

Preliminary Consultation
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	15100 Barnesville Road, Boyds	Meeting Date:	5/22/2024
Resource:	Primary (1850-1935) Resource Boys Historic District	Report Date:	5/15/2024
Applicant:	Montgomery County Department of Transportation (Rebecca Park, Transportation Unit Manager)	Public Notice:	5/8/2024
Review:	Preliminary Consultation	Tax Credit:	No
Proposal:	Foundation Stabilization	Staff:	Dan Bruechert

STAFF RECOMMENDATION

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

ARCHITECTURAL DESCRIPTION

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



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

BACKGROUND

Hoyle's Mill has an extensive administrative history and its degrading condition has been well documented. The HPC last held a Preliminary Consultation for site improvements on August 16, 2023.¹ An extensive history of the mill and the project background were included in the last Preliminary Consultation Staff Report at the link below.

PROPOSAL

The applicant proposes to stabilize the foundation.

APPLICABLE GUIDELINES

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

Montgomery County Code, Chapter 24A-8

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

- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to ensure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter;
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit

¹ The August 16, 2023 Preliminary Consultation Staff Report is available here: <https://montgomeryplanning.org/wp-content/uploads/2023/08/II.B-15100-Barnesville-Road-Boyds-1038325.pdf>. The recording of the hearing is available here: https://mncppc.granicus.com/MediaPlayer.php?publish_id=b388082e-3d03-11ee-9e9a-0050569183fa.

of the alternative proposal, the general public welfare is better served by granting the permit.

- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.
- (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the

Secretary of the Interior's Standards for Rehabilitation

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

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

MARC Rail Communities Sector Plan

The *MARC Rail Communities Sector Plan* was approved on April 30, 2019 by the Montgomery County Council. The Plan looks to the future by offering recommendations that support and better utilize existing transit assets, improve transportation connections and traffic safety in both station areas. In addition, the Plan proposes ways to revitalize the built environment around the Boyds and Germantown stations in a manner that appropriately complements surrounding residential neighborhoods and historic resources. The plan lists the following as one of its priorities, “Create a commuter and community-serving facility at the historic Hoyle’s Mill site, integrating the mill as part of the facility.”²

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

- Establish regular Ride On bus service to the Boyds MARC Station, including appropriate bus-related facilities at the station, to accommodate additional MARC riders (Page 38-39).
 - Provide a shelter for commuters and allow public access to the historic structures on the property by adapting the Hoyle’s Mill structure and any other retained buildings.
- Promote compatible infill development around the Boyds MARC Station, while protecting existing residential uses, historically significant structures and natural areas (Page 69-70).

² Montgomery County, *MARC Rail Communities Sector Plan* (2019), 16.

- Design the enhanced MARC station area, including the Anderson properties, to be sensitive to the historic Hoyle's Mill and other structures.
 - Prior to any changes, additions and/or removals, assess all the structures on the site for National Register of Historic Places significance. This site falls within the National Register Historic District.
 - Review all potential changes to the mill with the County's Historic Preservation Commission.
- Encourage the compatible reuse of structures that lend historic character to the Boyds and Germantown communities, and maintain the rail communities' historic integrity while revitalizing and enhancing MARC station areas (Page 93).
 - Adaptively reuse the historic Hoyle's Mill within the Boyds Historic District and explore reuse of the nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area.
 - Commemorate historical uses on the parcel, including, among others, the location of the former station house, which is no longer standing.
 - Redesign the site to support the reuse of the mill building. Coordinate all changes to the mill with the Montgomery County Historic Preservation Commission
 - Design alterations to the repurposed mill and any other buildings—including landscaping, lighting and walkways—in a manner that is sensitive to the surrounding historic district. Design landscaping, lighting, signage, paths and structures that support and are sensitive to the character of the historic district.

STAFF DISCUSSION

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

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

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

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

Both the front north and rear south elevations have a door and three double-hung windows across the first floor, and four windows across the second floor. The windows are six over

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



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

Foundation Stabilization

The primary purpose of this Preliminary Consultation is for the Historic Preservation Commission to evaluate the proposed foundation stabilization before the applicant pursues a final Historic Area Work permit. The plan, developed by the firm Whitman, Requardt & Associates, LLP will fill the crawlspace below the first floor with flowable fill concrete that will create a permanent barrier against soil infiltration and erosion. Interior window wells will be constructed to allow the windows to be accessed and restored in the future.

The proposed sequence of work is as follows:

1. Erect CMU walls to create corridor from basement door to well, create enclosure around well.
2. Close off all major openings where flowable fill could extend outside of the building envelope (windows, etc.)
3. Construct window boxes inside of basement windows to maintain their historic visual appearance in a future rehabilitation project.
4. Perform exploratory archaeology (shovel test pits) of the building's exterior perimeter prior to excavation.
5. Remove loose trash/debris (unused shelving, fluorescent lighting, loose hazardous materials, etc.), from inside building. Salvage historic artifacts such as mill equipment.
6. Repair holes in floors with plywood.
7. Fill in entire crawlspace area (other than CMU corridor and well enclosure) with flowable fill concrete.
8. Remove and discard the steel stair platform from the west side of the building.
9. De-energize and remove power lines.
10. Install plywood panels with louvers in window panels.
11. Remove and replace deteriorated basement doors and frame with new steel door and frame.
12. Demolish and replace the existing site stair leading down into the crawlspace.
13. Remove any insect and bird nests.

The entirety of the basement of the mill (except for the enclosure around the well) will be filled with concrete almost to the bottom of the first-floor floor joist. Staff finds this to be a novel solution and

³ For more information, <https://tile.loc.gov/storage-services/master/pnp/habshaer/md/md2200/md2207/data/md2207data.pdf>.

requests HPC feedback on the proposal. Mill machinery will be removed and located off-site during the foundation work. After the building rehabilitation, the machinery could be installed back in the mill or used somewhere else in the county to interpret the county's agricultural history.

Staff sees several benefits to this solution. It will seal the interior of the building to prevent any future infiltration of water, soil, or biological pests. Staff also finds that stabilizing the foundation will allow further site access and improvements that can facilitate the full-scale rehabilitation and adaptive reuse of the mill building and surrounding site. The applicant relayed to Staff that the current proposal is a cost-effective solution.

Staff's primary reservation with the proposed solution is the fact that the work is irreversible, which runs counter to Standard 10. Once the material is poured, it cannot be reasonably undone without irreparably damaging the mill's interior structure. As a relatively novel solution, Staff cannot predict what could happen as the hydrology in the area changes and as erosion continues. Finally, Staff feels it lacks the expertise to evaluate the proposed solution from an engineering perspective thoroughly; and that it must rely on the expertise of MCDOT's chosen firm.

In further discussion with the applicant and their engineering firm, it was determined that the proposal could be altered so that the fillable flow concrete would not be poured directly up to the floor joists on the first floor. This would leave a small cavity to facilitate airflow under the first-floor framing members and allow for floor repairs or modifications as part of the adaptive reuse of the building

Staff notes the applicant also proposes to install a historic plaque on site after the foundation has been stabilized. The proposed language is included in the submitted application materials.



Figure 4: View of the facade of Hoyle's Mill, 2023.

Staff requests the following feedback from the HPC:

- Does the HPC have any concerns about the proposed work in addition to those identified by Staff?
- Does the HPC find the proposal to be appropriate under the circumstances?
- Does the HPC require any additional documentation or calculations with a final HAWP application to stabilize the foundation?
- Are there any other courses of action the HPC would like the applicant to consider to stabilize the foundation?

- Does this proposal allow for the stabilization of the building in a manner that can also permit it to be adaptively reused at a future time?

