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

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 Boyds Master Plan Historic District. The adjacent buildings to the west, north, and northeast are outside of the environmental setting.

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

II.A

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 busrelated 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 Boyds 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, <u>https://tile.loc.gov/storage-</u> 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.

COMERY CO.		ŀ	FOR STAFF ONLY: IAWP#
	PPLICATION	N FUR	DATE ASSIGNED
	CIC AREA WC		MIT
MARYLAND	301.563.3400		
APPLICANT:			
Name:		E-mail:	
Address:		City:	Zip:
Daytime Phone:		Tax Account No.	:
AGENT/CONTACT (if applicable	2):		
Name:		E-mail:	
Address:		City:	Zip:
Daytime Phone:		Contractor Regi	stration No.:
LOCATION OF BUILDING/PREM	IISE: MIHP # of Historic	Property	
Is the Property Located within an			
Is there an Historic Preservation/		,	Name n the Property? If YES_include a
map of the easement, and docur			
Are other Planning and/or Hearin (Conditional Use, Variance, Reconsupplemental information.	• • • •	•	
Building Number:	Street:		
Town/City:	Nearest Cross	Street:	
Lot: Block:	Subdivision:	Parcel: _	
TYPE OF WORK PROPOSED: Se	e the checklist on Pa	ge 4 to verifv t	hat all supporting items
for proposed work are submit			
be accepted for review. Check			ned/Garage/Accessory Structure
New Construction	Deck/Porch		plar
Addition	Fence		ee removal/planting
Demolition	Hardscape/Landsc	•	/indow/Door
Grading/Excavation	Roof		ther:
			on, that the application is correct
and accurate and that the const		•	
agencies and hereby acknowled	ige and accept this to be na		
	~~		

8

HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFING [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:	

FOR INDEX OF SHEETS AND LEGEND SEE SHEET 2

DEVELOPER'S/BUILDER'S CERTIFICATION

I HEREBY CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE OF A DEPARTMENT OF NATURAL RESOURCES APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT.

DATE

TIMOTHY H. CUPPLES. P.E., CHIEF DIVISION OF TRANSPORTATION ENGINEERING

DESIGN CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE "2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL", MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES EXECUTIVE REGULATIONS 5-90, 7-02AM AND 36-90, AND MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION "STORM DRAIN DESIGN CRITERIA" DATED JUNE, 2014.

DATE

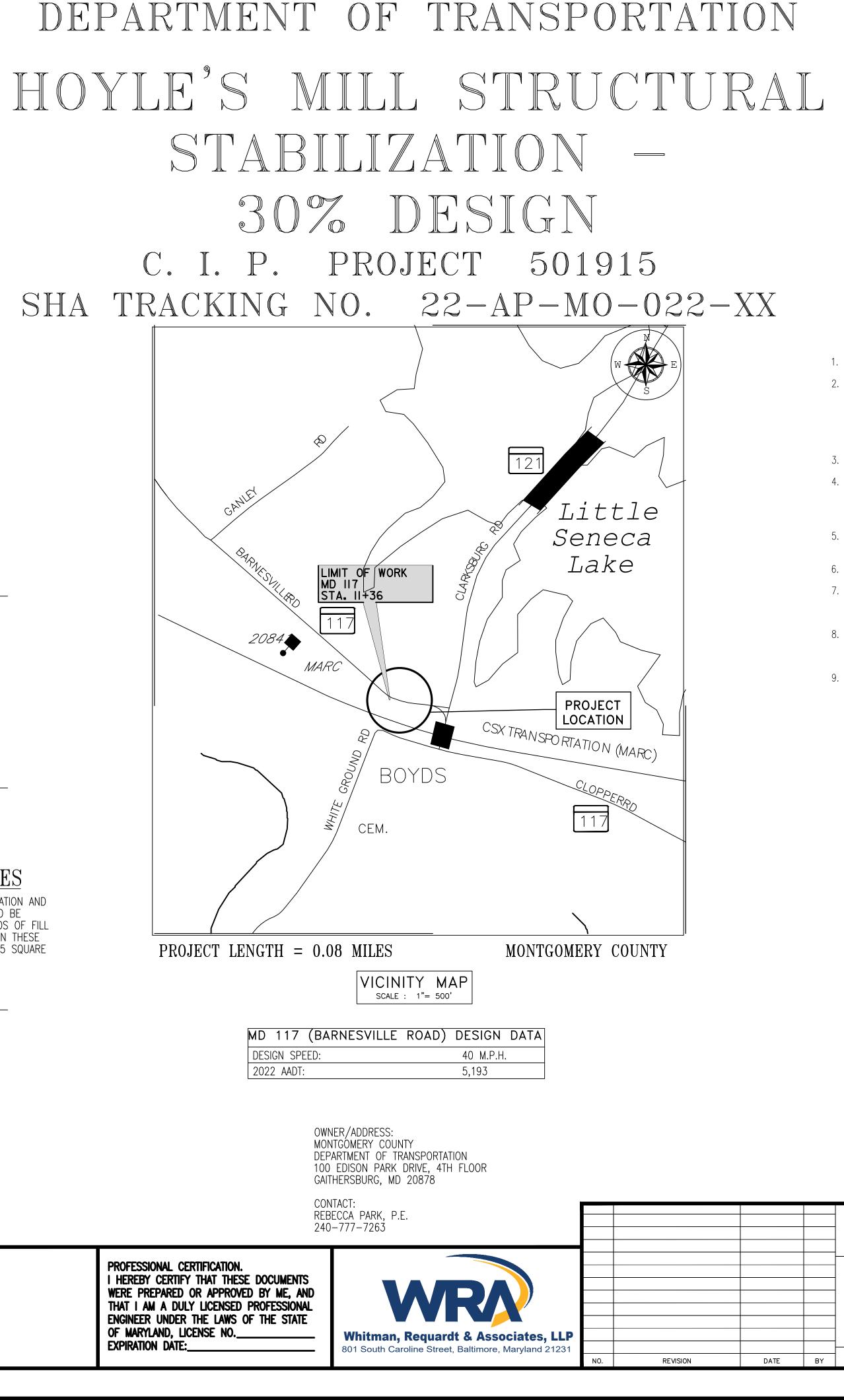
JASON D. COSLER, P.E. MD REGISTRATION NO. 28467

CERTIFICATION OF QUANTITIES

I FURTHER CERTIFY THAT THE TOTAL AMOUNTS OF EXCAVATION AND FILL AS SHOWN ON THESE PLANS HAVE BEEN COMPUTED TO BE 4,500 CUBIC YARDS OF EXCAVATION AND 1,700 CUBIC YARDS OF FILL AND THAT THE TOTAL AREA TO BE DISTURBED AS SHOWN ON THESE PLANS HAS BEEN DETERMINED TO BE A MAXIMUM OF 55,965 SQUARE FEET OR 1.28 ACRES.

PAMELA H. DESTINO, P.E. MD REGISTRATION NO. 42708

DATE



MONTGOMERY COUNTY

<u>IT IS THE RESPONSIBILITY OF PERMITTEE/OWNER OF THIS SITE TO OBTAIN</u> <u>ALL REQUIRED PERMITS PRIOR TO ISSUANCE OF APPROVED</u> <u>SEDIMENT CONTROL PERMIT:</u>							
TYPE OF PERMIT	REQD	NOT REQD	PERMIT NO.	EXPIRATION DATE	WORK RESTRICTION DATES		
M.C.D.E.P. Floodplain District		X					
WATERWAY/WETLANDS							
a. Corps of Engineers		X					
b. M.D.E.		x					
c. M.D.E. Water Quality Certification		x					
M.D.E. Dam Safety		x					
DPS Roadside Tree Protection Plan	x		TBD	TBD			
N.P.D.E.S. NOTICE OF INTENT	x		TBD	TBD			
M.C.D.P.S. STORMWATER MANAGEMENT	x		285472	N/A			
M.C.D.P.S. SEDIMENT CONTROL	x		288386	TBD			
FEMA LOMR (REQUIRED POST CONSTRUCTION)		x					
D.P.S. BUILDING PERMIT	x		TBD	TBD			
M.C.P.D.S SEPTIC SYSTEM PERMIT	x		TBD	TBD			
OTHERS: (PLEASE LIST)							
SHA ACCESS PERMIT	x		22-AP-MO-022-XX				

GENERAL NOTES

1. TRANSIT IMPROVEMENTS PROJECT, SITE CLEANUP AND GROUNDWATER REMEDIATION SHALL BE DONE UNDER A SEPARATE CONTRACT.

2. THE SPECIFICATIONS FOR THIS CONTRACT WILL BE THOSE OF THE LATEST EDITION OF THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION, THE MARYLAND DEPARTMEMNT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION BOOK OF STANDARDS FOR HIGHWAY AND INCIDENTAL STRUCTURES, THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION 2023 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, THE MARYLAND WASHINGTON SUBURBAN SANITARY COMMISSION (W.S.S.C.) STANDARDS, MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS. AND SOIL CONSERVATION SERVICE POND CONSTRUCTION SPECIFICATIONS FOR MARYLAND.

