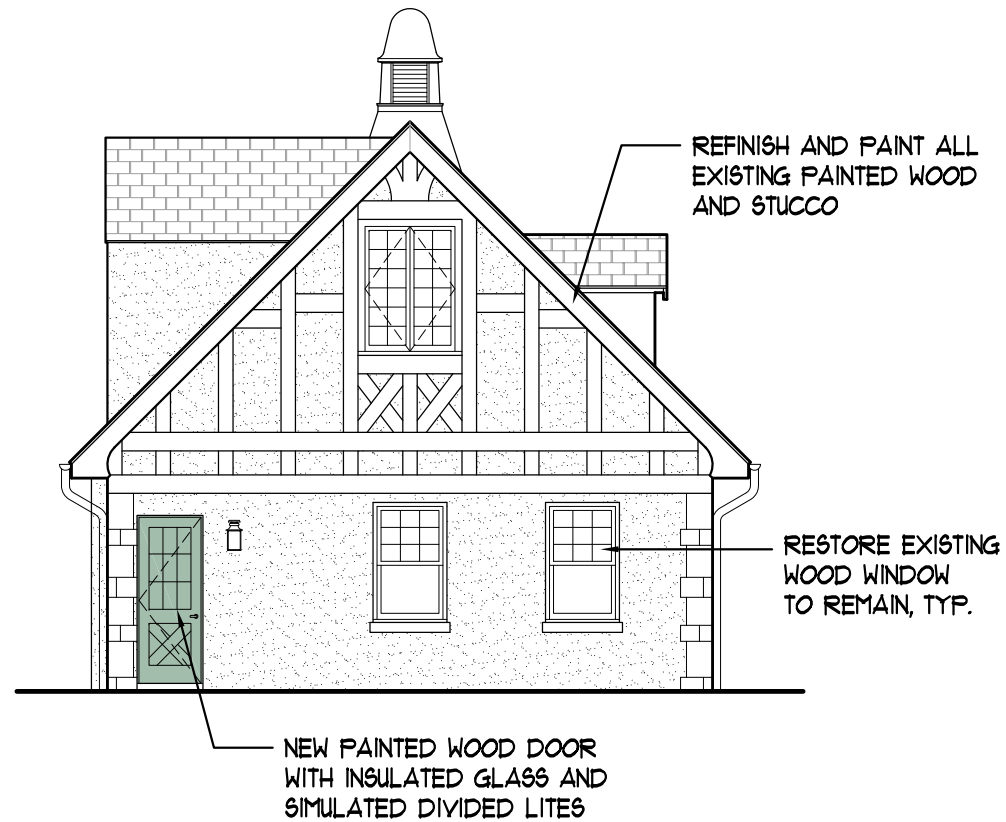
9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

3.1B

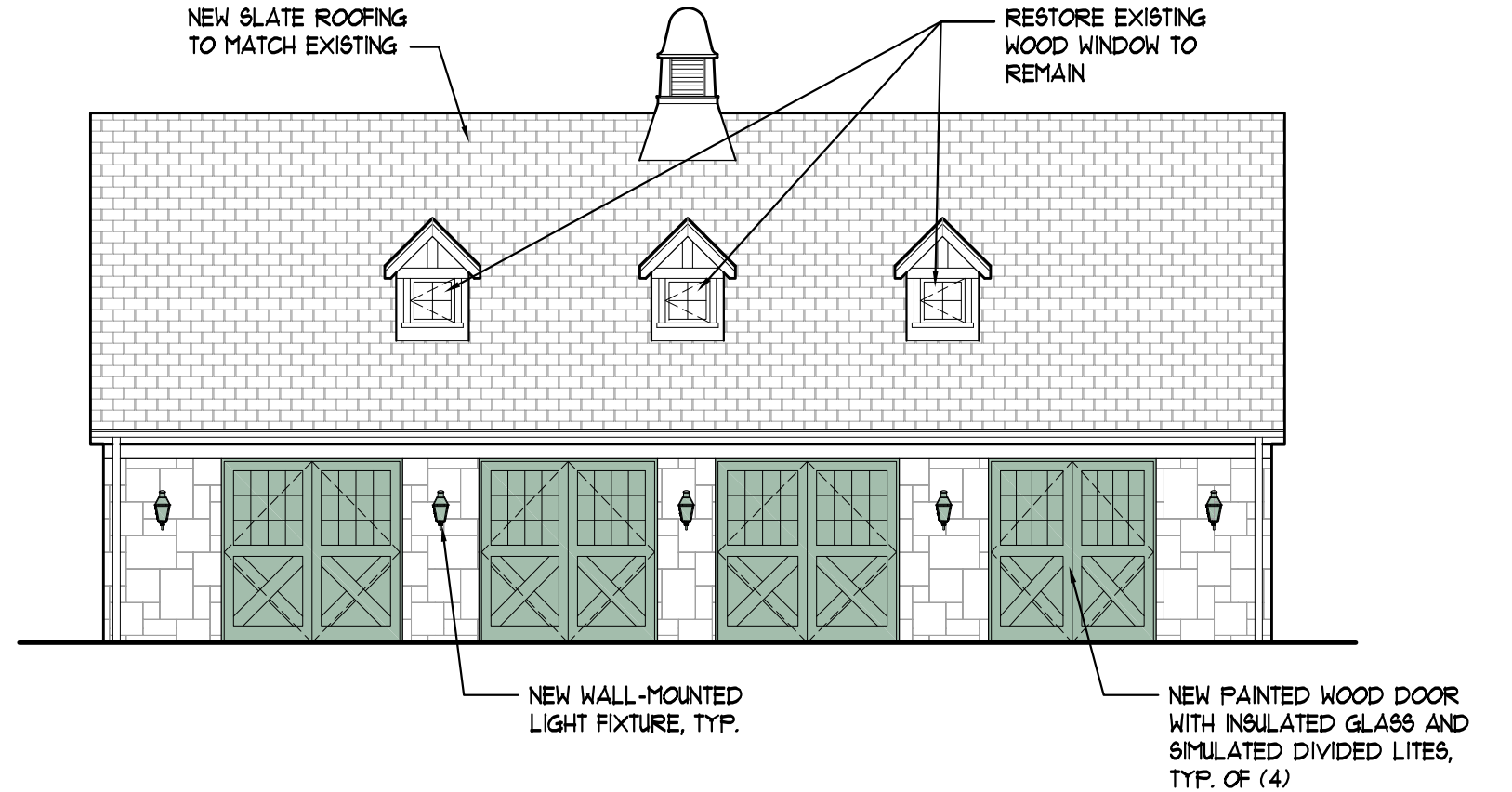
PROPOSED PLANS

DATE: 05/22/2020

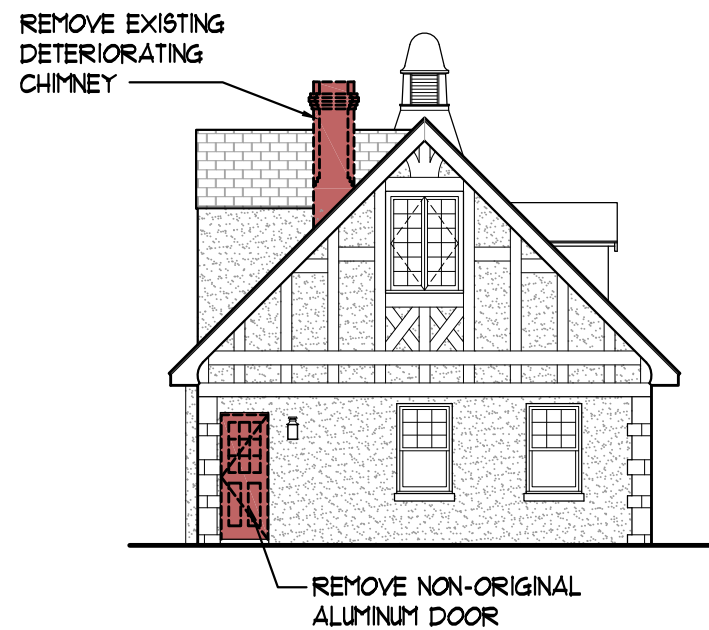
BVA



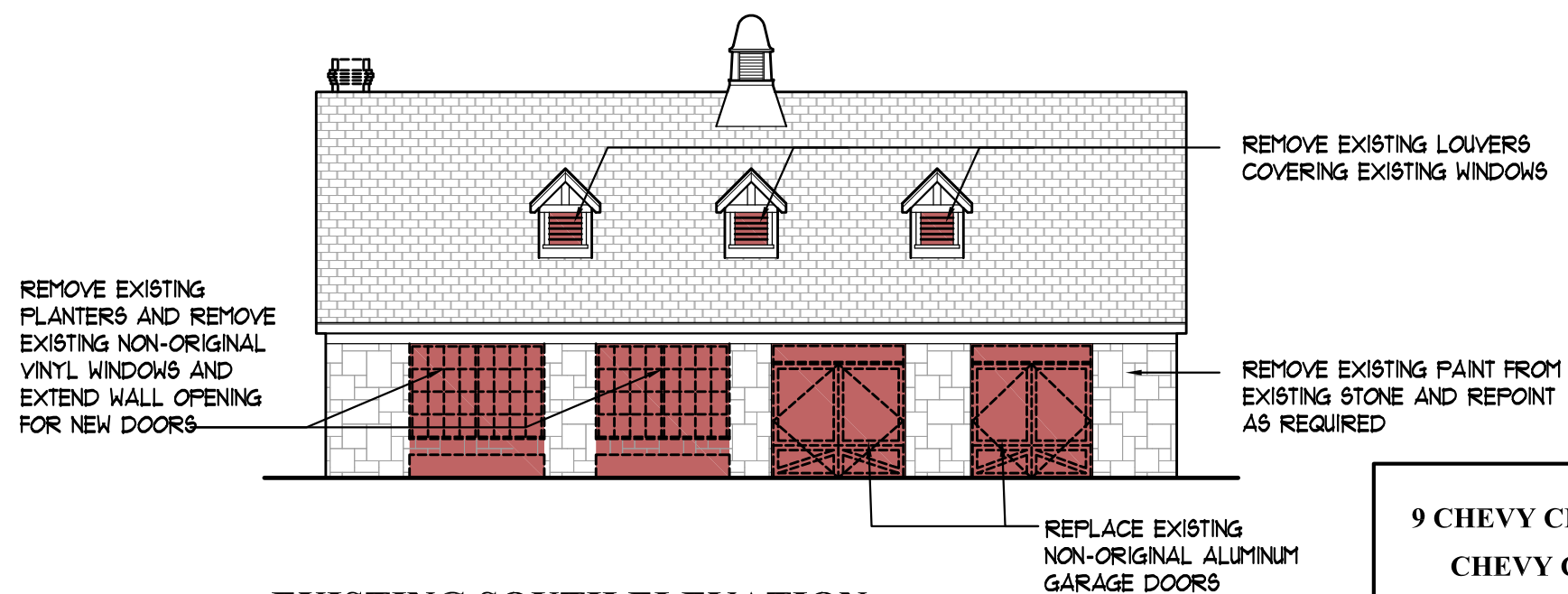
PROPOSED EAST ELEVATION
SCALE: 1/8" = 1'-0"