STAFF RECOMMENDATION

Staff recommends that the applicant make any revisions to the proposal based on the HPC's feedback and return for a HAWP.



APPLICATION FOR HISTORIC AREA WORK PERMIT
HISTORIC PRESERVATION COMMISSION
301.563.3400

FOR STAFF ONLY:
HAWP#
DATE ASSIGNED

APPLICANT:

Name: E-mail:
Address: City: Zip:
Daytime Phone: Tax Account No.:

AGENT/CONTACT (if applicable):

Name: E-mail:
Address: City: Zip:
Daytime Phone: Contractor Registration No.:

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property

Is the Property Located within an Historic District? Yes/District Name
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: Street:

Town/City: Nearest Cross Street:

Lot: Block: 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:

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

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

Signature of owner or authorized agent

Date 8

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

Owner's mailing address	Owner's Agent's mailing address
Adjacent and confronting Property Owners mailing addresses	
20886	
15110 Barnesville Road Boyds MD 20841 15016 Clopper Road Boyds MD 20841 15020 Clopper Road Boyds MD 20841 15030 Clopper Road Boyds MD 20841	
19930 White Grounds Road Boyds MD 20841	

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

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

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

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

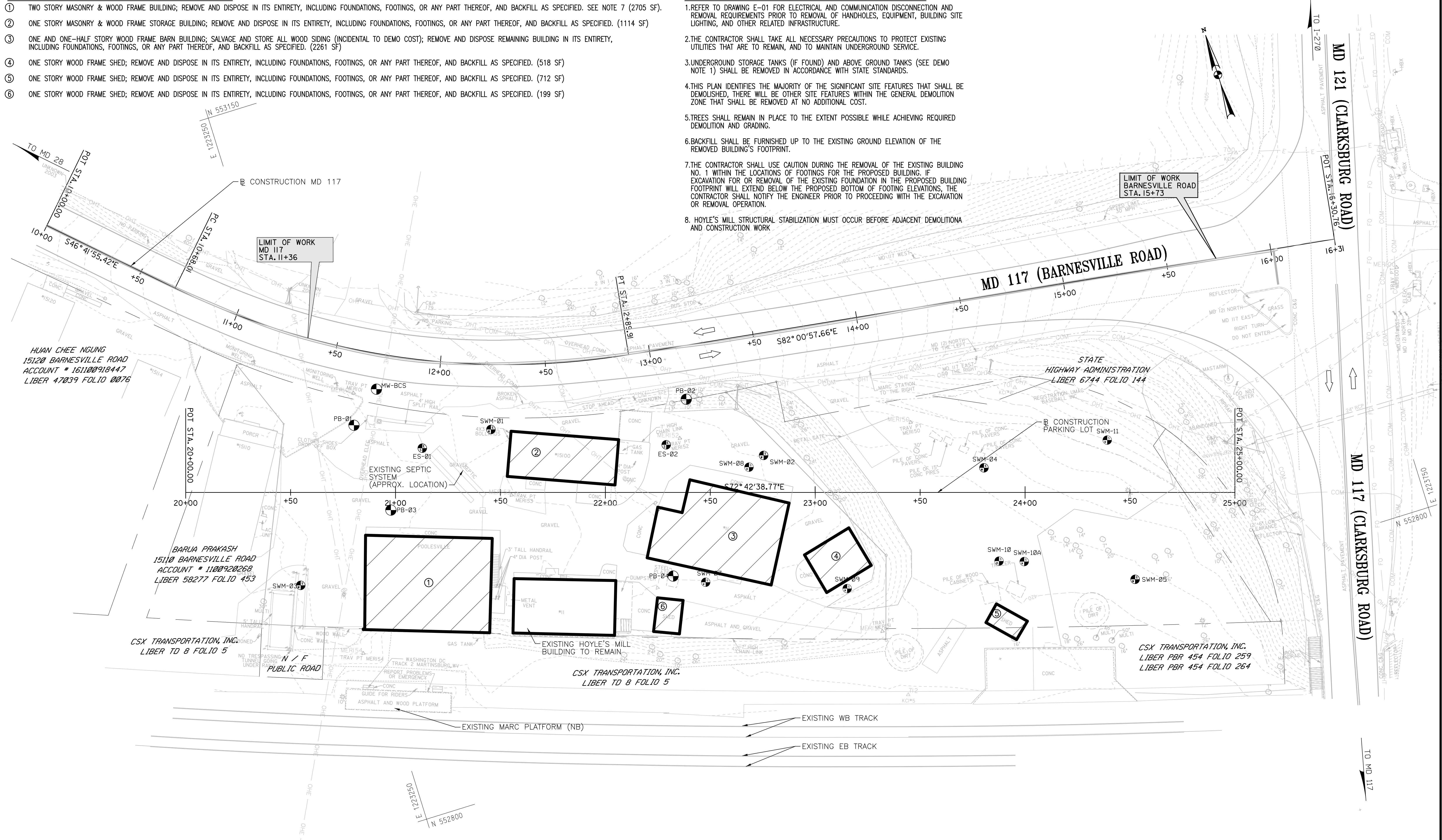
Work Item 3: _____	
Description of Current Condition:	Proposed Work:

SITE DEMOLITION KEY NOTES - NOT IN CONTRACT AND REFERENCE ONLY

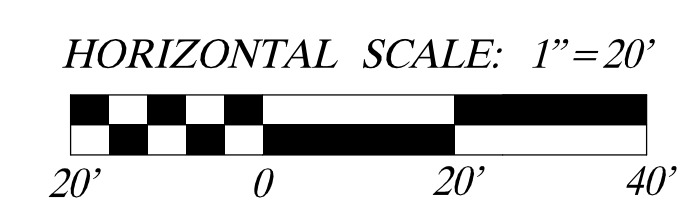
- ① TWO STORY MASONRY & WOOD FRAME BUILDING; REMOVE AND DISPOSE IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. SEE NOTE 7 (2705 SF).
- ② ONE STORY MASONRY & WOOD FRAME STORAGE BUILDING; REMOVE AND DISPOSE IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. (1114 SF)
- ③ ONE AND ONE-HALF STORY WOOD FRAME BARN BUILDING; SALVAGE AND STORE ALL WOOD SIDING (INCIDENTAL TO DEMO COST); REMOVE AND DISPOSE REMAINING BUILDING IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. (2261 SF)
- ④ ONE STORY WOOD FRAME SHED; REMOVE AND DISPOSE IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. (518 SF)
- ⑤ ONE STORY WOOD FRAME SHED; REMOVE AND DISPOSE IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. (712 SF)
- ⑥ ONE STORY WOOD FRAME SHED; REMOVE AND DISPOSE IN ITS ENTIRETY, INCLUDING FOUNDATIONS, FOOTINGS, OR ANY PART THEREOF, AND BACKFILL AS SPECIFIED. (199 SF)

