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Hawkins Lane Historic District

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4117 Jones Bridge Rd  
Bethesda, MD 20815

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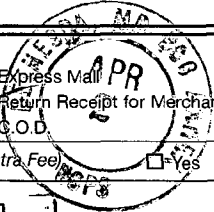
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Anne Fothergill  
Historic Preservation - MNLPPC  
8787 Georgia Ave  
SILVERSPRING, MD 20910-3760

washingtonpost.com

# The Oddity, The Ecstasy Of the Little Lost Lane

By Eugene L. Meyer  
Special to The Washington Post  
Saturday, February 5, 2005; Page G01

# 35/54 M.P.

When serious snow blankets the area, residents of tiny Hawkins Lane in North Chevy Chase don't wait for the county plows. Instead they take up a collection, or get out and shovel the street themselves.

They have no choice. A rustic enclave abutting Montgomery County parkland and the grounds of Bethesda Naval Hospital, Hawkins Lane is not a county road. It's unpaved, unplowed and uncharted as far as officialdom is concerned. By law, it must forever remain so.

For Hawkins Lane, a dead-end street off busy Jones Bridge Road between Connecticut Avenue and Rockville Pike, is a historic district. It's a designation residents obtained in 1991 to prevent developers from widening the road and replacing their small dwellings with expensive new townhouses and larger single-family homes.

As a result, Hawkins Lane residents are responsible for plowing their street and filling its potholes. Instead of having mail delivered to their doors, they walk to a bank of letter boxes lined up where the street empties out onto Jones Bridge Road.

"We're like a family here," said Bob Camps, a pediatric dentist who with his wife moved from "a huge house" in Bethesda to a smaller one on Hawkins Lane when their daughters went off to college.

Originally, Hawkins Lane really was family. The land was owned by James H. Hawkins, a former slave, preacher and farmer who acquired three acres for \$300 from descendants of his white namesake. In the 1920s, his son put in the lane and built six houses for family members and for rent. He sold a few lots, too, for others to develop.

In 1932, these were acquired by Russell Mizell, whose family still owns the Kensington lumberyard and hardware store bearing his name. At the end of the lane, Mizell built tiny cottages "to be tenanted by Negroes," according to county records. Additional modest homes rose in the 1950s.

For decades, the lane remained an African American "kinship community" of small houses with coal stoves and outdoor toilets. Sewer didn't come until 1965.

The block today encompasses 15 homes, while the slightly larger historic district also takes in three more houses fronting on Jones Bridge. Two sit vacant, three are rented, and the rest are owner-occupied. Since the historic designation, two new houses adhering to the architecture of the period have been built, and a third received an addition larger than the original houses. All changes had to meet preservation standards.

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If the block looks much the same as it has for years, its demographics have shifted dramatically. African Americans live in two houses, and Hawkins descendants -- Steven and Michele Reid and their children -- occupy just one house, which has a Jones Bridge address.

"We've been fairly successful in keeping it architecturally simple, not allowing mansionization," said Gwen Marcus Wright, the county's historic preservation officer. "But we can't preserve the people."

Though no longer linked by blood, people on the block remain close-knit and include a mix of families with children, singles and childless couples. "Yesterday, we had about seven kids sledding down Hawkins Lane, taking turns pulling each other," Kathy Sessions, a resident since 2002, said after a recent storm.

Every year or so, according to Albert Jenkins, who lives near the top of the lane, residents spring for a truckload of crushed stone for pothole filling, at a cost of about \$200.

FedEx and UPS trucks rumble up the lane, but not the U.S. Postal Service. As a result, neighbors meet neighbors at the mailboxes, or fetch each other's mail. "I was on mail duty for two neighbors over the holidays," Sessions said. "Similarly, when I go out of town, people pick up my mail."

Despite new rear decks, interior updating and some additions, most of the homes are small -- one has only 450 square feet of living space. In tonier neighborhoods nearby, homes valued at more than \$1 million are common, but Hawkins Lane houses have yet to inflate to such levels.

In the recent round of tax reassessments, however, the fair market value of the older houses more than doubled compared with three years earlier. One of the new houses was valued at \$721,000, while a 1928 house with a large addition came in at \$759,000, the highest on the lane.