3. HORIZONTAL DATUM: NAD 83(1991) VERTICAL DATUM: NAVD 88..

4. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE LINES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS, WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SHOWN OR SIX (6) INCHES, WHICHEVER IS LESS, CONTACT MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION'S PROJECT INSPECTOR AND THE APPROPRIATE UTILITY OWNER BEFORE PROCEEDING WITH CONSTRUCTION.

5. REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION MUST BE MADE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE COUNTY BEFORE PROCEEDING WITH CONSTRUCTION.

6. DISTURBED AREAS ADJACENT TO ESTABLISHED LAWNS SHALL BE SODDED. OTHER DISTURBED AREAS SHALL BE SEEDED AND MULCHED.

7. THE CONTRACTOR SHALL OBTAIN A ROADSIDE TREE PERMIT FOR ANY MAINTENANCE, TREATMENT, PLANTING, REMOVAL, OR ROOT CUTTING ON TREES WITHIN THE PUBLIC RIGHT OF WAY. PERMIT REQUIREMENTS MAY BE OBTAINED FROM THE DEPARTMENT OF NATURAL RESOURCES, MARYLAND FOREST, PARK AND WILDLIFE SERVICE, TELEPHONE 301-854-6060.

8. CONTACT THE WASHINGTON SUBURBAN SANITARY COMMISSION SYSTEM MAINTENANCE ENGINEER BEFORE EXCAVATING BENEATH OR IN THE VICINITY OF EXISTING WATER OR SEWER LINES. BACKFILL TO BE DONE UNDER SUPERVISION OF WSSC MAINTENANCE ENGINEER, CALL 301-206-9772.

9. CALL "MISS UTILITY" AT 1-800-257-7777 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

						-
MCDPS-SC/SWM	SHEET	NO.	1	OF	8	

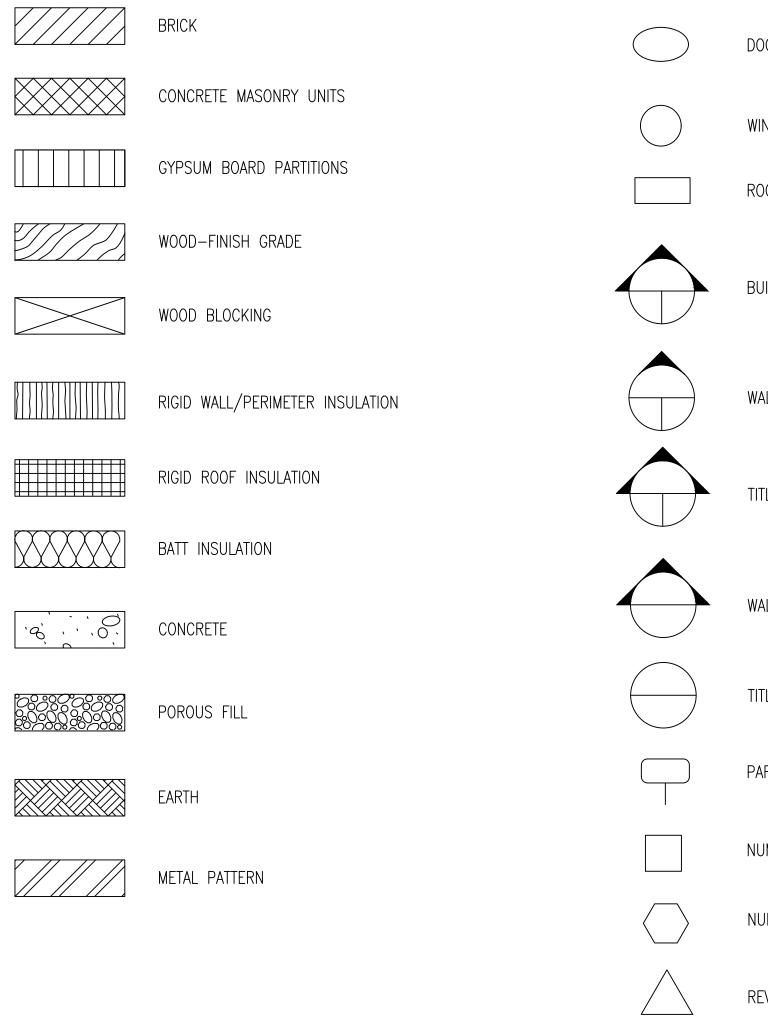
288386

285472

ESD TO THE MEP = 3,397 CF, QN & QL WAIVER N/A 1-PERMEABLE PAVEMENT 1-PROPREITARY DEVICE

MONTGOMERY COUN DEPARTMENT OF TRANSP GAITHERSBURG, MARY	ORTATION	TI-01 TITLE SHEET HOYLE'S MILL		
RECOMMENDED FOR APPROVAL		STRUCTURAL S	STABILIZATION	
Chief, Transportation Planning and Design Section APPROVED	Date	BOYDS, M	ARYLAND	
Chief, Division of Transportation Engineering	Date	SCALE : NTS	29 MARCH 2024	
Designed by: <u>LJH</u> Drawn by: <u>FIE</u>	Checked by: <u>FAH</u>	Project No. : <u>32207.003</u>	SHEET <u>1</u> of 8	
			12	