GENERAL DEMOLITION NOTES: - NOT IN CONTRACT AND FOR REFERENCE ONLY

1. REFER TO DRAWING E-01 FOR ELECTRICAL AND COMMUNICATION DISCONNECTION AND REMOVAL REQUIREMENTS PRIOR TO REMOVAL OF HANDHOLES, EQUIPMENT, BUILDING SITE LIGHTING, AND OTHER RELATED INFRASTRUCTURE.
2. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES THAT ARE TO REMAIN, AND TO MAINTAIN UNDERGROUND SERVICE.
3. UNDERGROUND STORAGE TANKS (IF FOUND) AND ABOVE GROUND TANKS (SEE DEMO NOTE 1) SHALL BE REMOVED IN ACCORDANCE WITH STATE STANDARDS.
4. THIS PLAN IDENTIFIES THE MAJORITY OF THE SIGNIFICANT SITE FEATURES THAT SHALL BE DEMOLISHED, THERE WILL BE OTHER SITE FEATURES WITHIN THE GENERAL DEMOLITION ZONE THAT SHALL BE REMOVED AT NO ADDITIONAL COST.
5. TREES SHALL REMAIN IN PLACE TO THE EXTENT POSSIBLE WHILE ACHIEVING REQUIRED DEMOLITION AND GRADING.
6. BACKFILL SHALL BE FURNISHED UP TO THE EXISTING GROUND ELEVATION OF THE REMOVED BUILDING'S FOOTPRINT.
7. THE CONTRACTOR SHALL USE CAUTION DURING THE REMOVAL OF THE EXISTING BUILDING NO. 1 WITHIN THE LOCATIONS OF FOOTINGS FOR THE PROPOSED BUILDING. IF EXCAVATION FOR OR REMOVAL OF THE EXISTING FOUNDATION IN THE PROPOSED BUILDING FOOTPRINT WILL EXTEND BELOW THE PROPOSED BOTTOM OF FOOTING ELEVATIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH THE EXCAVATION OR REMOVAL OPERATION.
8. HOYLE'S MILL STRUCTURAL STABILIZATION MUST OCCUR BEFORE ADJACENT DEMOLITION AND CONSTRUCTION WORK.



LEGEND	
	BUILDING REMOVAL



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

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

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section _____ Date _____

APPROVED

Chief, Division of Transportation Engineering _____ Date _____

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

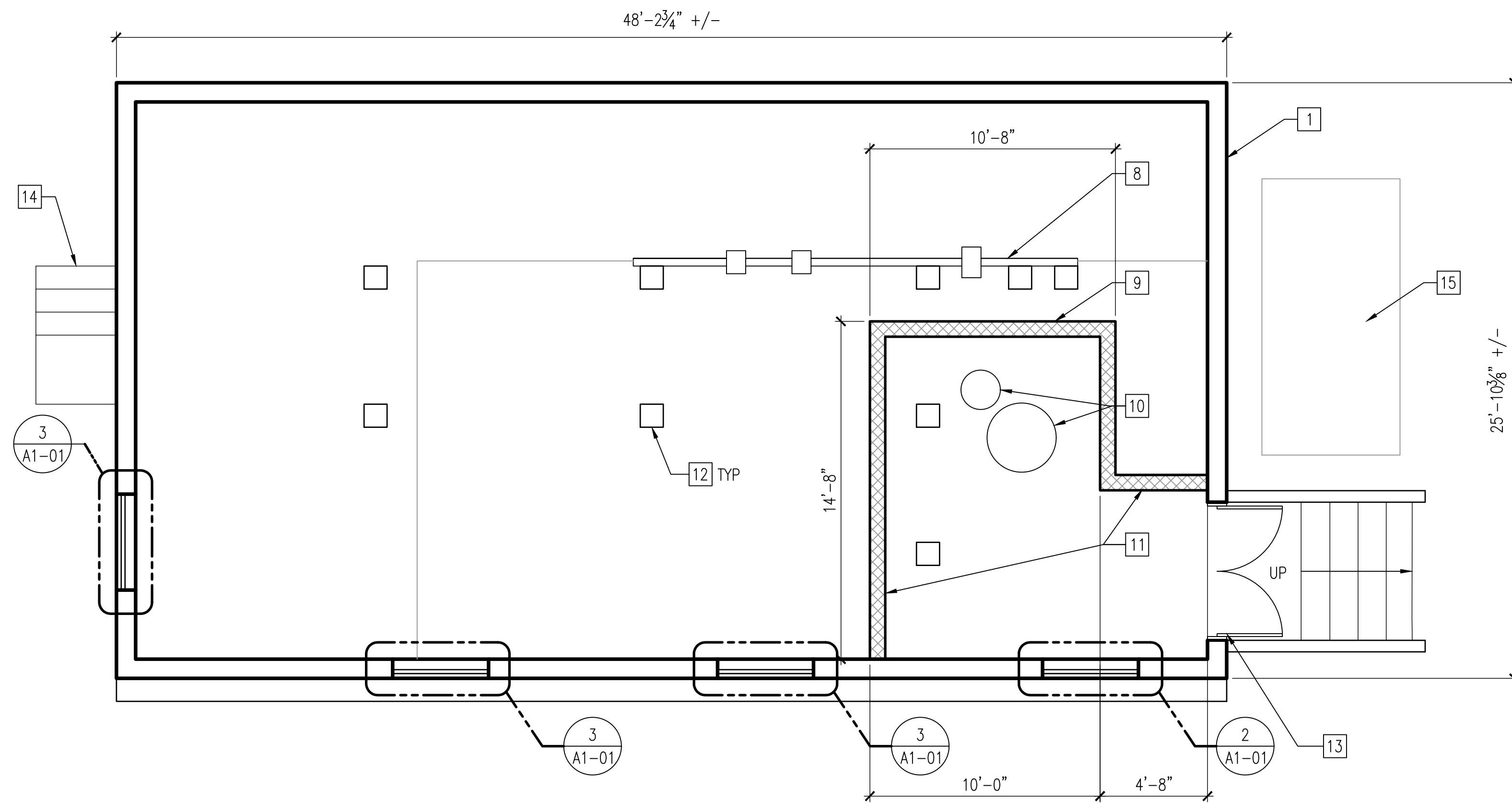
EC-02 DEMO PLAN
HOYLE'S MILL
STRUCTURAL STABILIZATION
BOYDS, MARYLAND

SCALE: 1" = 20'