PROPOSED SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



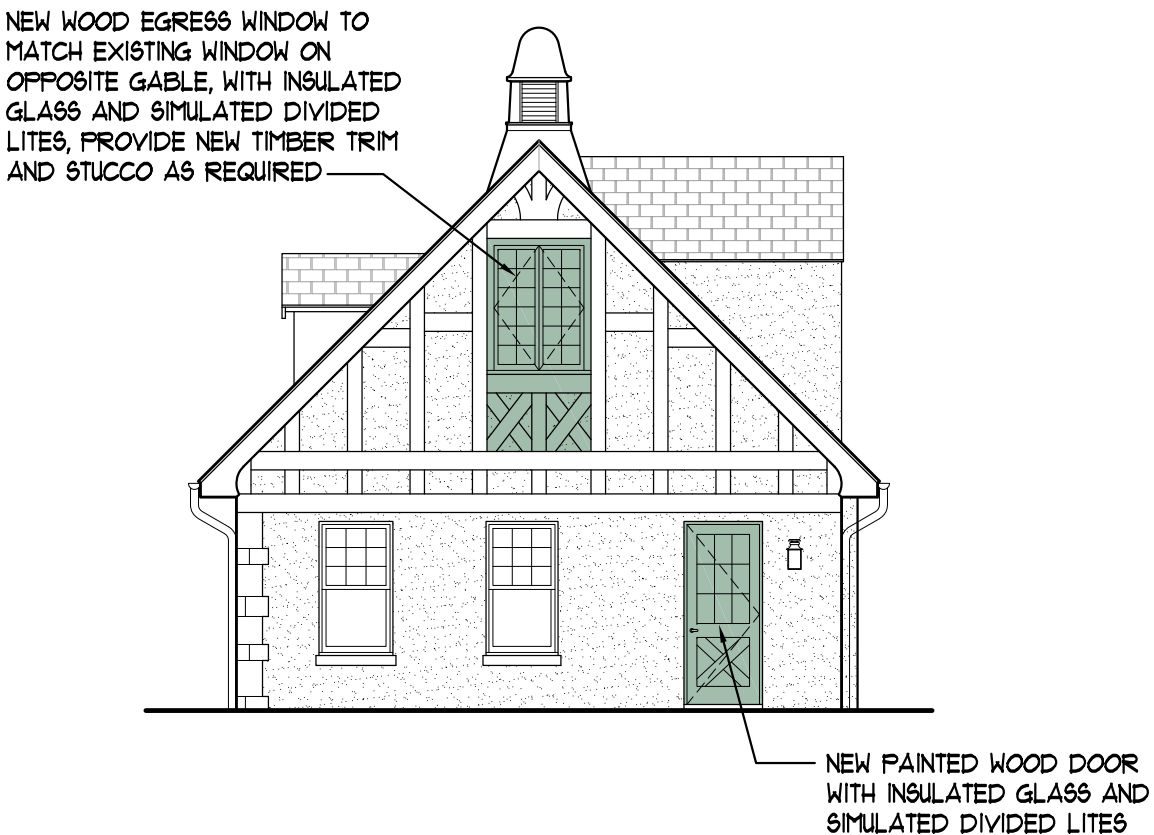
EXISTING EAST ELEVATION
SCALE: 3/32" = 1'-0"



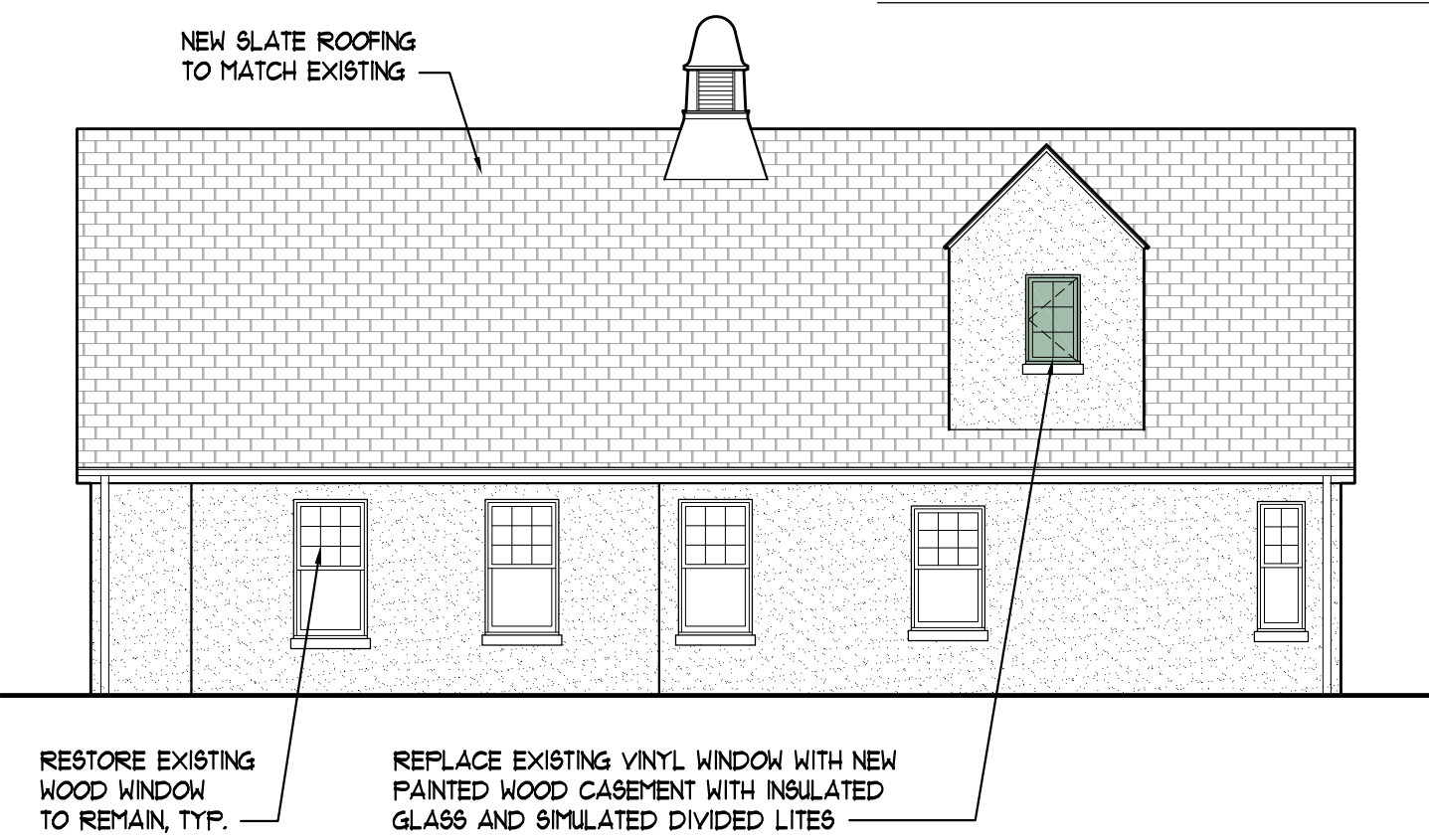
EXISTING SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