Jenkins, a former cartographer with the Defense Mapping Agency who has lived on the block since 1971, cannot fathom it. Retired and disabled, he bought his house 30 years ago for \$22,000 and, now, to be told it is worth \$359,350 has come as quite a shock. "It's still as ugly as it was," he said of the unimproved terra cotta block home.

Rental prices, however, range widely, from \$800 for two bedrooms to \$2,500 for a four-bedroom house, said Jeni Hawkes, whose rent falls at the low end. Hawkes lives in a small, 1918 house with her three children and husband, Nathan, a naval medical student at the adjoining Uniformed Services University of the Health Sciences.

Until Sept. 11, 2001, Nathan could cut through a hole in the barbed wire fence behind their house to the school, which is part of the sprawling naval hospital campus. But security concerns ended that. Now, he must drive, his wife said, two miles to attend classes next door.

While Hawkins Lane is neighborly, the Hawkins descendants at the corner on Jones Bridge say they have little contact with their neighbors.

"Some wave, some just drive by," Michele Reid said.

On the other hand, she said, real estate agents frequently stop by to see if the house might be for sale. "One said we could get over \$1 million since it's a corner lot," she said. But she and her family aren't interested in selling.

Still, the reality is that, although the gravel road and the exteriors of the houses evoke its past, the human story that made the lane history is almost gone.

That distresses some residents, such as Sessions. "I wish, even though I'm Caucasian, that as the houses turn over there is a way of maintaining pride in the history of the street," she said.

But inevitably change has come to Hawkins Lane. The historic preservation office "is doing what it can to retain the simple, undeveloped quality of the area," said Wright, the county preservation official.

"It's remained remarkably intact. But it's a very desirable area," she added. "Preservation laws focus on the built environment, but they can't ever preserve the culture of the place. It's still a wonderful place, unique in the county. It's just not a black kinship community anymore."

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THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

Date: March 23, 2005

**MEMORANDUM**

TO: Robert Hubbard, Director

FROM: Gwen Wright, Coordinator  
Historic Preservation

SUBJECT: Historic Area Work Permit

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The Montgomery County Historic Preservation Commission has reviewed the attached application for a Historic Area Work Permit. This application was:

Denied

Approved

Approved with Conditions

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and HPC staff will review and stamp the construction drawings prior to the applicant's applying for a building permit with DPS; and

THE BUILDING PERMIT FOR THIS PROJECT SHALL BE ISSUED CONDITIONAL UPON ADHERENCE TO THE APPROVED HISTORIC AREA WORK PERMIT (HAWP).

Applicant: Thomas and Barbara Albrecht

Address: 4117 Jones Bridge Road

and subject to the general condition that, after issuance of the Montgomery County Department of Permitting Services (DPS) permit, the applicant arrange for a field inspection by calling the Montgomery County DPS Field Services Office at 240-777-6210 or online at <http://permits.emontgomery.org> prior to commencement of work and not more than two weeks following completion of work

**HISTORIC PRESERVATION COMMISSION**

of

**MONTGOMERY COUNTY**

**8787 Georgia Avenue  
Silver Spring, Maryland 20910**

**301-563-3400**

Case No. 35/54-05A Received February 16, 2005

Public Appearance March 9, 2005

Before the Montgomery County Historic Preservation Commission

Application of Thomas and Barbara Albrecht  
4117 Jones Bridge Road, Chevy Chase

**DECISION AND OPINION OF THE COMMISSION**

Decision of the Commission: DENY the Applicant's proposal to install a paved circular driveway.

Commission Motion: At the March 9, 2005 meeting of the Historic Preservation Commission (HPC), Commissioner Fuller presented a motion to deny the application to install a paved circular driveway. Commissioner Rotenstein seconded the motion. Commissioners O'Malley, Burstyn, Williams, Rotenstein, Alderson, Breslin, and Anathar voted in favor of the motion. The motion passed 9-0.