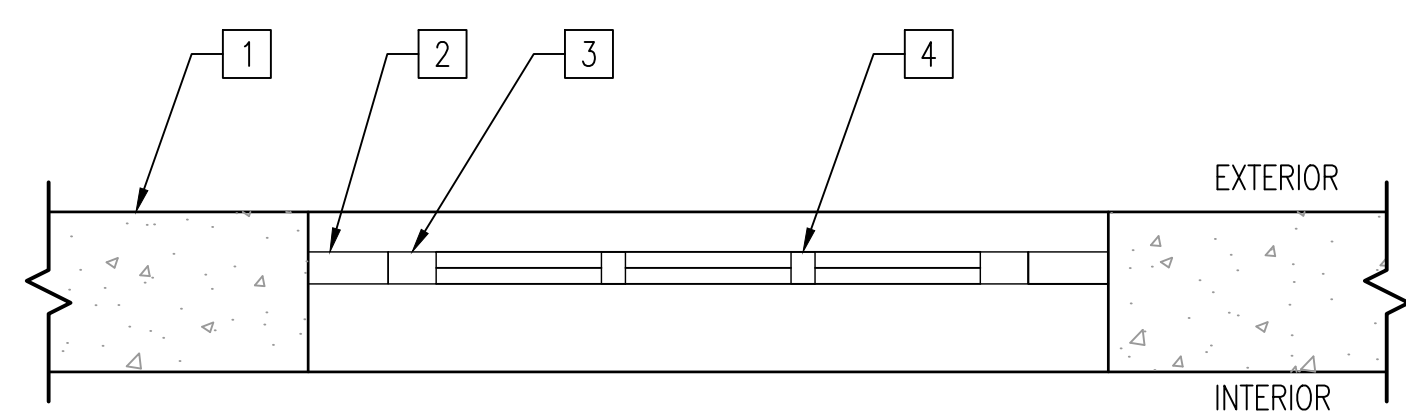
29 MARCH 2024

Project No.: 32207.003 SHEET 4 of 8

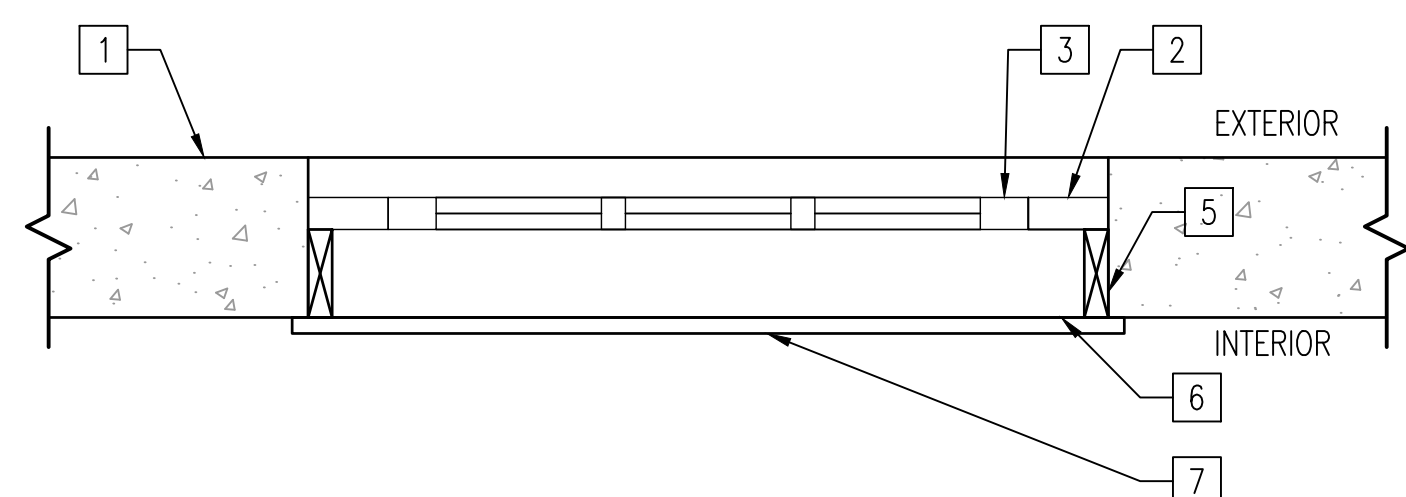
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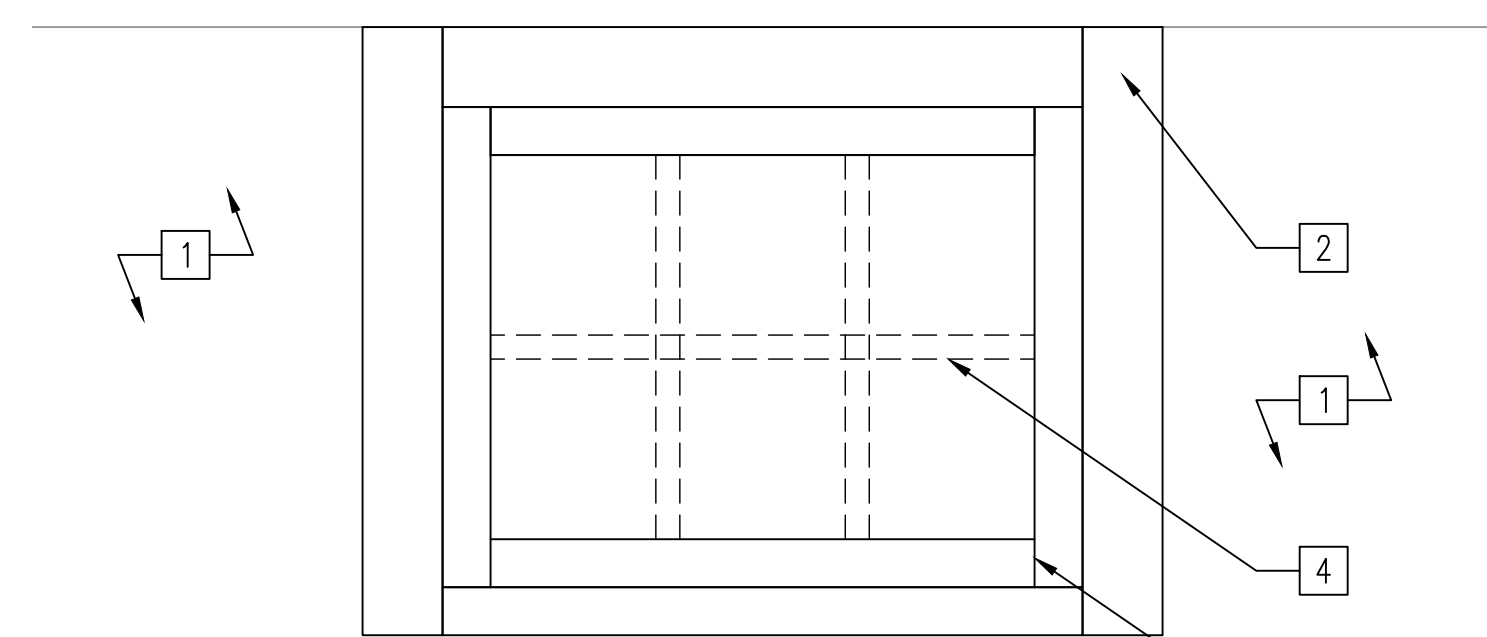
1 HOYLE'S MILL BASEMENT PLAN
A1-01 SCALE: 1/4"=1'-0"



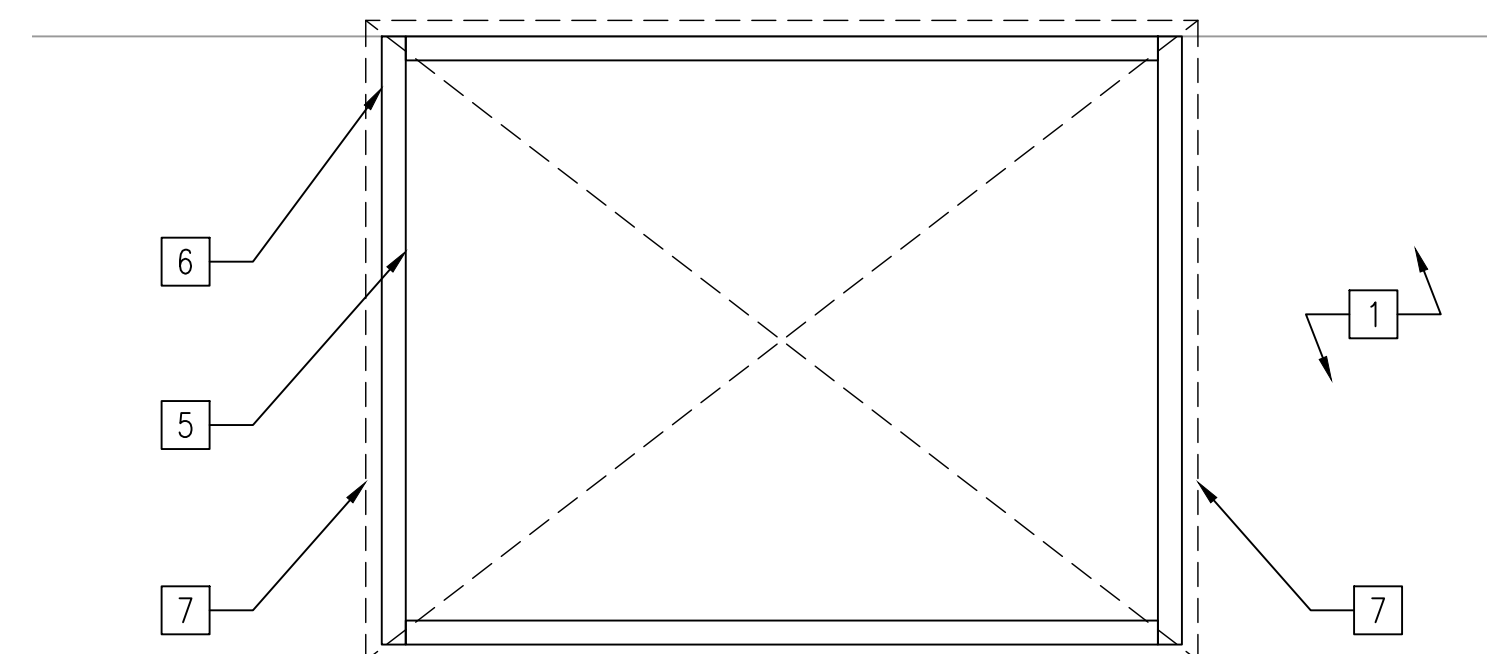
2 EXISTING WINDOW PLAN DETAIL
A1-01 SCALE: 1"=1'-0"