LEGEND



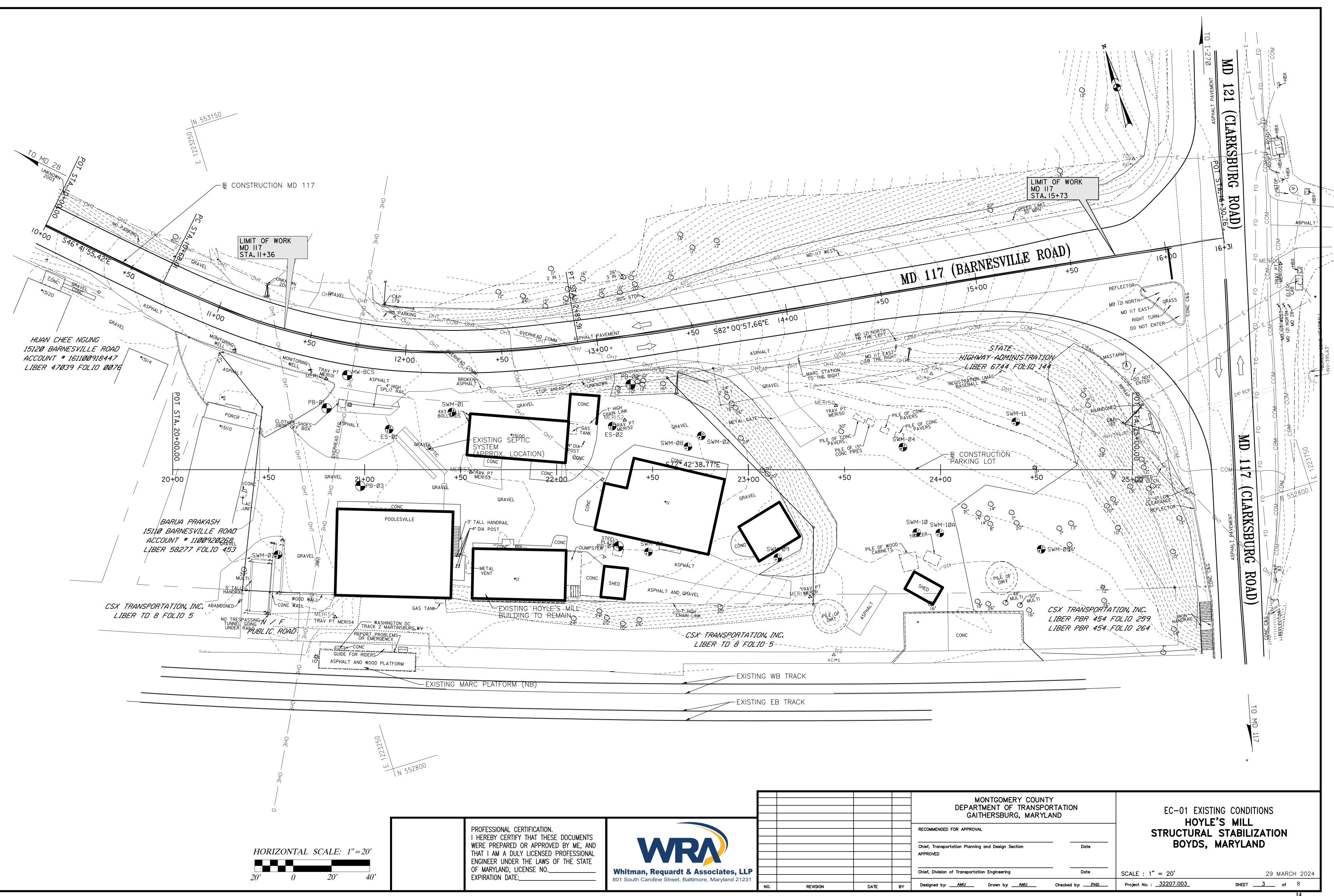
	<u>LEGEND</u>				ABBREVIATIONS				
	BRICK	DOOR I	NUMBER SYMBOL	ABV AD ADA	ABOVE ACCESS DOOR (OR PANEL) AMERICAN WITH DISABILITIES ACT	F FC FD FE	FILLER FAN COIL UNIT FLOOR DRAIN OR FIRE DAMPER FIRE EXTINGUISHER ON BRACKET	N NA NIC NO	NORTH NOT APPLICABLE NOT IN CONTRACT NUMBER
	CONCRETE MASONRY UNITS		V NUMBER SYMBOL	ADD ADJ AES	ADDENDUM ADJACENT ABOVE EXISTING SLAB	FEC FH FIRE T	FIRE EXTINGUISHER CABINET FLAT HEAD FIRE TREATED	NOM NTS	NOMINAL NOT TO SCALE
	GYPSUM BOARD PARTITIONS		NUMBER SYMBOL	AF AFF AHU	ACCESS FLOOR ABOVE FINISHED FLOOR AIR HANDLING UNIT	FIN FIX FL FLR	FINISH OR FINISHED FIXTURE FLASHING FLOOR	OA OC OHD OHG	OVERALL ON CENTER OVERHEAD COILING DOOR OVERHEAD COILING GRILLE
	WOOD-FINISH GRADE			ALT ALUM APPROX ARCH	ALTERNATE ALUMINUM APPROXIMATE ARCHITECTURAL	FR FRC FT	FIRE RATED FIBER-REINFORCED COATING FOOT OR FEET	OPNG OPP OZ	OPENING OPPOSITE OUNCE
	WOOD BLOCKING	BUILDIN	NG SECTION SYMBOL	ATC AWP	ACOUSTICAL TILE CEILING (CONCEALED SUSPENSION) ACOUSTICAL WALL PANEL	FTG	FOOTING	PAV PC PF	PAVER TILE PIECE PLASTIC FABRICATION
	RIGID WALL/PERIMETER INSULATION	WALL S	SECTION/ELEVATION SYMBOL	BD BEN BETW BLDG BLKG	BOARD BENCH BETWEEN BUILDING BLOCKING	GA GALV GEN GRD GRT GVP	GAUGE GALVANIZED GENERAL GROUND GROUT GYPSUM VENEER PLASTER	PL PLAM PLAS PREFAB PRES T	PLATE PLASTIC LAMINATE PLASTER PREFABRICATED PRESSURE TREATED
	RIGID ROOF INSULATION		AND DETAIL REFERENCE SYMBOL	BM BOT BR	BEAM BOTTOM BRICK	GYPB GYPBS	GYPSUM BOARD (WALL OR CEILING) GYPSUM BOARD SHAFT—WALL ASSEMBLY	PT PTN PVC	PAINT PARTITION POLYVINYL CHLORIDE
	BATT INSULATION			C/C CAB CEM	CENTER TO CENTER CABINET CEMENT	H HB HDW HM	HEAD HORIZONTAL BLIND HARDWARE HOLLOW METAL	QTY	QUANTITY
`e,````O``	CONCRETE	WALL/E	BUILDING SECTION SYMBOL	CER CI CG CJ	CERAMIC CAST IRON CORNER GUARD CONTROL JOINT	HOR HP HR HT	HOLLOW METAL HORIZONTAL HIGH POINT HOUR HEIGHT	R RCP RD REQ'D	RISER OR RADIUS REINFORCED CONCRETE PIPE ROOF DRAIN OR ROUND REQUIRED
	POROUS FILL	TITLE A	AND DETAIL REFERENCE SYMBOL	CL CLOS CLG CLR	CENTERLINE CLOSET CEILING CLEAR	HTR HVAC HW	HEATER HEATING, VENTILATING AND AIR CONDITIONING HOT WATER	REBAR REINF RESF REQ	REINFORCING BAR REINFORCED OR REINFORCING RESINOUS FLOORING REQUIRED
	EARTH	() PARTITIO	ON TYPES	CMU CO COL COMP	CONCRETE MASONRY UNIT CLEAR OPENING COLUMN COMPACTED	IN INSUL INT	INCH INSULATION INTERIOR	RET REV RH RM	RETURN REVISION ROBE HOOK ROOM
	METAL PATTERN		R-CONSTRUCTION NOTE	CONC CONSTR CONT CONV	CONCRETE CONSTRUCTION CONTINUOUS CONVECTOR	JT	JOINT	RO RWR RV RX	ROUGH OPENING RECESSED WASTE RECEPTACLE ROOF VENT REMOVE EXISTING
			R-DEMOLITION NOTE	CR CX	COLD ROLLED CONNECT TO EXISTING		LINTEL LONG LINOLEUM FLOOR COVERING	S SCH SD	SILL, SOUTH OR SINGLE SCHEDULE OR SCHEDULED SOAP DISPENSER OR STORM DRAIN
		REVISIC)N	D DEG DEMO DET	DOUBLE DEGREE DEMOLITION DETAIL	LLV LOC LP LT	LONG LEG VERTICAL LOCATION LOW POINT LIGHT	SECT SF SFT	SECTION SQUARE FOOT STRUCTURAL FACING TILE
		NORTH	ARROW (CONSTRUCTION NORTH)	DIA DIR DN	DIAMETER DIRECTORY DOWN	LTG LV	LIGHTING LOUVER	SHT SIM SJ SND	SHEET SIMILAR STEEL JOIST SANITARY NAPKIN DISPOSAL
	DRAWING INDEX			DO DR DS DWG	DOOR OPENING DOOR DOWNSPOUT DRAWING	MACH MAS MATL MAX MET	MACHINE MASONRY MATERIAL MAXIMUM METAL	SOD SPEC SP SSM	SECTIONAL OVERHEAD DOOR (STEEL; ALUMINUM: PLASTIC PANEL) SPECIFICATION STAND PIPE SOLID SURFACING MATERIAL
SHEET NAME	SHEET NUMBER	DRAWING TITLE		E EA EFS EIFS	EAST EACH EXTERIOR FINISH SYSTEM EXTERIOR INSULATION AND FINISH SYSTEM	MDF MFB MECH	MEDIUM DENSITY FIBERBOARD MINERAL FIBER BLANKET MECHANICAL	STAT STL STRUCT SYS	STATIONARY STEEL STRUCTURAL OR STRUCTURE SYSTEM
T1-01	1	TITLE SHEET		EJ EL	EXPANSION JOINT ELEVATION	MET MFR	METAL MANUFACTURER	т	TILE
G1-01	2	INDEX, LEGEND AND ABBF	REVIATIONS	ELEC	ELECTRIC OR ELECTRICAL	MH MIN MISC	MANHOLE MINIMUM MISCELLANEOUS	T&B T&G	TOP & BOTTOM TONGUE & GROOVE
EC-01	3	EXISTING CONDITIONS		EPS EPX EO	EXPANDED POLYSTYRENE EPOXY EQUAL	MISC MK	MISCELLANEOUS MARK MASONRY, ORENING		TOROOL & UNUCYL
EC-02	4	DEMO PLAN		EQ EQUIP	EQUAL EQUIPMENT	MO MP	MASONRY OPENING METAL PANEL		
A1-01	5	BASEMENT PLAN AND WIN	IDOW DETAILS	EST EUH EW	ESTIMATE ELECTRIC UNIT HEATER	MTD MTL	MOUNTED METAL		
S0-01	6	STRUCTURAL GENERAL NC ABBREVIATIONS	DTES AND	EW EWC EWCA EXIST	EACH WAY ELECTRIC WATER COOLER ELECTRIC WATER COOLER – ACCESSIBLE EXISTING				
S1-01	7	BASEMENT PLAN AND FIR: PLAN	ST FLOOR	EXP EXT	EXPANSION OR EXPOSED EXTERIOR				
S3-01	8	BUILDING SECTIONS							