9 CHEVY CHASE CIRCLE CHEVY CHASE, MD			BVA
4.1	EXTERIOR ELEVATIONS		
	DATE:	05/22/2020	

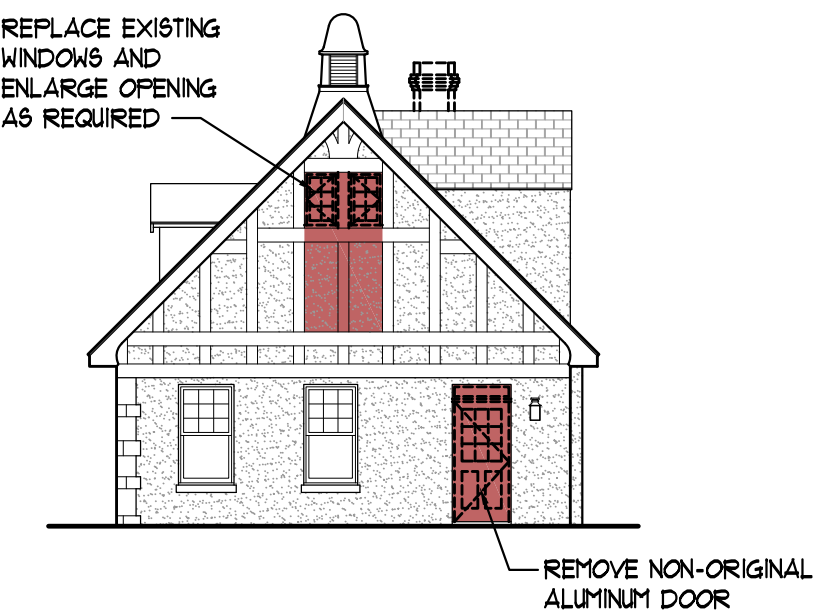
PREFERRED OPTION



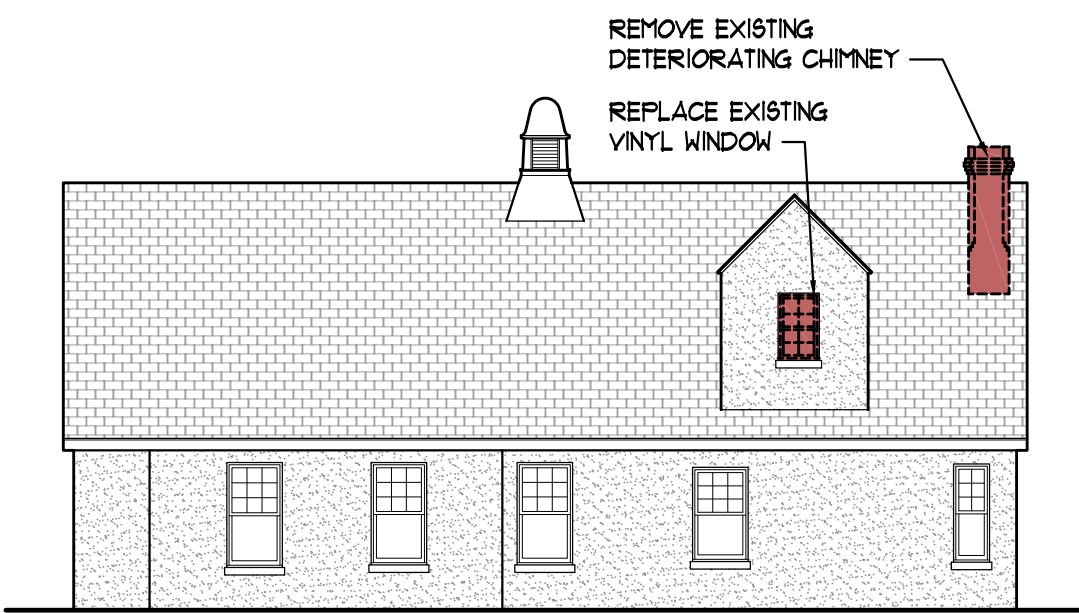
PROPOSED WEST ELEVATION
SCALE: 1/8" = 1'-0"



PROPOSED NORTH ELEVATION
SCALE: 1/8" = 1'-0"



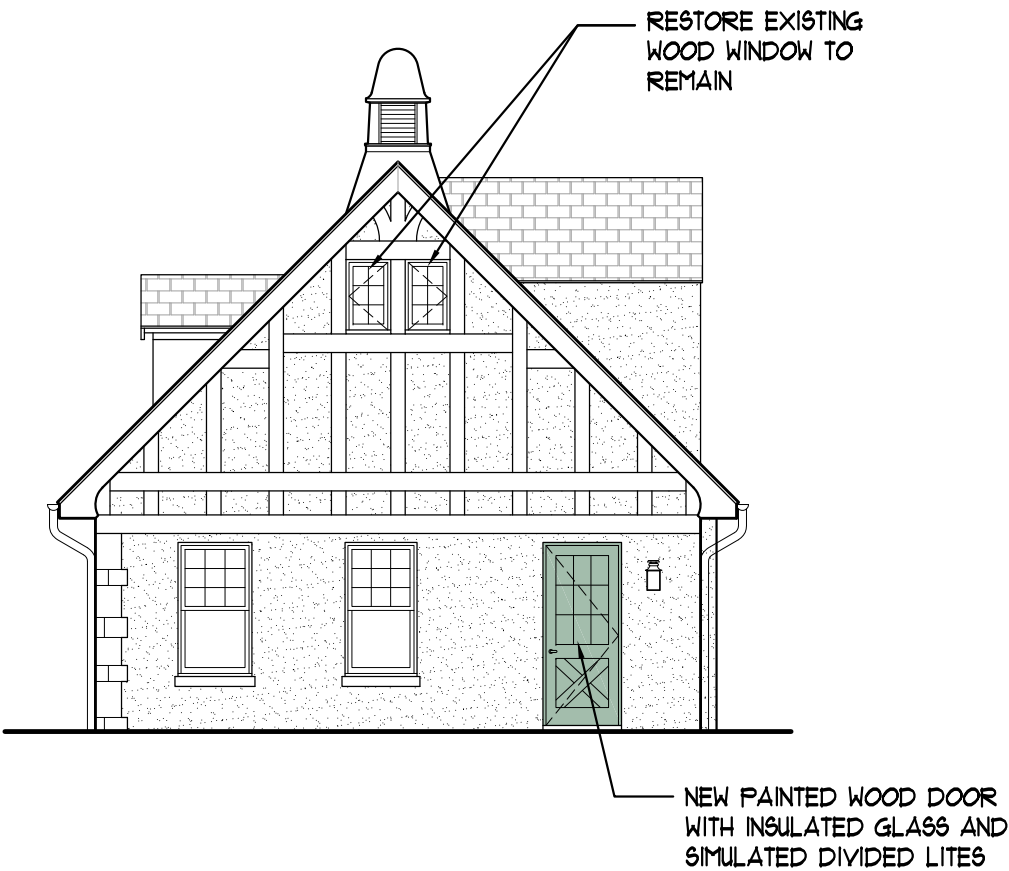
EXISTING WEST ELEVATION
SCALE: 3/32" = 1'-0"



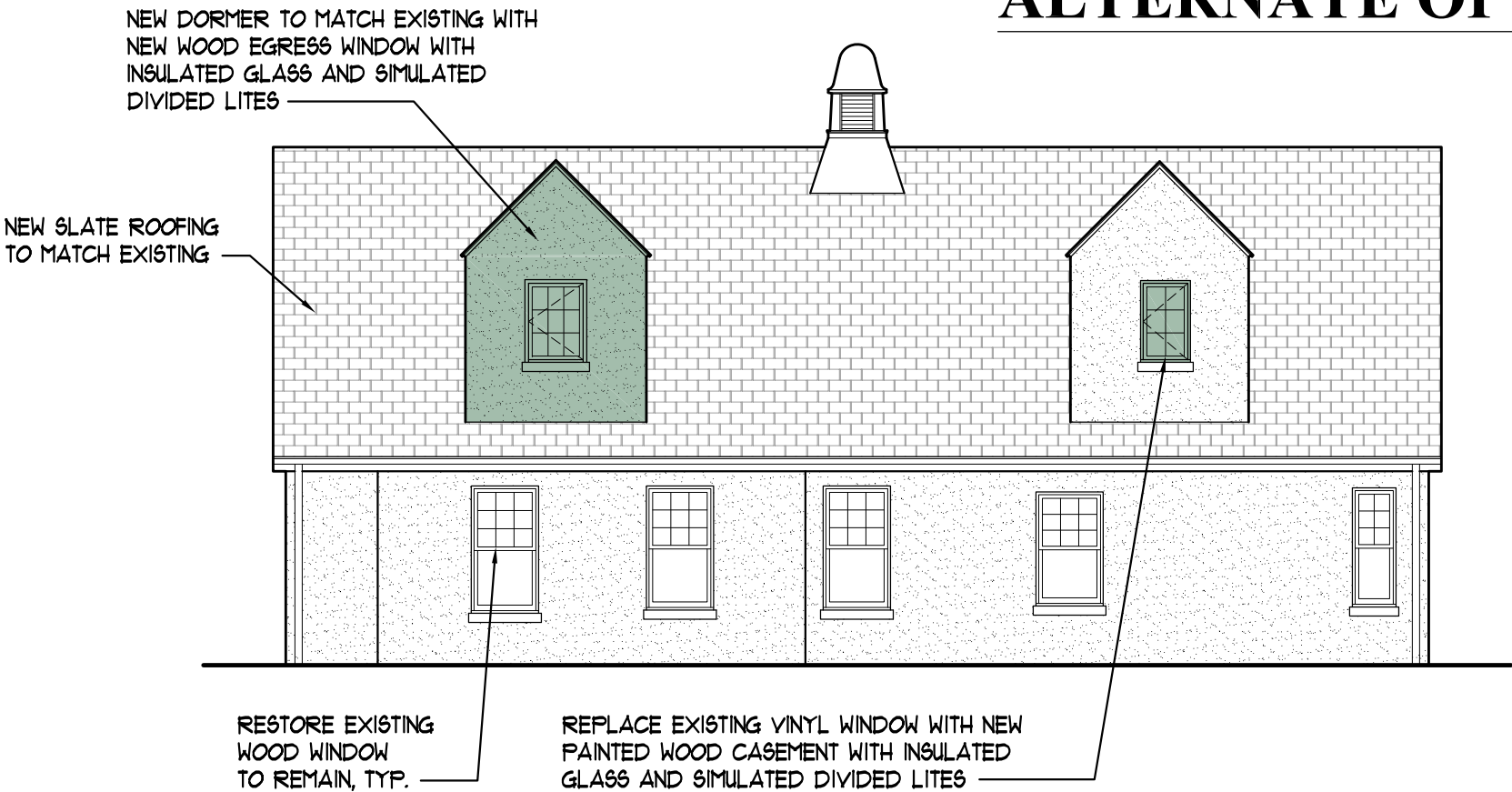
EXISTING NORTH ELEVATION
SCALE: 3/32" = 1'-0"