3 WINDOW BOX PLAN DETAIL
A1-01 SCALE: 1"=1'-0"



4 EXISTING WINDOW INTERIOR ELEVATION DETAIL
A1-01 SCALE: 1"=1'-0"



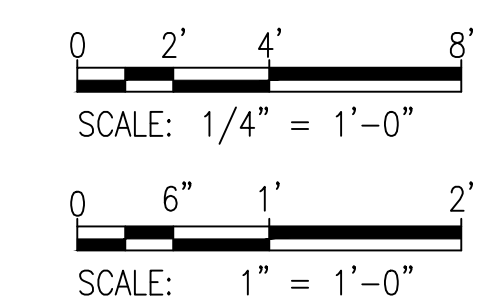
5 WINDOW BOX INTERIOR ELEVATION DETAIL
A1-01 SCALE: 1"=1'-0"

GENERAL NOTES

1. THE EXISTING STRUCTURE IS IN VERY POOR CONDITION, AND ACCESS TO THE BUILDING IS DANGEROUS. CONTRACTOR MUST PROVIDE TEMPORARY SHORING WITHIN THE BASEMENT.
2. REMOVE AND DISPOSE OF ALL TRASH AND DEBRIS LOCATED WITHIN THE BASEMENT AREA, INCLUDING BUT NOT LIMITED TO TIRES AND ALL NON-STRUCTURAL COMPONENTS OTHER THAN COMPONENTS INDICATED TO REMAIN OR TO BE SALVAGED.
3. REMOVE AND DISPOSE OF LOOSE TRASH AND DEBRIS IN UPPER FLOORS, INCLUDING BUT NOT LIMITED TO UNUSED SHELVING, FLUORESCENT LIGHTING, FLAMMABLE/HAZARDOUS CHEMICALS, ETC. SALVAGE HISTORIC ARTIFACTS SUCH AS MILL EQUIPMENT.
4. DE-ENERGIZE AND REMOVE POWER LINES CONNECTED TO THE BUILDING.
5. REMOVE ALL INSECT AND BIRDS' NESTS.
6. CONDUCT EXPLORATORY ARCHAEOLOGY VIA SHOVEL TEST PITS IN THE BASEMENT AND AROUND THE FOUNDATION TO DETERMINE AGE OF EACH END OF BUILDING FOUNDATIONS BASED ON RESULTS FROM BUILDER TRENCHES.

KEYNOTES

- 1 EXISTING CONCRETE WALL
- 2 EXISTING WOOD WINDOW FRAME
- 3 EXISTING WOOD WINDOW AWNING SASH INWARD SWINGING.
- 4 EXISTING MUNTINS MISSING FROM ALL SASH; PATTERN BASED ON SASH EVIDENCE
- 5 PRESSURE TREATED 2X FRAME WITHIN MASONRY OPENING
- 6 ADD SEALANT AT PERIMETER JOINT BETWEEN 2X FRAMING AND CONCRETE
- 7 PRESSURE TREATED 1" PLYWOOD, OVERLAP OPENING BY 1"
- 8 CAREFULLY REMOVE, SALVAGE, AND STORE ON THE FIRST FLOOR THE PULLEY HEELS, CRANKSHAFT AND ALL HARDWARE ATTACHED TO BASEMENT POSTS.
- 9 DEMOLISH EXISTING WOOD WALLS AROUND WELL EQUIPMENT AND REPLACE WITH 8" STRUCTURAL CMU WALLS.
- 10 EXISTING WELL EQUIPMENT.
- 11 EXTEND NEW STRUCTURAL CMU WALLS TO FOUNDATION WALLS TO PROVIDE ACCESS TO WELL EQUIPMENT.
- 12 EXISTING WOOD COLUMN
- 13 DEMOLISH EXISTING DOOR, REPLACE WITH NEW STEEL DOOR AND FRAME.
- 14 REMOVE AND DISPOSE OF EXISTING STEEL STAIR PLATFORM.
- 15 REMOVE AND DISPOSE OF EXISTING METAL SHED.



\$\$\$\$\$NONSPEC\$\$\$\$\$DATE\$\$\$\$\$

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS
WERE PREPARED OR APPROVED BY ME, AND
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ENGINEER UNDER THE LAWS OF THE STATE
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EXPIRATION DATE: _____