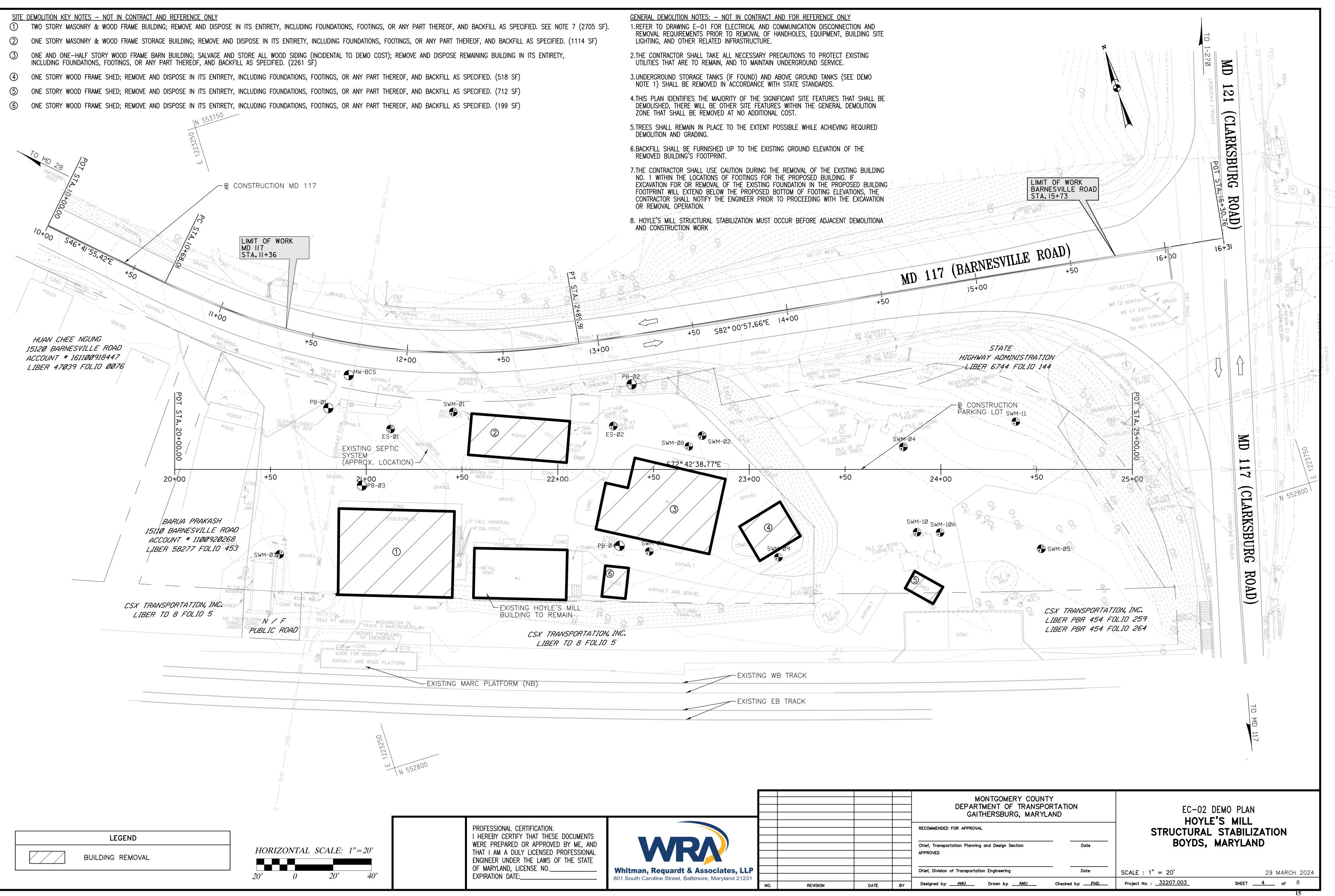
ABBREVIATIONS

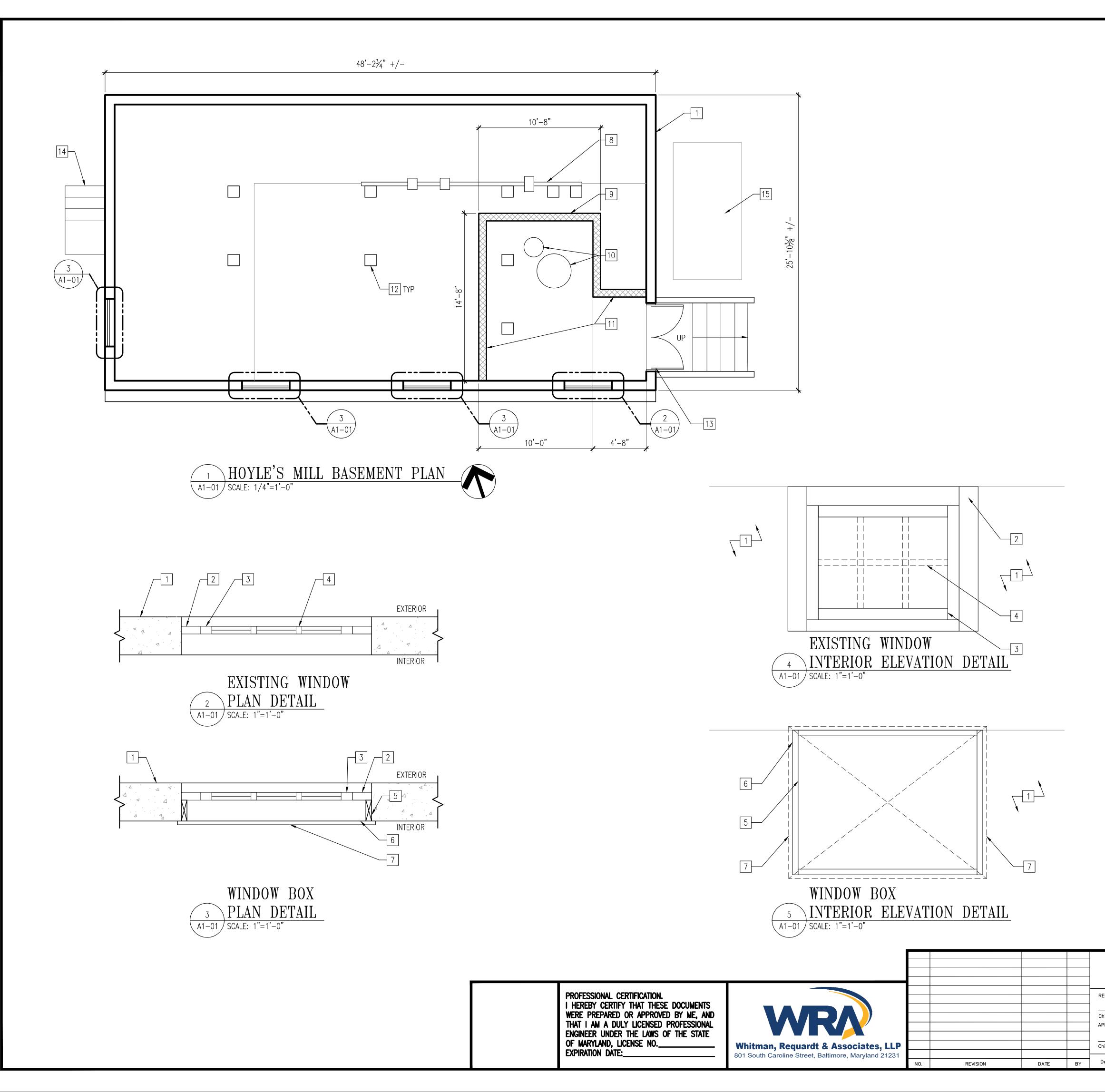
PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO._____ EXPIRATION DATE:



				MONTGOMERY COUNT DEPARTMENT OF TRANSPO GAITHERSBURG, MARYL	ORTATION	G1-01 INDEX, LEGEND AND ABBREVIATIONS		
				RECOMMENDED FOR APPROVAL		STRUCTURA	L STABILIZATION	
				Chief, Transportation Planning and Design Section APPROVED	Date	BOYDS	, MARYLAND	
					Date	SCALE : NTS	29 MARCH 2024	
NO.	REVISION	DATE	BY	Designed by: <u>LJH</u> Drawn by: <u>FIE</u>	Checked by:	Project No. : <u>32207.003</u>	SHEET <u>2</u> of 8	







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.

0	2'	4'			8'
SCA	LE:	1/4"	=	1'-0"	
Q	6"	' 1'			2'
SCA		1 "		1'-0"	

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTA GAITHERSBURG, MARYLAND	ΠΟΝ	A1-01 BASEMENT PLAN HOYLE'S	
COMMENDED FOR APPROVAL		STRUCTURAL S	TABILIZATION
ief, Transportation Planning and Design Section PROVED	Date	BOYDS, M	ARYLAND
ef, Division of Transportation Engineering	Date	SCALE : AS NOTED	29 MARCH 2024
esigned by: <u>LJH</u> Drawn by: <u>FIE</u> Chec	ked by: <u>FAH</u>	Project No. : <u>32207.003</u>	SHEET <u>5</u> of 8

GENERAL STRUCTURAL NOTES

- 1. FIELD VERIFY DIMENSIONS, LOCATIONS AND ELEVATIONS SHOWN ON DRAWINGS FOR EXISTING STRUCTURES. BRING DISCREPANCIES TO THE ATTENTION OF THE ENGINEER, BEFORE PROCEEDING WITH THE WORK.
- 2. DO NOT DAMAGE EXISTING CONSTRUCTION TO REMAIN.
- 3. COORDINATE ACTIVITIES WITH THE OWNER.
- 4. THE DRAWINGS SHOW THE FINAL CONDITION OF THE STRUCTURES. PROVIDE MEANS TO STABILIZE THE STRUCTURES DURING TEMPORARY CONDITIONS.
- 5. SCALES NOTED ON THE DRAWINGS ARE FOR GENERAL INFORMATION ONLY. DO NOT OBTAIN DIMENSIONAL INFORMATION FROM DIRECT SCALING OF THE DRAWINGS.

<u>CONCRETE</u>

- PROVIDE NORMAL-WEIGHT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS AS FOLLOWS, UNLESS NOTED OTHERWISE: A. FOOTINGS: 4500 PSI
- B. CONTROLLED LOW STRENGTH MATERIAL (CLSM): 300 PSI
- 2. EXTERIOR CONCRETE MUST BE AIR ENTRAINED.
- 3. DETAIL AND CONSTRUCT REINFORCED CONCRETE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE ACI 301, "SPECIFICATION FOR STRUCTURAL CONCRETE", AND AS SPECIFIED HEREIN.
- 4. DETAIL REINFORCING STEEL IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE ACI 315, "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES" AND ACI SP-66, "ACI DETAILING MANUAL."
- 5. PROVIDE REINFORCING STEEL CONFORMING TO ASTM A615, GRADE 60, DEFORMED BARS.
- 6. UNLESS NOTED OTHERWISE ON THE DRAWINGS, PROVIDE CONCRETE COVER FOR REINFORCING STEEL AS FOLLOWS:
 A. CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH, FILL: 3"
 B. CONCRETE EXPOSED TO WEATHER OR IN CONTACT WITH: EARTH OR FILL: 2"
- 7. SUBMIT REINFORCING STEEL DETAILS AND JOINT LAYOUT (SHOP DRAWINGS) AND RECEIVE APPROVAL FROM THE ENGINEER BEFORE PROCEEDING WITH FABRICATION.
- 8. CHAMFER ALL EXPOSED CONCRETE EDGES 3/4" UNLESS NOTED OTHERWISE.
- PLACE CONTROLLED LOW STRENGTH MATERIAL IN MAXIMUM LIFT HEIGHTS OF 3'-0" AND ALLOW TO SET BEFORE POURING NEXT LIFT.
- 10. COLD WEATHER PLACEMENT OF CONCRETE MUST BE IN ACCORDANCE WITH ACI 306R, ACI 306.1, AND THE SPECIFICATIONS.
- 11. HOT WEATHER PLACEMENT OF CONCRETE MUST BE IN ACCORDANCE WITH ACI 305R, ACI 305.1, AND THE SPECIFICATIONS.

CONCRETE MASONRY

- 1. CONSTRUCT MASONRY IN ACCORDANCE WITH THE MASONRY SOCIETY TMS 402, 2016 "BUILDING CODE REQUIREMENTS FOR MASONRY STRUCTURES" AND TMS 602 2016 "SPECIFICATION FOR MASONRY STRUCTURES".
- 2. PROVIDE HOLLOW NORMALWEIGHT LOAD-BEARING CONCRETE MASONRY UNITS MEETING THE REQUIREMENTS OF ASTM C90.
- 3. PROVIDE MORTAR CONFORMING TO THE REQUIREMENTS OF ASTM C-270, TYPE M OR S . CEMENT USED FOR MORTAR MUST BE PORTLAND CEMENT.
- 4. PROVIDE GROUT CONFORMING TO THE REQUIREMENTS OF ASTM C476 COARSE GROUT, WITH A MINIMUM COMPRESSIVE STRENGTH EQUAL TO OR GREATER THAN THE SPECIFIED COMPRESSIVE STRENGTH OF MASONRY (F'M) BUT NOT LESS THAN 2,000 PSI AT 28 DAYS.
- 5. PROVIDE CONCRETE MASONRY WITH A MINIMUM COMPRESSIVE STRENGTH (F'M) OF 2,000 PSI. PROVIDE CONCRETE MASONRY UNITS WITH A SPECIFIED MINIMUM NET AREA COMPRESSIVE STRENGTH OF 2,000 PSI.
- 6. PROVIDE REINFORCING STEEL CONFORMING TO ASTM A615, GRADE 60, DEFORMED BARS.
- 7. UNLESS NOTED OTHERWISE ON THE DRAWINGS, PROVIDE MASONRY COVER FOR REINFORCING STEEL AS FOLLOWS:
- A. MASONRY FACE EXPOSED TO EARTH, FILL, OR WEATHER:
- 1. BARS LARGER THAN #5: 2"2. #5 BARS AND SMALLER: 1-1/2"
- B. MASONRY FACE NOT EXPOSED TO EARTH, FILL, OR WEATHER: 1-1/2"
- 8. FULLY GROUT CELLS CONTAINING REINFORCING STEEL, CELLS IN CONTACT WITH EARTH OR FILL, AND THE BOTTOM COURSE OF WALLS.
- 9. LAY MASONRY IN RUNNING BOND AND INTERLOCK MASONRY AT WALL INTERSECTIONS, UNLESS OTHERWISE NOTED.
- 10. REINFORCE MORTAR JOINTS OF MASONRY WALLS WITH HORIZONTAL JOINT REINFORCING AT 16" ON CENTER MAXIMUM. PROVIDE 9 GAUGE LADDER-TYPE HORIZONTAL JOINT REINFORCING CONFORMING TO ASTM A1064.
- 11. PROVIDE CONTINUOUS BOND BEAMS AT LOCATIONS SPECIFIED ON THE DRAWINGS.