9 CHEVY CHASE CIRCLE CHEVY CHASE, MD		BVA
4.2A	EXTERIOR ELEVATION - NORTH DATE: 05/22/2020	

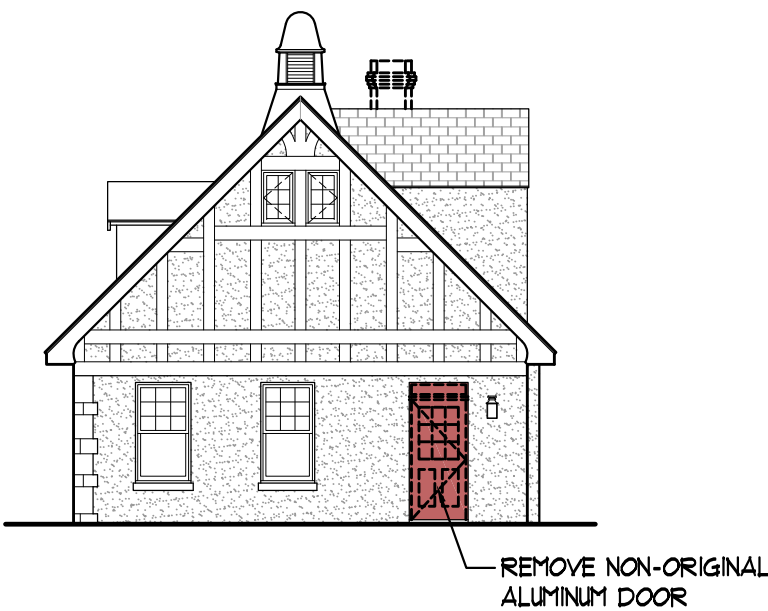
ALTERNATE OPTION



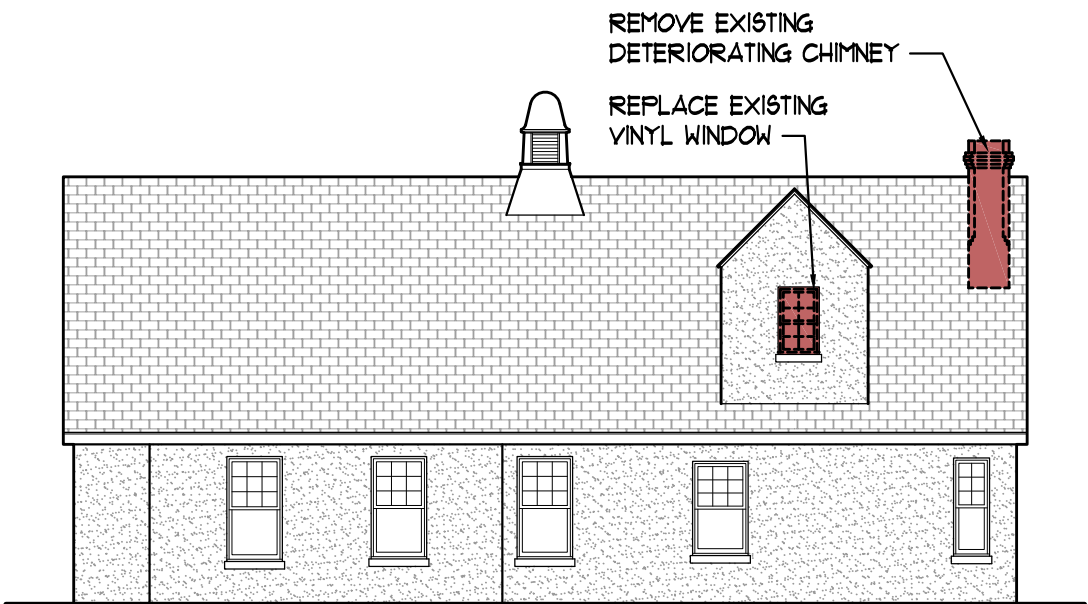
PROPOSED EAST ELEVATION
SCALE: 1/8" = 1'-0"



PROPOSED SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

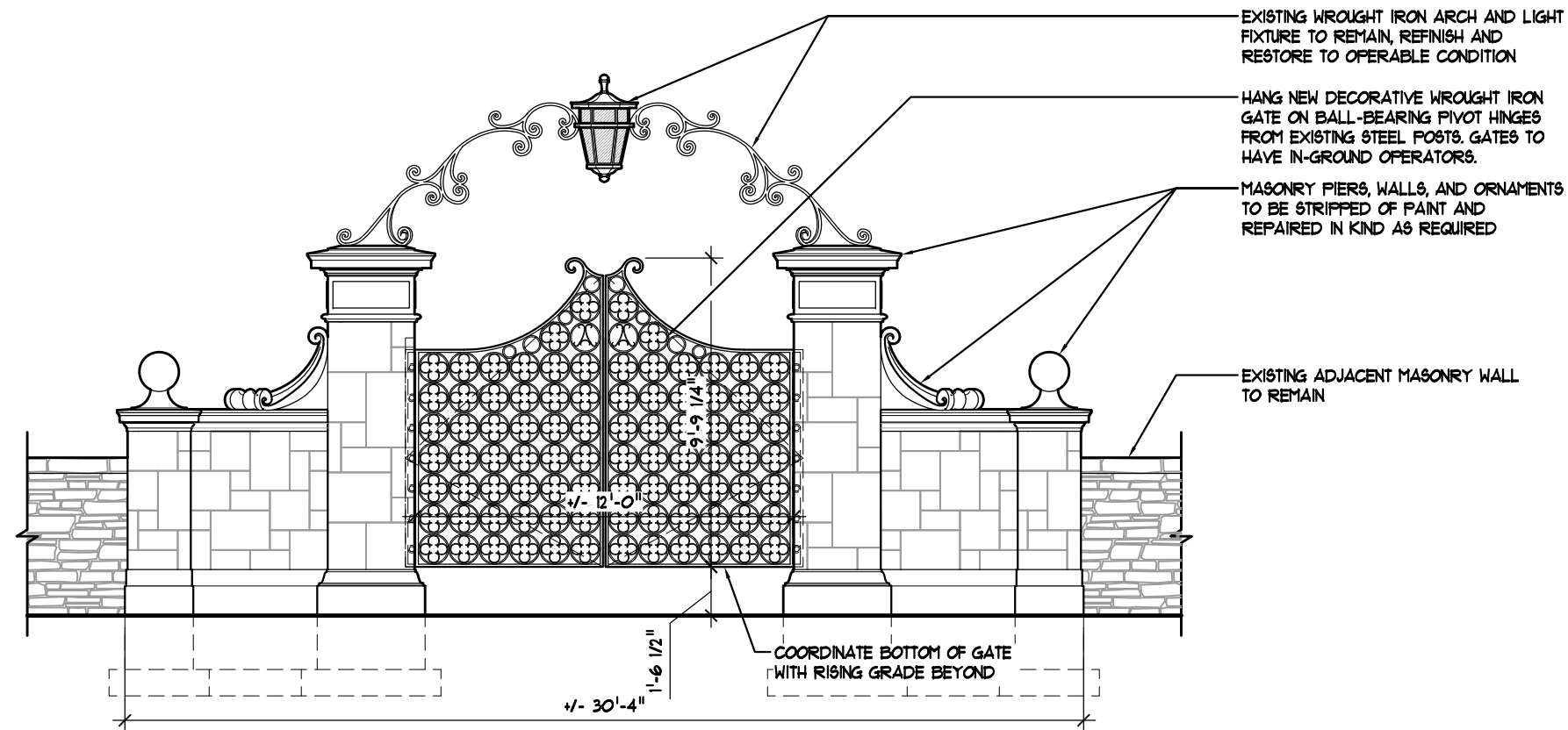


EXISTING EAST ELEVATION
SCALE: 3/32" = 1'-0"



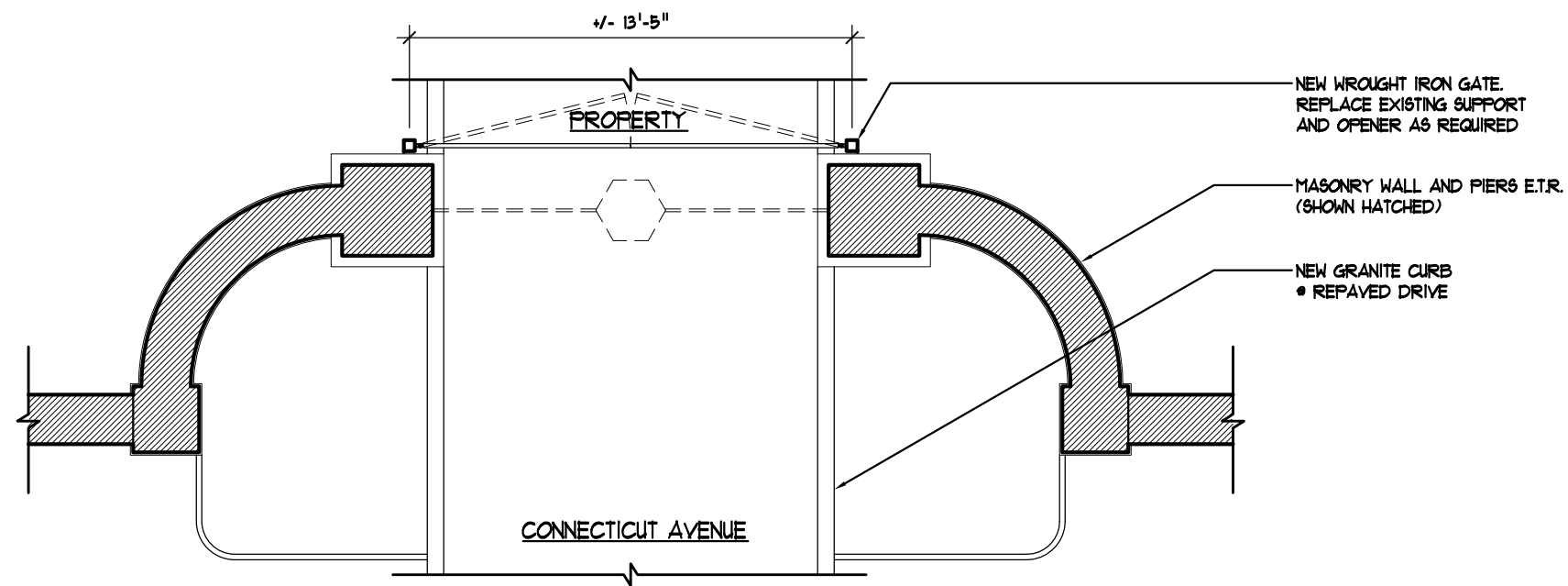
EXISTING SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