NO.	REVISION	DATE	BY

**MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND**

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section _____ Date _____

APPROVED

Chief, Division of Transportation Engineering _____ Date _____

Designed by: LJH Drawn by: FIE Checked by: FAH

A1-01 BASEMENT PLAN AND WINDOW DETAILS
**HOYLE'S MILL
STRUCTURAL STABILIZATION
BOYDS, MARYLAND**

SCALE : AS NOTED 29 MARCH 2024

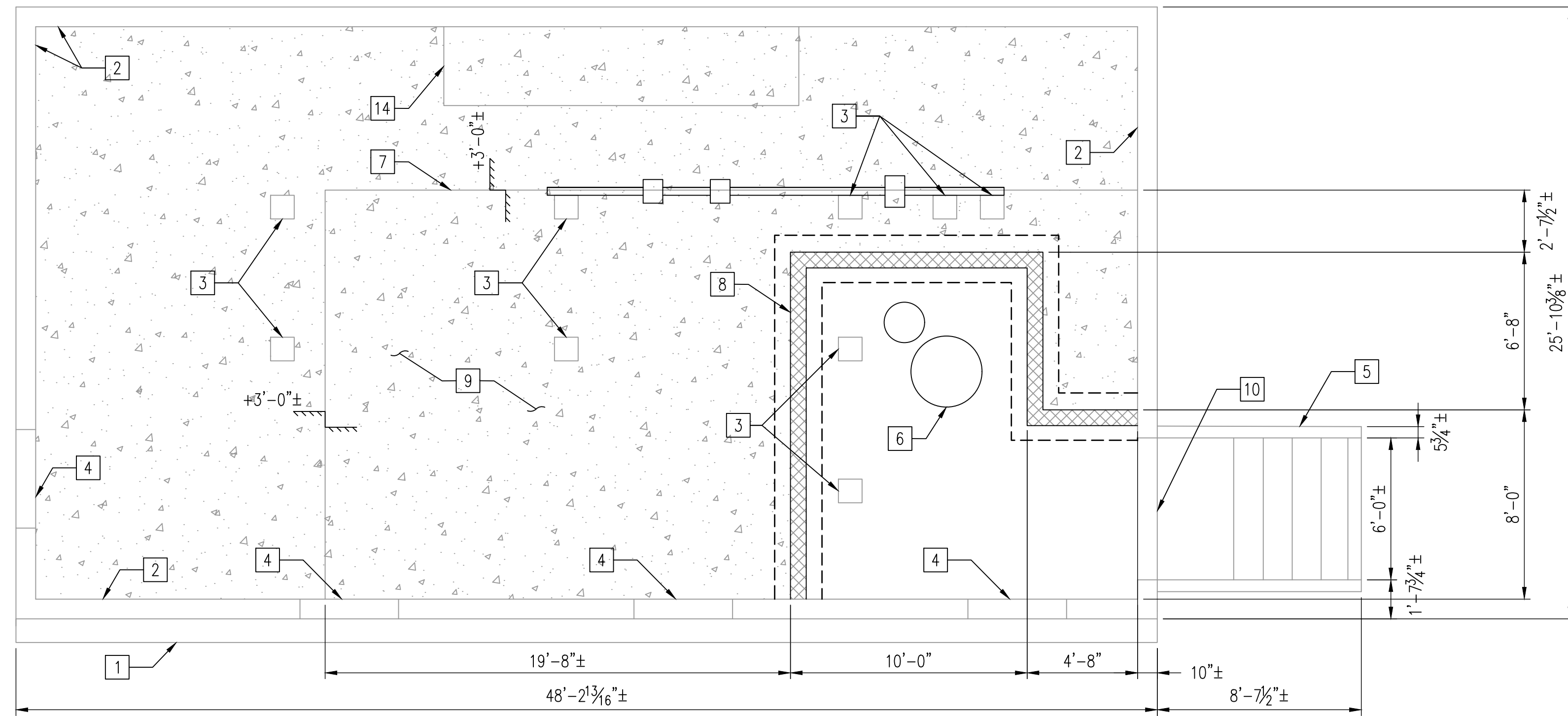
Project No. : 32207.003 SHEET 5 of 8

GENERAL SHEET NOTES

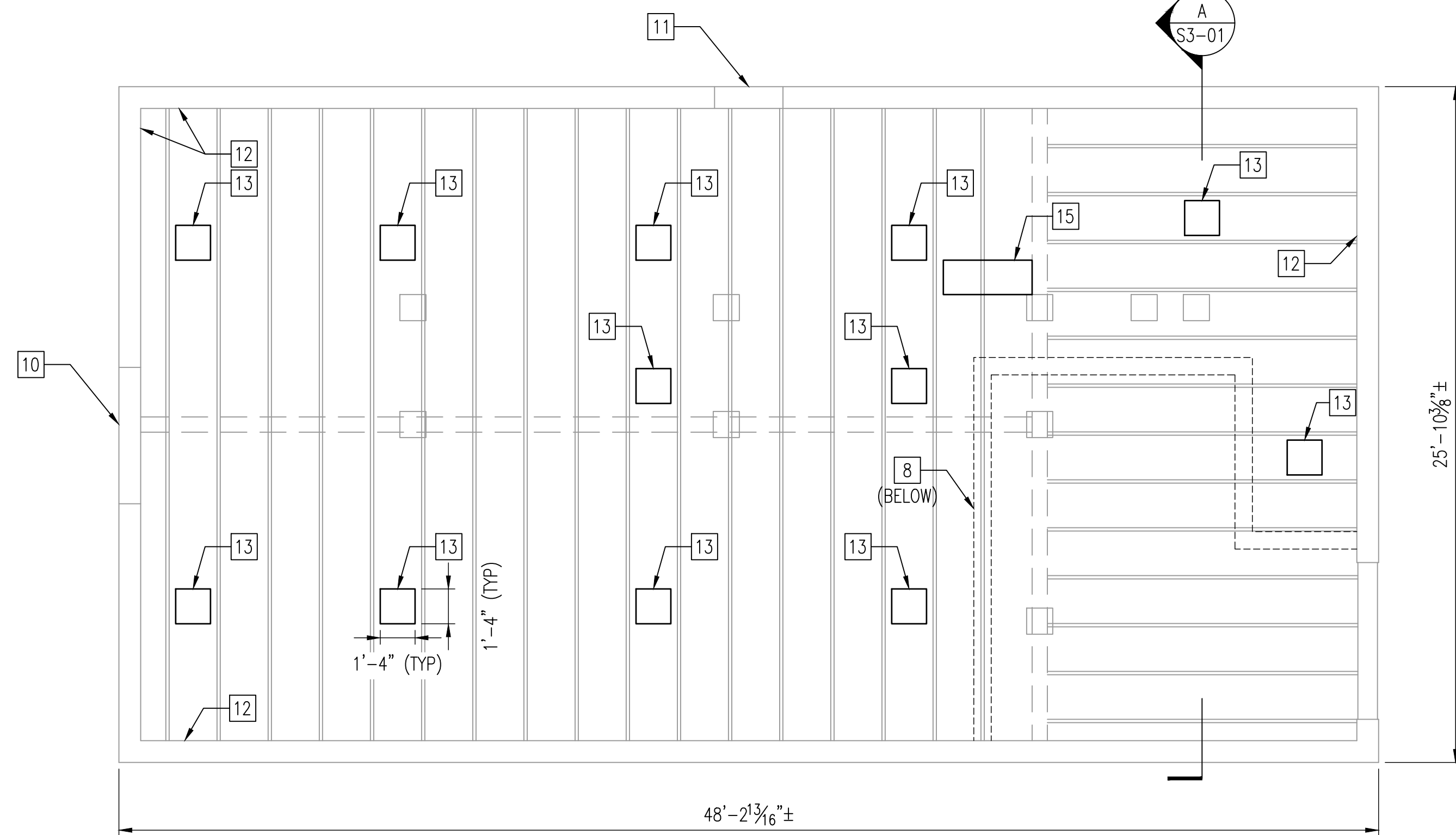
- REFER TO SHEET S-001 FOR STRUCTURAL GENERAL NOTES, BUILDING CODES AND STANDARDS, AND DESIGN LOADS.
- FIELD VERIFY DIMENSIONS, LOCATIONS AND ELEVATIONS SHOWN ON DRAWINGS FOR EXISTING STRUCTURES. BRING DISCREPANCIES TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH WORK.
- COORDINATE WORK WITH ARCHITECTURAL DRAWINGS.
- THE EXISTING STRUCTURE IS IN VERY POOR CONDITION, AND ACCESS TO THE BUILDING IS DANGEROUS. CONTRACTOR MUST PROVIDE TEMPORARY SHORING WITHIN THE BASEMENT AREA PRIOR TO COMMENCING WITH ANY OTHER WORK WITHIN THE BASEMENT.

X SHEET KEYNOTES

- EXISTING SITE RETAINING WALL ADJACENT TO EXTERIOR WALL TO REMAIN.
- EXISTING EXTERIOR CONCRETE WALL ON MASONRY FOOTINGS TO REMAIN. ALLOW CLSM TO FLOW UNDER EXISTING FOOTINGS WHERE FOOTINGS ARE CURRENTLY UNDERMINED FOR SUPPORT OF THE STRUCTURE.
- EXISTING WOOD BUILDING COLUMN TO REMAIN.
- EXISTING WINDOW OPENING. SEE ARCH DRAWINGS FOR MODIFICATIONS.
- DEMOLISH EXISTING STAIR TO BASEMENT AND REPLACE WITH SIMILAR NEW CONCRETE STAIR DESIGNED TO MEET CURRENT CODE WITH STEEL HANDRAILS ON EACH SIDE.
- EXISTING WELL EQUIPMENT TO REMAIN.
- ELEVATION CHANGE IN EXISTING UNFINISHED BASEMENT FLOOR.
- 8" CMU WALLS ON 2'-0" WIDE BY 1'-0" THICK CONTINUOUS FOOTINGS.
- FILL BASEMENT FLOOR WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) IN MAXIMUM LIFT HEIGHTS OF 3'-0".
- EXISTING DOUBLE DOOR. SEE ARCHITECTURAL DRAWINGS.
- EXISTING DOOR.
- EXISTING EXTERIOR WOOD-FRAMED WALLS.
- CUT NEW OPENINGS IN EXISTING FLOOR FOR PLACEMENT OF CLSM IN BASEMENT CRAWLSPACE. SALVAGE WOOD FOR REINSTALLATION AT COMPLETION OF CLSM PLACEMENT.
- EXISTING LARGE CONCRETE MASS TO REMAIN AND BE ENCAPSULATED BY CLSM.
- PATCH HOLE IN FLOOR LOCATED IN FRONT OF EXISTING STAIR WITH PLYWOOD.