DELEGATED DESIGN

- . DESIGN AND DETAILING RESPONSIBILITY AND COMPONENTS IS DELEGATED TO A SELECTED AND HIRED BY THE CONTRAC INCLUDE, BUT ARE NOT LIMITED TO:
- A. GUARDRAILS AND HANDRAILS
- B. TEMPORARY SUPPORT OF EXCAVATI C. CONCRETE FORMWORK AND SHORIN
- 2. DELEGATED DESIGN ITEMS MUST COMPL' STANDARDS, CRITERIA, AND LOADS INDIC
- 3. PROVIDE CALCULATIONS AND SHOP DRAW STAMPED AND SIGNED BY A REGISTERED OTHERWISE NOTED. SUBMIT CALCULATION APPROVAL.

SCOPE OF WORK

THE HOYLES MILL BUILDING WILL BE STABILIZ CONTROLLED LOW STRENGTH MATERIAL (CLSM FOLLOWS:

- 1. FIELD VERIFY ALL DIMENSIONS SHOWN.
- ADD TEMPORARY SHORING TO SUPPOR PRIOR TO PERFORMING THE WORK WIT DESIGNED BY THE CONTRACTOR.
- REMOVE EXISTING WOOD WALLS AROUN PROTECT EQUIPMENT. PERFORM WORK ARCHITECTURAL DRAWINGS.
- 4. CUT OPENINGS IN EXISTING FIRST FLO BOARDS AND AVOID CUTTING ANY FLOO REINSTALLATION. INSTALL (2) 2X8 BLO JOISTS.
- 5. EXCAVATE AND POUR CONTINUOUS WA
- . PROVIDE 8" CMU BLOCK TO FORM COI WELL EQUIPMENT.
- 7. ATTACH TOP OF CMU WALL TO EXISTIN
- B. PLACE CONTROLLED LOW STRENGTH M CUT IN PREVIOUS STEP. CLSM SHOUL OF 3'-0" AND SHOULD SET BEFORE THE CLSM SHOULD BE POURED TO T
- 9. PATCH OPENINGS BY REINSTALLING SAL DOWN INTO NEW BLOCKING.
- 10. DEMOLISH AND REPLACE EXISTING CON NEW STAIR.

	DESIGN LOADS AND CRITERIA	<u>CODES AN</u>	<u>d standa</u>
Y FOR THE FOLLOWING ENGINEERED SYSTEMS A QUALIFIED PROFESSIONAL ENGINEER,	ALL LOADS INDICATED BELOW ARE UNFACTORED	1. MARY	land buil
ACTOR. THESE SYSTEMS AND COMPONENTS	1. RISK CATEGORY: II		NATIONAL OCAL JURI
ATION AND STRUCTURES RING	 DEAD LOADS: A. STRUCTURES: ACTUAL WEIGHT B. SUPERIMPOSED DEAD LOAD: i. SUPERIMPOSED DEAD LOAD INCLUDES COMBINED WEIGHT OF ALL 	3. AMER	
PLY WITH THE APPLICABLE DESIGN CODES, DICATED IN THE CONSTRUCTION DOCUMENTS.	PERMANENT NON-STRUCTURAL COMPONENTS SUPPORTED BY THE FRAMING, INCLUDING MEP COMPONENTS, ROOFING, FLOOR AND CEILING FINISHES, AND SPRINKLERS.	4. AMER AND	ICAN SOC ASSOCIATE
RAWINGS FOR DELEGATED DESIGN ITEMS, RED PROFESSIONAL ENGINEER, UNLESS	3. ROOF LIVE LOAD: N/A		MASONRY IFICATION
ONS AND SHOP DRAWINGS FOR REVIEW AND	4. ROOF SNOW LOAD: N/A	SI EC	
	5. WIND LOAD (ON NEW WALLS): 5 PSF INTERIOR PARTITION LOAD	STRU	CTU
LIZED BY FILLING THE BASEMENT WITH SM). THE ORDER OF CONSTRUCTION IS AS VN. ORT AND STABILIZE THE STRUCTURE ABOVE WITHIN THE BASEMENT. SHORING TO BE UND EXISTING WELL EQUIPMENT AND RK ON WINDOWS AS DETAILED ON LOOR BY CAREFULLY CUTTING FLOOR OOR JOISTS. SALVAGE CUT BOARDS FOR LOCKING MEMBERS BETWEEN EXISTING WALL FOOTINGS. CORRIDOR FROM EXISTING ENTRANCE TO TING WOOD FRAMING AS DETAILED. MATERIAL INTO BASEMENT USING OPENINGS JLD BE POURED IN MAXIMUM LIFT HEIGHTS E PROCEEDING WITH THE FOLLOWING LIFT. THE UNDERSIDE OF THE FLOOR JOISTS. SALVAGED FLOOR BOARDS AND NAILING CONCRETE STAIR TO THE BASEMENT WITH	 SEISMIC LOAD: A SEISMIC IMPORTANCE FACTOR (IE): 1.0 MAXIMUM EARTHQUAKE SPECTRAL RESPONSE ACCELERATION AT SHORT PERIODS: SS=0.135G MAXIMUM EARTHQUAKE SPECTRAL RESPONSE ACCELERATION AT ONE-SECOND: S1=0.043G SITE CLASSIFICATION: D E. SITE SEISMIC COEFFICIENT: FA=1.6; FV=2.4 F. SPECTRAL RESPONSE COEFFICIENTS: SDS = 0.144; SD1 = 0.069 G. SEISMIC DESIGN CATEGORY: B ANALYSIS PROCEDURE: EQUIVALENT LATERAL FORCE BASIC SEISMIC FORCE RESISTING SYSTEM: ORDINARY REINFORCED MASONRY SHEAR WALLS J. RESPONSE MODIFICATION FACTOR: R=2 DESIGN CRITERIA FOR DEFLECTION AND DRIFT: N/A 	ACI ANSI ASTM ASCE ARCH BOT CLR COL CLSM CMU CONC CRSI DEMO DET DWG EQ EL ENGR EXIST FDN FT IBC MIN PSI STRUCT TMS TYP	AMERIC AMERIC AMERIC AMERIC AMERIC ARCHITI BOTTOM CLEAR COLUMI CONTRO CONCRI CO
UNCRETE STAIR TO THE BASEMENT WITH			
		VIF	VERIFY

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:______



			MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION GAITHERSBURG, MARYLAND		SO-01 STRUCTURAL GENERA HOYLE'S	
			RECOMMENDED FOR APPROVAL		STRUCTURAL ST	
			Chief, Transportation Planning and Design Section APPROVED	Date	BOYDS, MARYLAND	
			Chief, Division of Transportation Engineering	Date	SCALE : NO SCALE	29 MARCH 2024
NO.	REVISION DATE	BY	Designed by: <u>SA</u> Drawn by: <u>SA</u>	Checked by: <u>BMB</u>	Project No. : <u>32207.003</u>	SHEET <u>6</u> of 8

<u>IDARDS</u>

UILDING PERFORMANCE STANDARDS (MBPS).