9 CHEVY CHASE CIRCLE CHEVY CHASE, MD		BVA
4.2B	EXTERIOR ELEVATION - NORTH DATE: 05/22/2020	



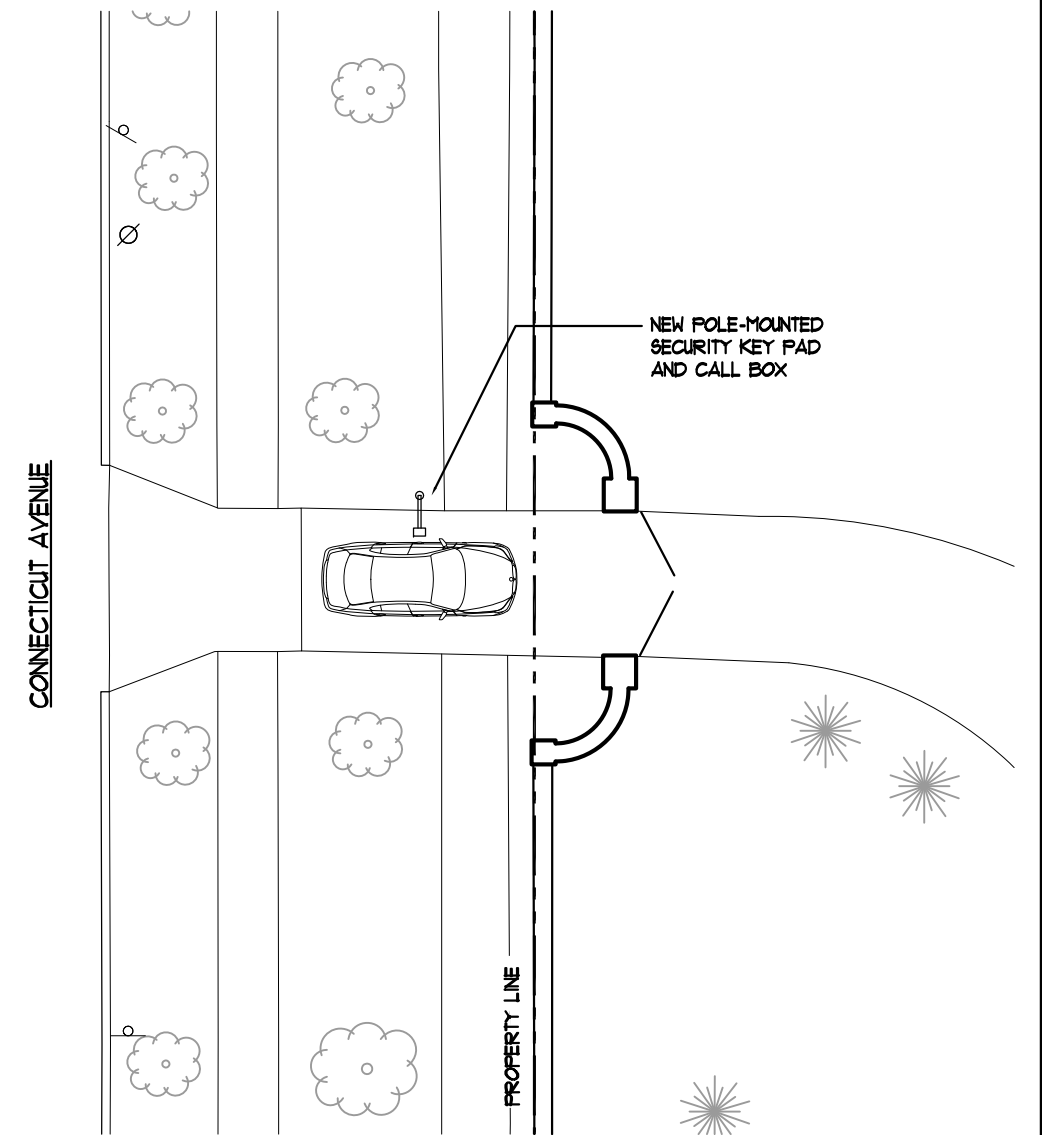
ELEVATION - EXISTING CONNECTICUT AVE. ENTRANCE GATE

SCALE: 3/16" = 1'-0"



PLAN - EXISTING CONNECTICUT AVE. ENTRANCE GATE

SCALE: 3/16" = 1'-0"



SITE PLAN - CONNECTICUT AVE. ENTRY

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

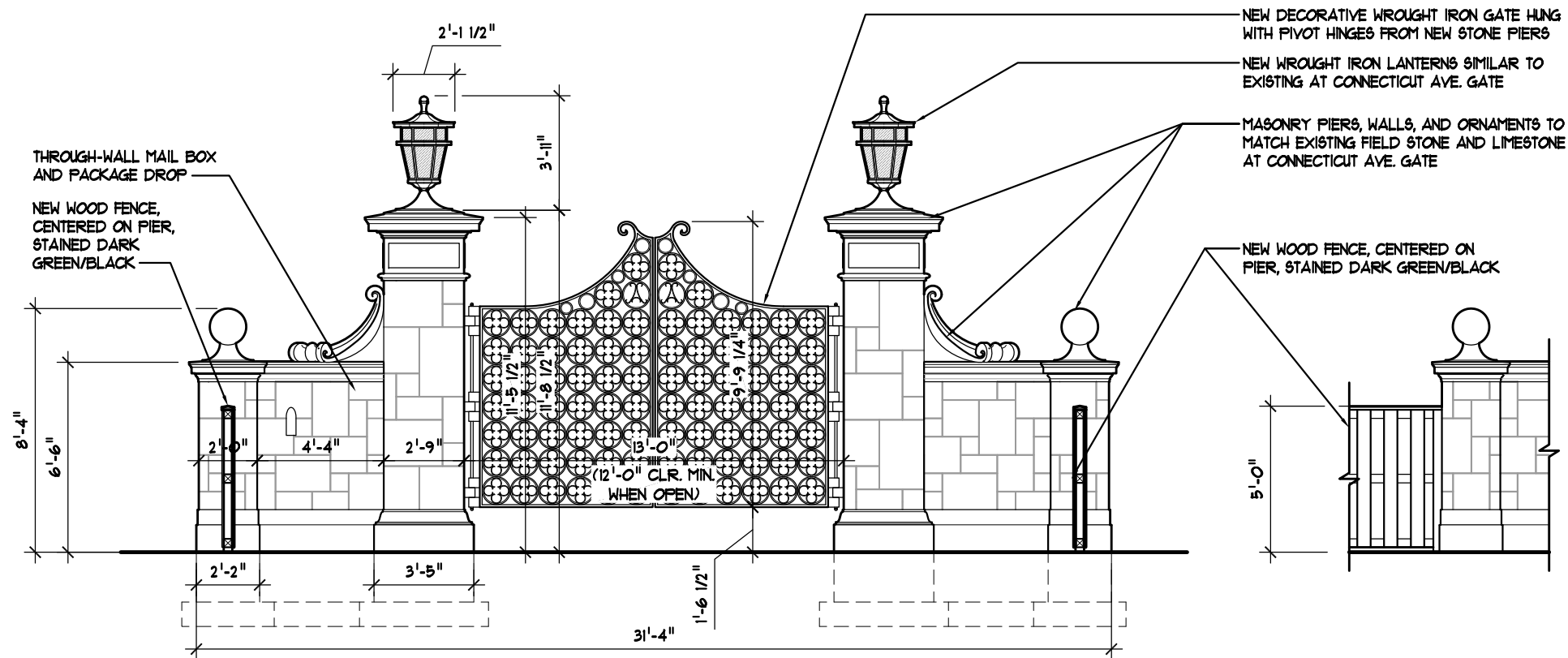
9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

5.1

ENTRANCE GATE

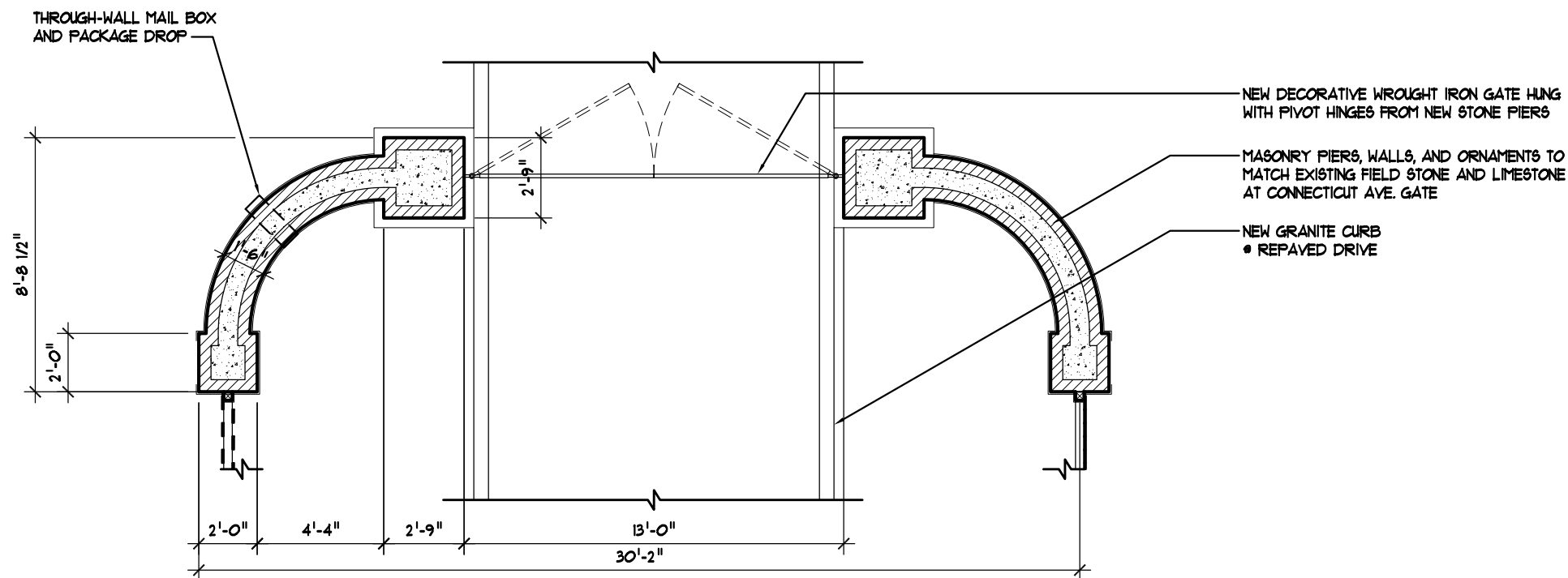
DATE: 05/22/2020

BVA



ELEVATION - PROPOSED BROOKVILLE RD. SERVICE ENTRANCE GATE

SCALE: 3/16" = 1'-0"