**BACKGROUND:**

The following terms are defined in Section 24A-2 of the Code:

Appurtenances and environmental setting: The entire parcel, as of the date on which the historic resource is designated on the master plan, and structures thereon, on which is located a historic resource, unless reduced by the District Council or the commission, and to which it relates physically and/or visually. Appurtenances and environmental settings shall include, but not be limited to, walkways and driveways (whether paved or not), vegetation (including trees, gardens, lawns), rocks, pasture, cropland and waterways.

Commission: The historic preservation commission of Montgomery County, Maryland.

Director: The director of the department of permitting services of Montgomery County, Maryland or his designee.

Exterior features: The architectural style, design and general arrangement of the exterior of an historic resource, including the color, nature and texture of building materials, and the type and style of all windows, doors, light fixtures, signs or other similar items found on or related to the exterior of an historic resource.

Historic District: A group of historic resources which are significant as a cohesive unit and contribute to the historical, architectural, archeological or cultural values within the Maryland-Washington Regional District and which has been so designated in the master plan for historic preservation.

Historic Resource: A district, site, building, structure or object, including its appurtenances and environmental setting, which is significant in national, state or local history, architecture, archeology or culture.

On February 16, 2005, Thomas and Barbara Albrecht completed an application for a Historic Area Work Permit (HAWP) to install a paved circular driveway.

4117 Jones Bridge Road is designated a Contributing Resource within the Hawkins Lane Historic District, which was added to the *Master Plan For Historic Preservation in Montgomery County* in 1991. The historic district was designated because it represents a Black kinship community that has simple, vernacular buildings and a rural-feeling character. Historic preservation review guidelines that are intended to guide the HPC's decisions in specific HAWP cases were developed for the Hawkins Lane Historic District in 1991. The HPC's Executive Regulations require that the HPC use these guidelines in making decisions on HAWP applications.

The house at 4117 Jones Bridge Road was built in 1932 by George Hawkins, who was the son of James H. Hawkins, an ex-slave who owned 3 of the 10 acres of the Hawkins Lane community. The house faces Jones Bridge Road and is on the east corner of Hawkins Lane. The house has an asphalt driveway off of Jones Bridge on the right side of the house and an unpaved parking pad on the left side off of Hawkins Lane.

#### **EVIDENCE IN THE RECORD:**

The Historic Preservation office received the submitted Historic Area Work Permit (HAWP) application on February 16, 2005. A written staff recommendation on this case was prepared and sent to the Commission on March 2, 2005. At the March 9, 2005 HPC meeting, staff person Anne Fothergill showed digital photos of the site and presented an oral report with staff recommendations. Staff recommended the HAWP application be denied as the paved circular driveway is not consistent with the historic preservation review guidelines in the *Hawkins Lane Historic District Development Guidelines* or the *Secretary of the Interior's Standards for Rehabilitation*.

Staff's specific concerns about the paved circular driveway that constituted reasons for the denial recommendation were:

1. The *Hawkins Lane Historic District Development Guidelines* state:  
"New driveways, parking areas, and walkways on Hawkins Lane and

Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways. The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.”

2. The Hawkins Lane Guidelines describe the general setting of the area: “On Hawkins Lane, the rural character of the district is reinforced by the fact that property boundaries are, for the most part, unmarked except by shrubs and other vegetation; landscaping around buildings is informal, and, in some cases, minimal; and there are a significant number of unpaved driveways and walkways, where they exist at all. In addition, the buildings are small-scale and exhibit a range of styles, materials, and massing more frequently associated with the unplanned development of rural areas than with the suburbs. The "patterns" created by building siting and setback also contribute to the visual character of the historic district.” The *Guidelines* stress the importance of the retention of this rural character.
3. The *Secretary of the Interior's Standards for Rehabilitation* state “a property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
4. The *Standards* also state “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.
5. Additionally, the *Standards* state “new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment;”
6. Other alternatives had been discussed with the applicant, including extending the parking pad into an unpaved linear driveway off of Hawkins Lane, but the applicants preferred their proposed driveway.
7. The paved circular driveway would be detrimental to the character of the historic house and the district by introducing an inappropriate and incompatible driveway form and material and by substantially altering the landscape in an adverse way.