IAL BUILDING CODE IBC (2021), INCLUDING THE MODIFICATIONS MADE URISDICTION

ONCRETE INSTITUTE ACI 318 (2019), "BUILDING CODE REQUIREMENTS URAL CONCRETE"

OCIETY OF CIVIL ENGINEERS ASCE 7 (2016), "MINIMUM DESIGN LOADS ATED CRITERIA FOR BUILDINGS AND OTHER STRUCTURES"

RY SOCIETY TMS 402/602-16, "BUILDING CODE REQUIREMENTS AND ON FOR MASONRY STRUCTURES"

JRAL ABBREVIATIONS

RICAN CONCRETE INSTITUTE RICAN NATIONAL STANDARDS INSTITUTE RICAN SOCIETY FOR TESTING MATERIALS RICAN SOCIETY OF CIVIL ENGINEERS HITECT

ОМ

NR JMN TROLLED LOW STRENGTH MATERIAL CRETE MASONRY UNIT CRETE CRETE REINFORCING STEEL INSTITUTE

LITION/DEMOLISH

VING

al Ation Neer Ting

NDATION T/FEET

. __.

RNATIONAL BUILDING CODE

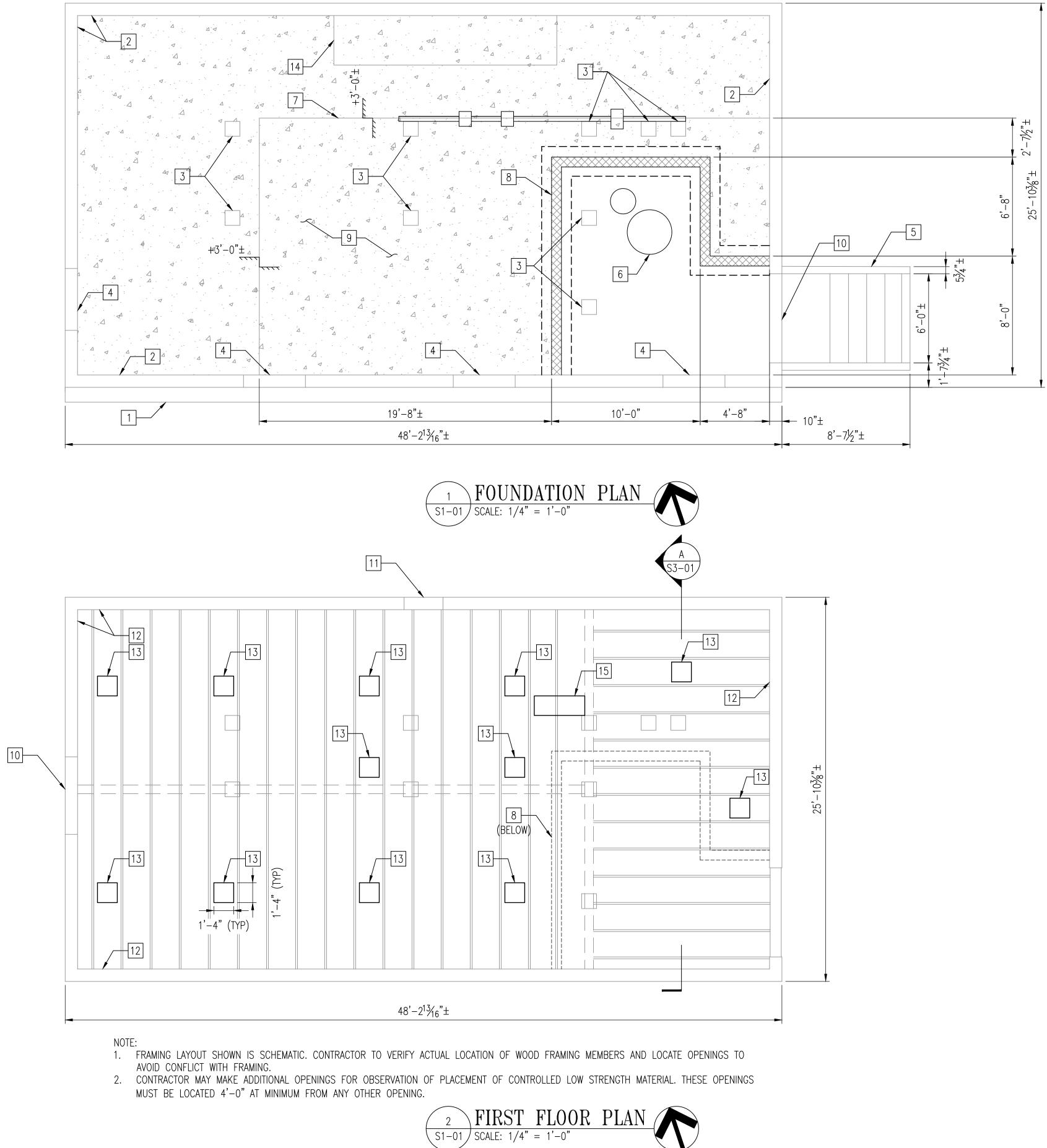
IUM

NDS PER SQUARE INCH

JCTURAL

MASONRY SOCIETY

RIFY IN FIELD



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:

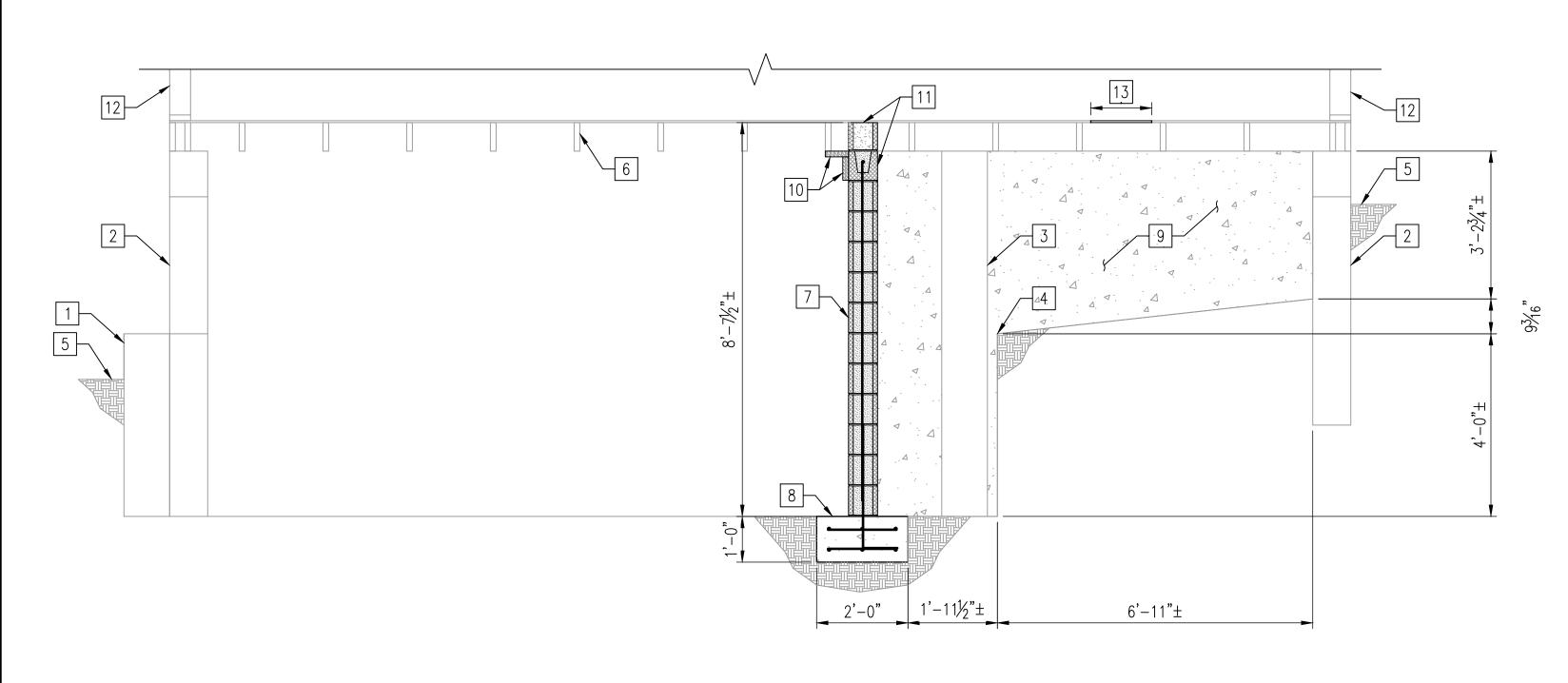


				_
NO.	REVISION	DATE	BY	

GENERAL SHEET NOTES

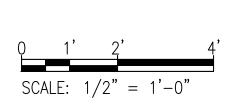
- 1. REFER TO SHEET S-001 FOR STRUCTURAL GENERAL NOTES, BUILDING CODES AND STANDARDS, AND DESIGN LOADS.
- 2. FIELD VERIFY DIMENSIONS, LOCATIONS AND ELEVATIONS SHOWN ON DRAWINGS FOR EXISTING STRUCTURES. BRING DISCREPANCIES TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH WORK.
- 3. COORDINATE WORK WITH ARCHITECTURAL DRAWINGS.
- 4. 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 <u>SHEET KEYNOTES</u>
- 1. EXISTING SITE RETAINING WALL ADJACENT TO EXTERIOR WALL TO REMAIN.
- 2. 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.
- 3. EXISTING WOOD BUILDING COLUMN TO REMAIN.
- 4. EXISTING WINDOW OPENING. SEE ARCH DRAWINGS FOR MODIFICATIONS.
- 5. DEMOLISH EXISTING STAIR TO BASEMENT AND REPLACE WITH SIMILAR NEW CONCRETE STAIR DESIGNED TO MEET CURRENT CODE WITH STEEL HANDRAILS ON EACH SIDE.
- 6. EXISTING WELL EQUIPMENT TO REMAIN.
- 7. ELEVATION CHANGE IN EXISTING UNFINISHED BASEMENT FLOOR.
- 8. 8" CMU WALLS ON 2'-0" WIDE BY 1'-0" THICK CONTINUOUS FOOTINGS.
- 9. FILL BASEMENT FLOOR WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) IN MAXIMUM LIFT HEIGHTS OF 3'-0".
- 10. EXISTING DOUBLE DOOR. SEE ARCHITECTURAL DRAWINGS.
- 11. EXISTING DOOR.
- 12. EXISTING EXTERIOR WOOD-FRAMED WALLS.
- 13. CUT NEW OPENINGS IN EXISTING FLOOR FOR PLACEMENT OF CLSM IN BASEMENT CRAWLSPACE. SALVAGE WOOD FOR REINSTALLATION AT COMPLETION OF CLSM PLACEMENT.
- 14. EXISTING LARGE CONCRETE MASS TO REMAIN AND BE ENCAPSULATED BY CLSM.
- 15. PATCH HOLE IN FLOOR LOCATED IN FRONT OF EXISTING STAIR WITH PLYWOOD.

MONTGOMERY COUNT DEPARTMENT OF TRANSPO GAITHERSBURG, MARYL/	RTATION	S1-01 BASEMENT PLAN AND FIRST FLOOR PLA		
RECOMMENDED FOR APPROVAL		STRUCTURAL ST	ABILIZATION	
Chief, Transportation Planning and Design Section APPROVED	Date	BOYDS, MAI	RILAND	
Chief, Division of Transportation Engineering	Date	SCALE : 1/4" = 1'-0"	29 MARCH 2024	
Designed by: <u>SA</u> Drawn by: <u>SA</u>	Checked by: <u>BMB</u>	Project No. : <u>32207.003</u>	SHEET <u>7</u> of 8	
			18	









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:______



				MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION GAITHERSBURG, MARYLAND		S3-01 BUILDING SECTIONS HOYLE'S MILL		
				RECOMMENDED FOR APPROVAL		STRUCTURAL S	TABILIZATION	
				Chief, Transportation Planning and Design Section APPROVED	Date	BOYDS, MA	ARYLAND	
				Chief, Division of Transportation Engineering	Date	SCALE : $1/2" = 1'-0"$	29 MARCH 2024	
NO.	REVISION	DATE	BY	Designed by: <u>SA</u> Drawn by: <u>SA</u>	Checked by: <u>BMB</u>	Project No. : <u>32207.003</u>	SHEET <u>8</u> of 8	

GENERAL SHEET NOTES

- 1. REFER TO SHEET SO-01 FOR STRUCTURAL GENERAL NOTES, BUILDING CODES AND STANDARDS, AND DESIGN LOADS.
- 2. FIELD VERIFY DIMENSIONS, LOCATIONS AND ELEVATIONS SHOWN ON DRAWINGS FOR EXISTING STRUCTURES. BRING DISCREPANCIES TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH WORK.
- 3. COORDINATE WORK WITH ARCHITECTURAL DRAWINGS.

X <u>SHEET KEYNOTES</u>

- 1. EXISTING SITE RETAINING WALL ADJACENT TO EXTERIOR WALL TO REMAIN.
- 2. EXISTING EXTERIOR CONCRETE WALL ON MASONRY FOOTINGS TO REMAIN.
- 3. EXISTING BUILDING COLUMN TO REMAIN.
- 4. ELEVATION CHANGE IN EXISTING BASEMENT FLOOR.
- 5. EXTERIOR GRADE. ELEVATION VARIES.
- 6. EXISTING WOOD FLOOR JOIST TO REMAIN.
- 7. 8" CMU WALLS W/ #4@40, ALL CELLS FULLY GROUTED.
- 8. 2'-0" WIDE BY 1'-0" THICK CONTINUOUS FOOTINGS W/ 3-#4 T&B LONGITUDINAL BARS AND #4@18.
- 9. FILL BASEMENT FLOOR WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) IN MAXIMUM LIFT HEIGHTS OF 3'-0".
- 10. 2X8 WOOD BLOCKING BY 1'-10" LONG @ 5'-6" O.C. ATTACH TO EXISTING WOOD FRAMING WITH (2) #10 WOOD SCREW AND ATTACH TO MASONRY WALL WITH (2) 3/8" DIA MASONRY SCREW ANCHOR. CONNECT TWO BLOCKING MEMBERS WITH 10D TOENAILS.
- 11. TRIM TOP MASONRY COURSE HEIGHT AS REQUIRED AND PROVIDE 8" BOND BEAM W/ 1-#4 AT MASONRY COURSE DIRECTLY BELOW.
- 12. EXTERIOR WOOD-FRAME WALLS.
- 13. CUT NEW OPENINGS IN EXISTING FLOOR FOR PLACEMENT OF CLSM IN BASEMENT CRAWLSPACE. SALVAGE WOOD FOR REINSTALLATION AT COMPLETION OF CLSM PLACEMENT.

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

- <u>Description of the problem(s) these plans are trying to solve</u>. 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.
- <u>Rehabilitation and re-use of the historic county-owned Hoyle's Mill building</u>. 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

- <u>Water pipes between the well and the bus drivers' restroom</u>. 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.
- <u>HVAC ducts and potential water/sewer pipes</u>. 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.

- <u>Insulation and energy efficiency</u>. 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

- <u>Long-term contact between CLSM and untreated wood</u>. 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.
- <u>Creation of unventilated enclosed spaces</u>. 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



Marc Elrich County Executive Christopher R. Conklin Director

May 13, 2024

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

Dear Ms. Schoenbaum:

Thank you for your continued support of the Boyds 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 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.

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 <u>Rebecca.Park@montgomerycountymd.gov</u> 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