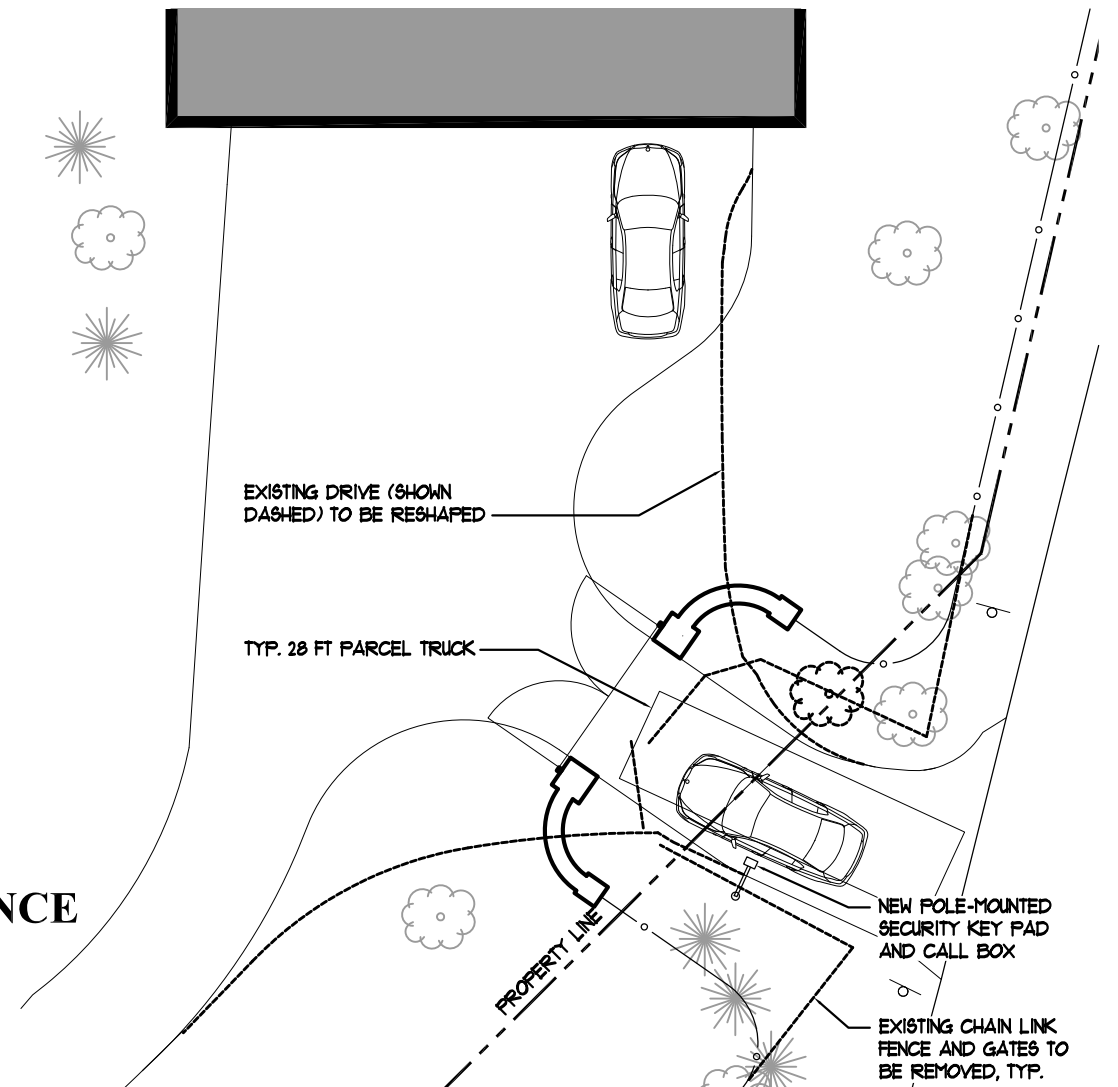


PLAN - PROPOSED BROOKVILLE RD. SERVICE ENTRANCE GATE

SCALE: 3/16" = 1'-0"

ELEVATION PROPOSED WOOD FENCE

SCALE: 3/16" = 1'-0"



SITE PLAN - PROPOSED BROOKVILLE RD. SERVICE ENTRANCE GATE

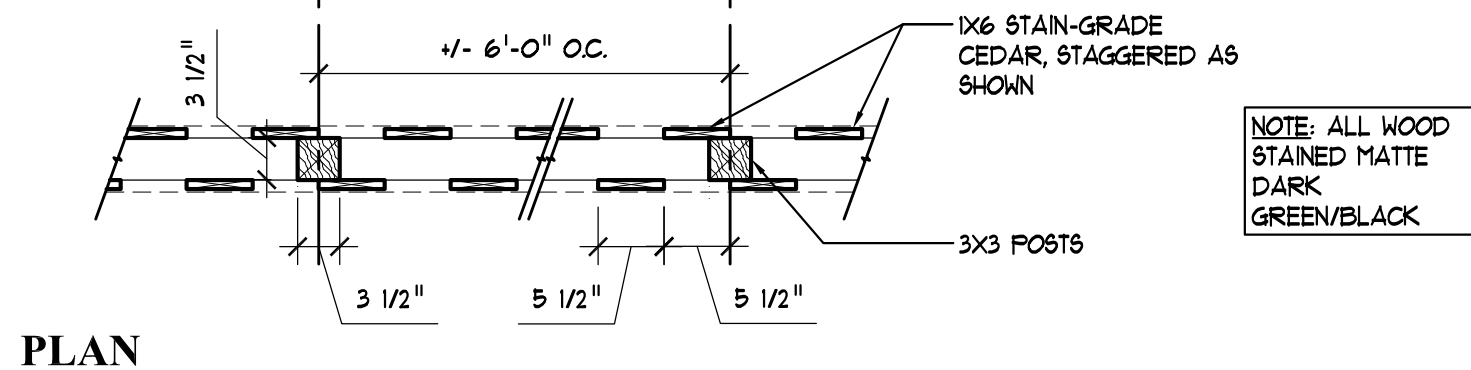
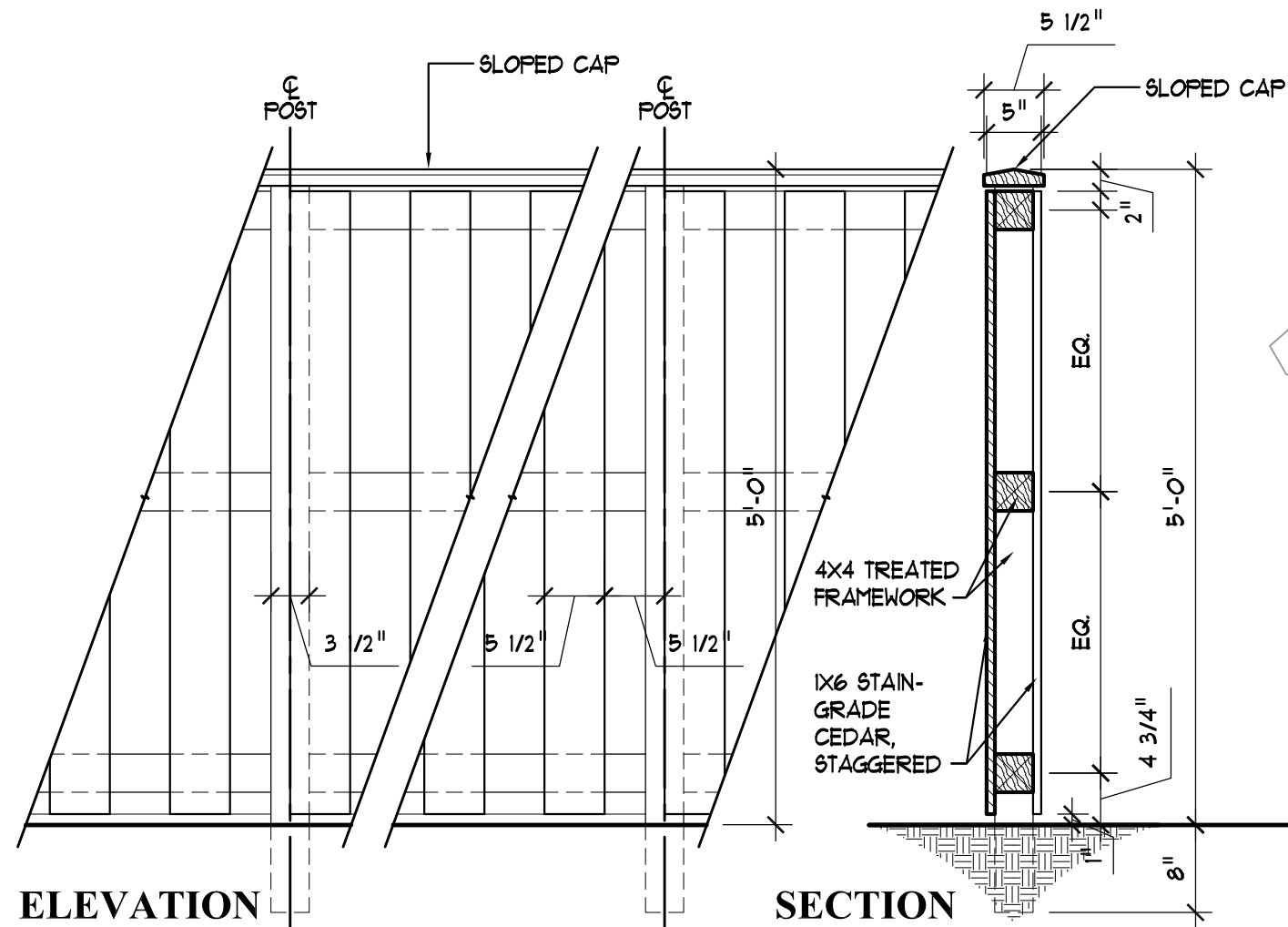
SCALE: 1/16" = 1'-0"