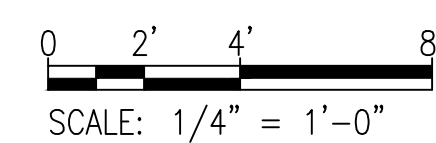
1 FOUNDATION PLAN
S1-01 SCALE: 1/4" = 1'-0"



NOTE:

- FRAMING LAYOUT SHOWN IS SCHEMATIC. CONTRACTOR TO VERIFY ACTUAL LOCATION OF WOOD FRAMING MEMBERS AND LOCATE OPENINGS TO AVOID CONFLICT WITH FRAMING.
- CONTRACTOR MAY MAKE ADDITIONAL OPENINGS FOR OBSERVATION OF PLACEMENT OF CONTROLLED LOW STRENGTH MATERIAL. THESE OPENINGS MUST BE LOCATED 4'-0" AT MINIMUM FROM ANY OTHER OPENING.

2 FIRST FLOOR PLAN
S1-01 SCALE: 1/4" = 1'-0"



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



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

NO.	REVISION	DATE	BY

**MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND**

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section _____ Date _____
APPROVED

Chief, Division of Transportation Engineering _____ Date _____

Designed by: SA _____ Drawn by: SA _____ Checked by: RMB _____

S1-01 BASEMENT PLAN AND FIRST FLOOR PLAN
**HOYLE'S MILL
STRUCTURAL STABILIZATION
BOYDS, MARYLAND**

SCALE : 1/4" = 1'-0" 29 MARCH 2024

Project No. : 32207.003 SHEET 7 of 8

Submitted Testimony

April 23, 2024

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

Dear Ms. Park,

Thank you very much for providing the 35% design plans for the stabilization plans for the historic county-owned Hoyle's Mill building. The Boyds Historical Society has some comments and concerns, as follows:

- **GOALS OF THE STABILIZATION PROJECT**

- Description of the problem(s) these plans are trying to solve. The plans do not include a description of the problem(s) the plans are trying to solve. It is our understanding that in 2023, MCDOT secured a \$90,000 MHAA grant for the purpose of preserving the Hoyle's Mill complex; specifically, to support:
 1. Development of architectural/engineering drawings to design a new reinforced concrete foundation to replace the failing foundation;
 2. Development of shoring design drawings needed to lift the building off its existing foundation to stabilize the building;
 3. Development of site work and landscaping drawings to safely excavate and backfill soil allowing the foundation demolition and replacement.
- Rehabilitation and re-use of the historic county-owned Hoyle's Mill building. The priority of the Boyds Historical Society is rehabilitation and re-use of the historic county-owned Hoyle's Mill building within the context of a commuter- and community-serving Boyds Transit Center.

- **ACCESS TO SPACE BELOW THE MAIN LEVEL**

- Water pipes between the well and the bus drivers' restroom. It would be reasonable to run the water pipes through the space below the main level to connect the well in the basement to the bus drivers' restroom. If the basement is filled with CLSM, this will not be possible.
- HVAC ducts and potential water/sewer pipes. Building renovators would reasonably want to use the space below the main level for HVAC ducts, as well as water/sewer lines if the building gets its own restroom. If the basement is filled with CLSM, this will not be possible.

- Insulation and energy efficiency. Building renovators would reasonably want to add insulation below the floor of the main level, for energy efficiency. If the basement is filled with CLSM, this will not be possible.
- **PRESERVATION OF THE WOOD FLOOR ON THE MAIN LEVEL.** The plan is to cut a dozen 16” square holes in the wood floor, pour the CLSM in, and then put the wood back. **There should not be any holes cut in the wood floor.** Either whole boards should be removed, or the mix should be pumped in through the windows and basement door.
- **PRESERVATION OF THE BASEMENT WINDOWS.** The plan is to board over 2 of the 3 basement windows with pressure-treated plywood. This plywood will be on the interior side of the basement wall to keep the CLSM from running onto the window. However, once this is done, there will be no maintenance access to the dead space between the window and the plywood. In addition, the boarded-up windows will affect the building’s appearance.
- **DAMAGE TO POSTS AND FLOOR JOISTS**
 - Long-term contact between CLSM and untreated wood. The plan will create long-term contact between CLSM and the untreated wood of the posts and floor joists. The moisture and alkalinity of the CLSM will cause the wood to rot over time, and it will be impossible to reach the wood to replace it.
 - Creation of unventilated enclosed spaces. The plan will also create unventilated enclosed spaces between each floor joist under the floor. If moisture gets into an enclosed space, there will be no way for it to dry out, causing the joists to rot. As above, it will be impossible to reach the wood to replace it.
- **SALVAGE OF HISTORIC MATERIALS.** A note calls for the demolition crew to dispose of loose trash and debris on the upper floors. A historic resources expert and/or members of the Boyds Historical Society should have the opportunity to review the “loose trash and debris” and identify anything that should be salvaged.
- **STAIR FLOOR DRAIN.** The plan is to rebuild the exterior stairs to the basement. There should also be a floor drain at the bottom of the stairs running to daylight somewhere, so water doesn’t back up and flood the basement.

Again, thank you very much for providing the 35% design plans to the Boyds Historical Society!

Sincerely,

Miriam Schoenbaum
 President, Boyds Historical Society



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 13, 2024

Miriam Schoenbaum, President
Boys Historical Society
15004 Clopper Road
Boys, Maryland 20841

Dear Ms. Schoenbaum:

Thank you for your continued support of the Boys Transit Project. This letter is in response to comments made in your April 23, 2024 letter.

1. *Comment: GOALS OF THE STABILIZATION PROJECT*

o Description of the problem(s) these plans are trying to solve. The plans do not include a description of the problem(s) the plans are trying to solve. It is our understanding that in 2023, MCDOT secured a \$90,000 MHAA grant for the purpose of preserving the Hoyle's Mill complex; specifically, to support:

- 1. Development of architectural/engineering drawings to design a new reinforced concrete foundation to replace the failing foundation;*
- 2. Development of shoring design drawings needed to lift the building off its existing foundation to stabilize the building;*
- 3. Development of site work and landscaping drawings to safely excavate and backfill soil allowing the foundation demolition and replacement.*

o Rehabilitation and re-use of the historic county-owned Hoyle's Mill building. The priority of the Boys Historical Society is rehabilitation and re-use of the historic county owned Hoyle's Mill building within the context of a commuter- and community-serving Boys Transit Center.

Response: The four bullet points are not part of the grant application. From the grant application: "The project proposes the development of architectural/ engineering drawings to shore up the Hoyle's Mill building so that the failing foundation can be removed and replaced. A new foundation design is urgent to prevent the collapse and loss of this historic building." After the grant was obtained and the work began to develop the structural stabilization drawings, the use of CLSM was determined as the best option to meet the County's request. CLSM is an economical approach to structural stabilization that avoids the inherent risks associated with lifting and temporarily shoring the entire building to demolish and re-build the existing foundation.