Both of the applicants, Thomas and Barbara Albrecht, attended the meeting.

Mr. Albrecht explained that they would like a circular driveway because of the hazards of entering and exiting onto Jones Bridge Road. He also stated that he and his wife feel the circular driveway will make their lot more attractive.

Mr. Albrecht discussed the other driveways in the district and stated that of the 19 homes in the area, nine have paved driveways, nine have unpaved driveways, and one does not have a driveway. He also explained that 3 of the 4 new homes built after the district was designated have paved driveways. Mr. Albrecht stated that because of the incline of his lot, gravel would run down into Hawkins Lane and ultimately into Jones Bridge Road. He stated that the County does not want gravel runoff into Jones Bridge Road.

Commissioner O'Malley asked if the owners had considered a different layout other than a circular driveway. Mr. Albrecht explained that there are many houses in Chevy Chase that have circular driveways. He also explained that they do not like the industrial look of the large unpaved parking pad. It is unsightly and they would like to get rid of it.

Commissioner Williams asked if they could eliminate the parking pad and install a driveway off Hawkins Lane that goes up closer to the house. She stated that the circular driveway would be incompatible with the vernacular rural community, and that with this different driveway design the owners would accomplish their goal and the community would maintain its character.

Commissioner Fuller suggested extending the asphalt driveway off Jones Bridge Road and putting a turn-around area at the end. He also discussed removing the parking pad and installing a straight driveway perpendicular to Hawkins Lane.

Mr. Albrecht questioned why a circular driveway would not be appropriate. Commissioner Alderson responded that historically a circular driveway would have been a component of a manor house but not a country lane. Commissioner Alderson discussed the owners' concern about other people currently using the parking pad and suggested that with landscaping and pulling the parking off the street that problem could be addressed.

Mr. Albrecht distributed a photo of new construction behind his house that includes a new asphalt driveway. The new house does not front Hawkins Lane but is within the historic district. Gwen Wright, Historic Preservation Section Supervisor, explained that the lots for those new houses were not historically associated with the Hawkins family, were considered somewhat removed from the kinship community, and were essentially in the woods so the HPC reviewed their applications with some additional leniency.

Mr. Albrecht requested that because their lot is the largest in the area that they would like more liberty to landscape their land as they wish. Mrs. Albrecht stated that they planned to plant additional hedges to reduce the visibility of the new driveway.

There was some discussion of whether the applicant would consider working with staff on another driveway design other than what they had proposed. Mr. Albrecht said they would not consider a driveway that went straight into the lot as some Commissioners had proposed earlier.

Commissioner Fuller made the motion to deny the application and Commissioner Rotenstein seconded it. Commissioner Williams added that should the applicants want to revise their application and come back with a new HAWP, the Commission would be glad to consider it.

The vote for denial was unanimous.

### **CRITERIA FOR APPROVAL AND FINDINGS OF THE COMMISSION:**

The criteria, which the Commission must evaluate in determining whether to deny a Historic Area Work Permit application, are found in Section 24A-8(a) of the Montgomery County Code, 1984, as amended.

Section 24A-8(a) provides that:

The Commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

In analyzing whether the criteria for issuance of a Historic Area Work Permit have been met, the Commission also evaluates the evidence in the record in light of the guidelines for the historic district that are a part of the *Hawkins Lane Historic District Development Guidelines*. In particular, the following concepts and guidelines are applicable in this case:

#### Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

#### Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

The Commission also evaluates the evidence in light of generally accepted principles of historic preservation, including the *Secretary of the Interior's Standards for Rehabilitation*, adopted in the

HPC Executive Regulations in November 1997. In particular, *Standards #1, #2, and #9* are applicable in this case.