9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

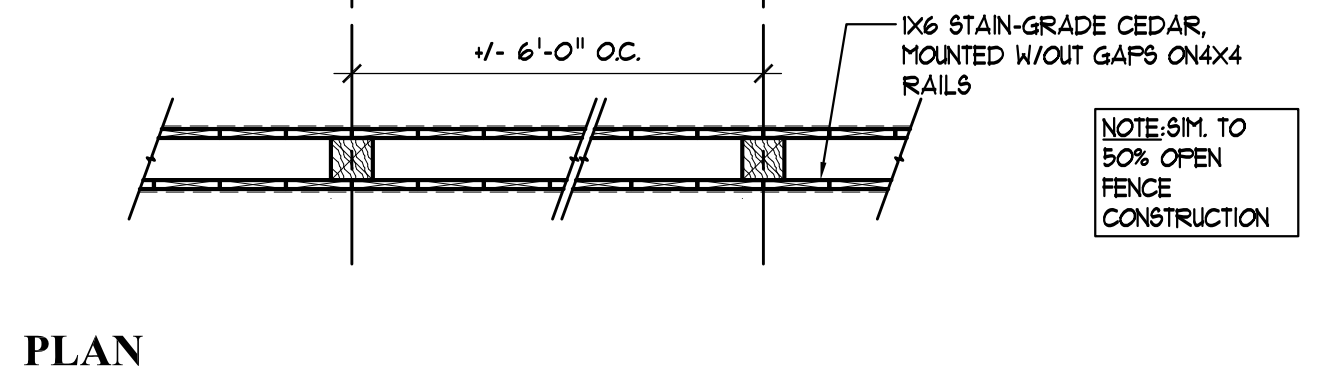
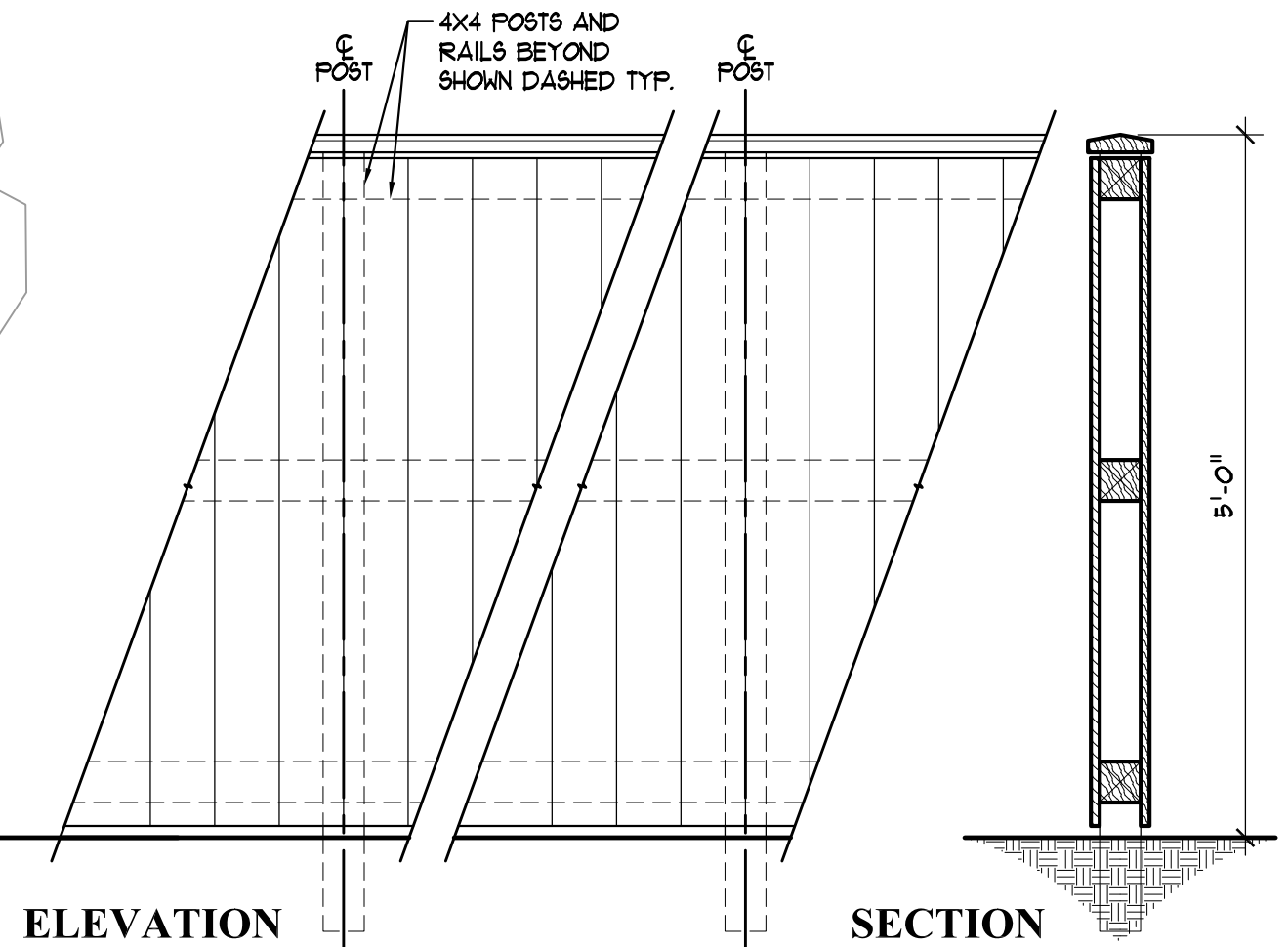
5.2

SERVICE ENTRANCE GATE
DATE: 05/22/2020

BVA



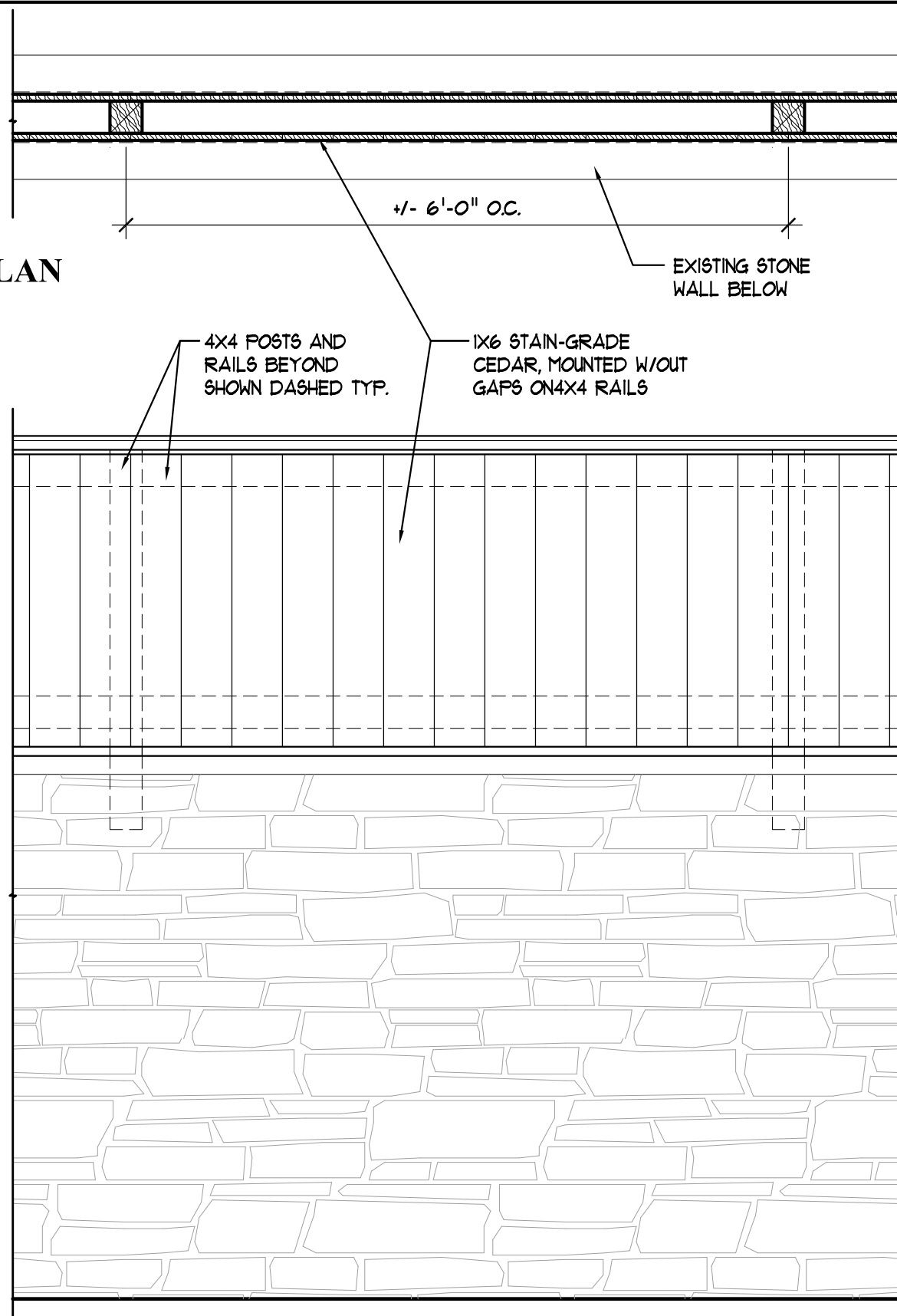
W1 WOOD FENCE (50% OPEN)
SCALE: 3/4" = 1'-0"