2. *Comment: ACCESS TO SPACE BELOW THE MAIN LEVEL*

o Water pipes between the well and the bus drivers' restroom. It would be reasonable to run the water pipes through the space below the main level to connect the well in the basement to the bus drivers' restroom. If the basement is filled with CLSM, this will not be possible.

Division of Transportation Engineering

100 Edison Park Drive, 4th Floor, Gaithersburg, MD 20878 · 240-777-7220 · 240-777-7277 Fax
www.montgomerycountymd.gov/dot-dte



Response: Due to age of the well and length of time it has been shut off, the existing well is no longer able to be used without excessive testing; therefore, a replacement well in a nearby location is proposed. Drawings will be modified to remove the corridor space in the crawlspace set aside for well access.

3. *Comment: HVAC ducts and potential water/sewer pipes. Building renovators would reasonably want to use the space below the main level for HVAC ducts, as well as water/sewer lines if the building gets its own restroom. If the basement is filled with CLSM, this will not be possible.*

Response: The crawlspace is one potential location where HVAC ducts and water/sewer pipes could go; however, it is not the only option. Space within the attic remains available for proposed HVAC systems. Space also is available in the interior of the first and second floors for wall-mounted package units with condenser units on grade outside the building. If systems are in the attic, space remains within the walls for ducts to the first and second floor rooms.

4. *Comment: Insulation and energy efficiency. Building renovators would reasonably want to add insulation below the floor of the main level, for energy efficiency. If the basement is filled with CLSM, this will not be possible.*

Response: Adding CLSM will not prohibit future insulation of the space. Below-grade insulation could be placed on the exterior of the walls. The existing building is currently mostly uninsulated, so a whole-building approach to insulation could be developed by future building occupants or others.

5. *Comment: PRESERVATION OF THE WOOD FLOOR ON THE MAIN LEVEL. The plan is to cut a dozen 16" square holes in the wood floor, pour the CLSM in, and then put the wood back. There should not be any holes cut in the wood floor. Either whole boards should be removed, or the mix should be pumped in through the windows and basement door.*

Response: The plans will be revised to show removal of the entire floor boards to permit CLSM placement, and then re-installing the floor boards following the CLSM placement in place of cutting holes in the floor. Please note that the existing floor is in poor condition and already has several holes.

6. *Comment: PRESERVATION OF THE BASEMENT WINDOWS. The plan is to board over 2 of the 3 basement windows with pressure-treated plywood. This plywood will be on the interior side of the basement wall to keep the CLSM from running onto the window. However, once this is done, there will be no maintenance access to the dead space between the window and the plywood. In addition, the boarded-up windows will affect the building's appearance.*

Response: The existing windows are boarded over on their exterior surface. Within each basement masonry opening, there is a simple wall framing the window and the window sash frame. No muntins and glass remain of the original windows. The intent of the shadowbox behind the window (framed out with pressure-treated wood and plywood) is to create space behind the windows to allow for their future restoration, which can be completed from the exterior. Gray or black opaque glass can be installed within the restored sash to restore the appearance of windows on the building, but eliminate a view through the window.

7. *Comment: DAMAGE TO POSTS AND FLOOR JOISTS. Long-term contact between CLSM and untreated wood. The plan will create long-term contact between CLSM and the untreated wood of the posts and floor joists. The moisture and alkalinity of the CLSM will cause the wood to rot over time, and it will be impossible to reach the wood to replace it.*

Response: As the design progresses, options for how the existing wood flooring meets the CLSM infill will be evaluated. One potential option would be to stop the CLSM a few inches below the bottom of the joists, and then infill the annular space between the wood framing and the CLSM with spray-foam insulation. Encasing the existing wood posts with CLSM is not a concern since the columns will be embedded in essentially a massive foundation; however, as the design will consider if adding protection to the exposed portions of the posts to remain is appropriate.

8. *Comment: Creation of unventilated enclosed spaces. The plan will also create unventilated enclosed spaces between each floor joist under the floor. If moisture gets into an enclosed space, there will be no way for it to dry out, causing the joists to rot. As above, it will be impossible to reach the wood to replace it.*

Response: As the design progresses, options for how the existing wood flooring meets the CLSM infill will be evaluated. One potential option would be to stop the CLSM a few inches below the bottom of the joists, and then infill the annular space between the wood framing and the CLSM with spray-foam insulation. Encasing the existing wood posts with CLSM is not a concern since the columns will be embedded in essentially a massive foundation; however, as the design will consider if adding protection to the exposed portions of the posts to remain is appropriate.

9. *Comment: SALVAGE OF HISTORIC MATERIALS. A note calls for the demolition crew to dispose of loose trash and debris on the upper floors. A historic resources expert and/or members of the Boyds Historical Society should have the opportunity to review the "loose trash and debris" and identify anything that should be salvaged.*

Response: MCDOT will coordinate with the members of the Boyds Historical Society to provided them with an opportunity to review all the loose trash and debris within the building to identify what should be salvaged.

10. *Comment: STAIR FLOOR DRAIN. The plan is to rebuild the exterior stairs to the basement. There should also be a floor drain at the bottom of the stairs running to daylight somewhere, so water doesn't back up and flood the basement.*

Response: Since the well will not be reused in its current location, there is no longer a need to retain the existing steps down to the lower level, and the stairs will not be reconstructed.

If you have any questions about the project, please me at Rebecca.Park@montgomerycountymd.gov or 240-777-7263.

Sincerely,

Rebecca S. Park, PE
Transportation Unit Manager
Planning and Design Section



February 7, 2024

Dear Ms. Park,

Thank you for providing the Heritage Montgomery with the opportunity to provide feedback on MCDOT's proposal for mitigation of the destruction of the barn and alteration of the setting for the historic Hoyle's Mill building, one of the few remaining grist mills in the county.

In 2023, Heritage Montgomery assisted MDOT in securing a \$90,000 MHAA grant for the purpose of preserving the Hoyle's Mill complex. These funds were awarded to support 1) Development of architectural/engineering drawings to design a new reinforced concrete foundation to replace the failing foundation, 2) Development of shoring design drawings needed to lift the building off its existing foundation to stabilize the building, and 3) Development of site work and landscaping drawings to safely excavate and backfill soil allowing the foundation demolition and replacement.

These funds were awarded in recognition that loss of the structure equates to the loss of historic context for the Boyds Transit Center and substantially alters the historic fabric of the historic district. The district is significant as a cohesive grouping of residential, religious, and commercial structures characteristic of a turn-of-the-century agricultural village and is reflective of the rail-oriented heritage of the County per the MARC Rail Communities Master Plan and the Boyds Master Plan created by Maryland-National Capital Park and Planning Commission.

Heritage Montgomery agrees with and supports Boyds Historical Society's explicit letter of January 31 that describes how mitigation must involve at least four specific items, thus enabling expansion project goals to succeed without harming the historic resources involved. At the same time, Montgomery County must protect its investment in the Mill building with realistic, complementary improvements and appropriate new uses.

We believe that preservation of the Mill and barn will result in a useful, welcoming, and attractive gateway to the Boyds area for the many visitors and commuters who will use the new transit center. To that end, we look forward to continuing to work with MCDOT to accomplish the goal of rehabilitation and re-use of the historic county-owned Hoyle's Mill building within the context of a commuter- and community-serving Boyds Transit Center.

Sincerely,
Sarah L. Rogers
Executive Director
Heritage Montgomery