W2 WOOD FENCE (SOLID)
SCALE: 3/4" = 1'-0"

9 CHEVY CHASE CIRCLE CHEVY CHASE, MD		BVA
5.3	FENCE DETAILS	
DATE:	05/22/2020	

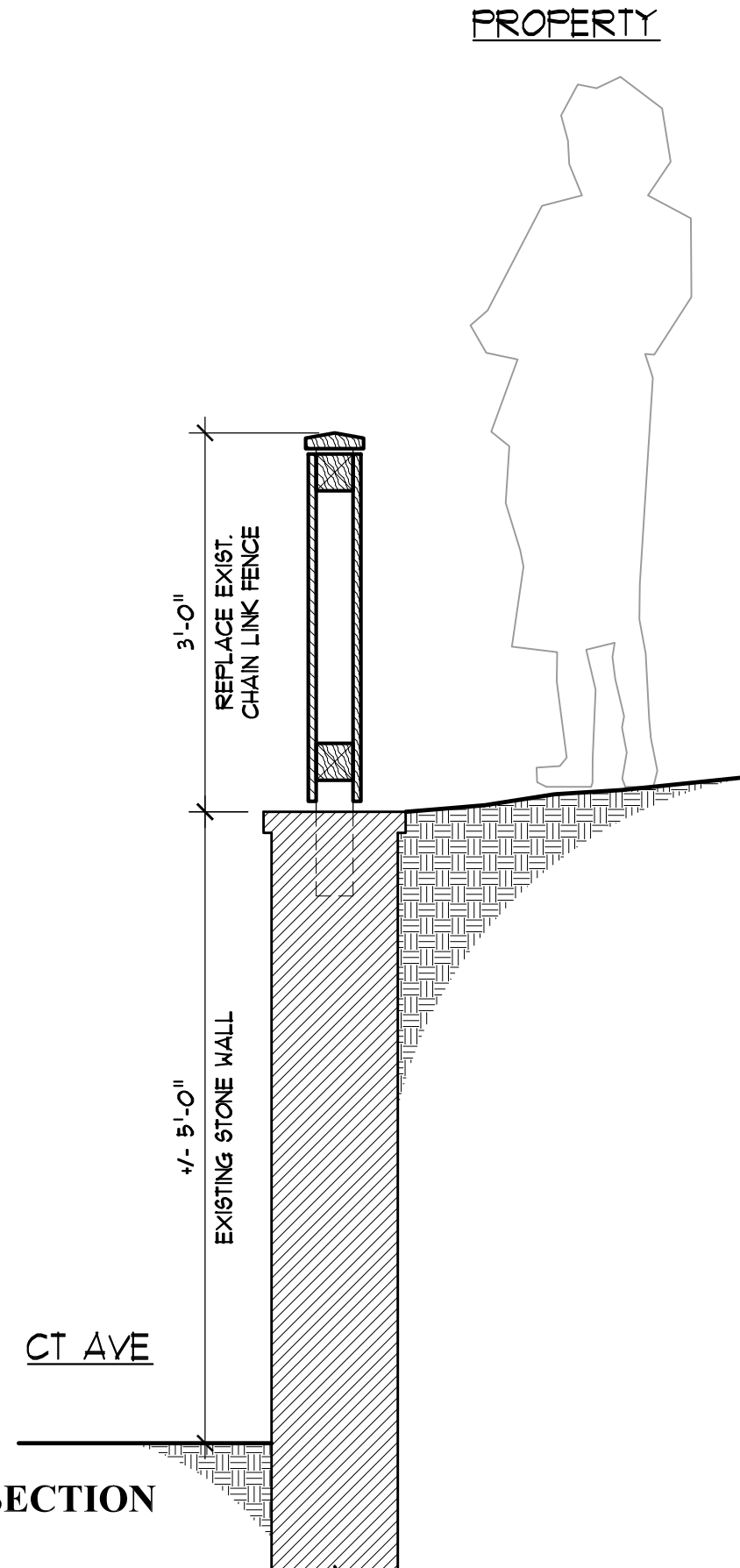
PLAN



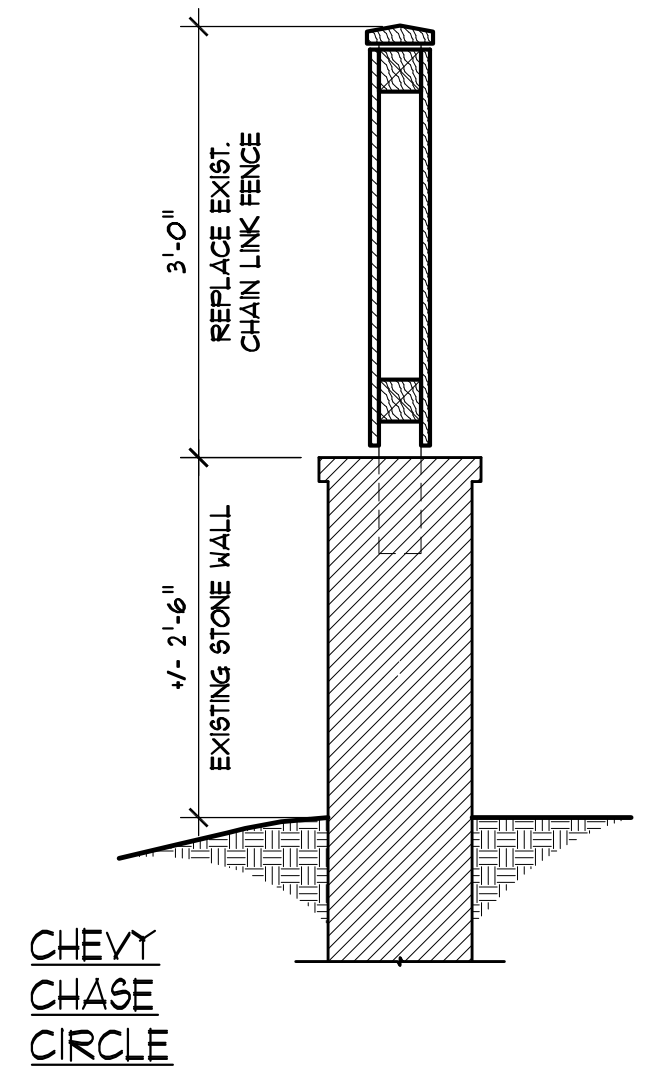
ELEVATION

W3 WOOD FENCE ON EXIST. STONE WALL AT CT AVE
SCALE: 3/4" = 1'-0"

SECTION



PROPERTY



**WOOD FENCE ON
EXIST. STONE WALL AT
CHEVY CHASE CIRCLE**
SCALE: 3/4" = 1'-0"

W4

9 CHEVY CHASE CIRCLE
CHEVY CHASE, MD

5.4

FENCE DETAILS
DATE: 05/22/2020

BVA



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

HAWP APPLICATION

Application Date: 5/27/2020

Application No: 914756
AP Type: HISTORIC
Customer No: 1373816

Affidavit Acknowledgement

The Homeowner is the Primary applicant
This application does not violate any covenants and deed restrictions

Primary Applicant Information

Address 9 CHEVY CHASE CIR
CHEVY CHASE, MD 20815
Homeowner Adrienne Arsht Revocable Trust (Primary)
Othercontact CAS ENGINEERING

Historic Area Work Permit Details

Work Type ALTER
Scope of Work Alterations and restoration to fencing, gates, walls, garage, and associated appurtenances.

<u>Atlas #</u>	<u>Site</u>	<u>Location</u>	<u>Associated Acreage</u>
35/13-1	Corby Mansion (Ishpiming)	9 Chevy Chase Circle Chevy Chase	83,399 sq.ft.

- The Corby Mansion is historically significant as one of the first houses built in Chevy Chase and because of its association with Senator Francis B. Newlands and William Corby. It also derives architectural importance from its classic Tudor Revival styling and its prominence as a focal point of entry into the county at Chevy Chase Circle.
- The house was built in 1893 by Senator Francis B. Newlands, founder of the Chevy Chase Land Company and first president and founder of the Chevy Chase Club. The Newlands mansion was intended to set the standard for high quality design and landscaping in Chevy Chase.
- In 1909, the house was sold to William Corby, founder and president of the Corby Baking Company and a major innovator in the U.S. baking industry. Corby undertook a significant renovation of the house from 1909 to 1914. Under Corby's ownership the property was called "Ishpiming", meaning high place in Chippewa.
- The original house is thought to have been a collaboration by nationally-renowned Philadelphia architect, Lindley Johnson, and the noted Washington architect, Leon Dessez, who also designed the Vice President's mansion in Washington. The Corby renovation work was conducted by locally prominent architect, Arthur B. Heaton. There is evidence that the landscaping was done in the early 20th century by Nathan Barrat, who had developed landscape plans for Chevy Chase and was an internationally-known landscape architect.
- The environmental setting includes the entire parcel of 83,399 sq.ft., including both Lots 1 and 2. Special attention should be given to the preservation of the mature trees, the landscaping, and the stone wall and gateway along Connecticut Avenue. Any new construction should be designed so as to preserve views of the main house from Connecticut Avenue and Brookville Road. The acreage of this site's environmental setting exceeds the minimum acreage per dwelling unit permitted by the current zoning of the property. The environmental setting of this site may be reduced in accordance with the provisions of the Historic Preservation Ordinance.