#1 A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

#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 will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Based on all the information presented in this case, the Commission finds that:

1. 4117 Jones Bridge Road is designated a Contributing Resource within the Hawkins Lane Historic District, which was added to the *Master Plan For Historic Preservation in Montgomery County* in 1991.
2. The Hawkins Lane Historic District was designated because it represents a Black kinship community that has simple, vernacular buildings and a rural-feeling character.
3. Historic preservation review guidelines that are intended to guide the HPC's decisions in specific HAWP cases were developed for the Hawkins Lane Historic District in 1991. The HPC's Executive Regulations require that the HPC use these guidelines in making decisions on HAWP applications.
4. The Hawkins Lane Guidelines recommend that "New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways. The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.
5. The proposed paved circular driveway is not in keeping with the recommendations of the Hawkins Lane Guidelines, nor with the rural character of the historic district. This substantial alteration would adversely affect the historic house and district.

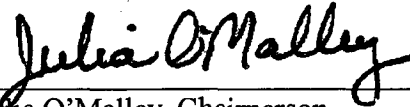
#### CONCLUSION:

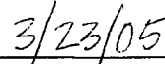
The Commission was guided in its decision by Chapter 24A, by the *Hawkins Lane Historic District Development Guidelines* and by the *Secretary of the Interior's Standards for Rehabilitation*.

Based on the evidence in the record and the Commission's findings, as required by Section 24A-8(a) of the Montgomery County Code, 1984, as amended, the Commission must deny the application of Thomas and Barbara Albrecht for an Historic Area Work Permit (HAWP) to install a paved circular driveway at 4117 Jones Bridge Road in the Hawkins Lane Historic District.

If any party is aggrieved by the decision of the Commission, pursuant to Section 24A-70(h) of the Montgomery County Code, an appeal may be filed within thirty (30) days with the Board of Appeals, which will review the Commission's decision de novo. The Board of Appeals has full and

exclusive authority to hear and decide all appeals taken from the decision of the Commission. The Board of Appeals has the authority to affirm, modify, or reverse the order or decision of the Commission.

  
\_\_\_\_\_  
Julia O'Malley, Chairperson  
Montgomery County  
Historic Preservation Commission

  
\_\_\_\_\_  
Date



**HISTORIC PRESERVATION COMMISSION**

of

**MONTGOMERY COUNTY**

8787 Georgia Avenue  
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*See my  
Comments -  
Fuller*

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*were developed for Hawkins Lane and the HPC's Executive Regulations require*

*that has simple vernacular buildings and a rural-feeling character.*

*the HPC to use these guidelines in making decisions.*

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*see page 16 on page 1?*

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3. The *Secretary of the Interior’s Standards for Rehabilitation* state “a property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
4. The *Standards* also state “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.
5. Additionally, the *Standards* state “new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment;”
6. ~~Staff stated that they had~~ <sup>Other alternatives had been</sup> discussed with the applicant, ~~other possible alternatives~~ including extending the parking pad into an unpaved linear driveway off of Hawkins Lane, but the applicants preferred their proposed driveway.
7. ~~Staff’s professional opinion is that~~ <sup>By</sup> the paved circular driveway would be detrimental to the character of the historic house and the district by introducing an inappropriate and incompatible driveway form and material and substantially and adversely altering the landscape.

Both of the applicants, Thomas and Barbara Albrecht, attended the meeting.

Mr. Albrecht explained that they would like a circular driveway because of the hazards of entering and exiting onto Jones Bridge Road. He also stated that he and his wife feel the circular driveway will make their lot more attractive.

Mr. Albrecht discussed the other driveways in the district and stated that of the 19 homes in the area, nine have paved driveways, nine have unpaved driveways, and one does not have a driveway. He also explained that 3 of the 4 new homes built after the district was designated have paved driveways. Mr. Albrecht stated that because of the incline of his lot, gravel would run down into Hawkins Lane and ultimately into Jones Bridge Road. He stated that the County does not want gravel runoff into Jones Bridge Road.

Commissioner O'Malley asked if the owners had considered a different layout other than a circular driveway. Mr. Albrecht explained that there are many houses in Chevy Chase that have circular driveways. He also explained that they do not like the industrial look of the large unpaved parking pad. <sup>it is</sup> unsightly and they would like to get rid of it.

Commissioner Williams asked if they could eliminate the parking pad and install a driveway off Hawkins Lane that goes up closer to the house. She stated that the circular driveway would be incompatible with the vernacular rural community, and that with this different driveway design the owners would accomplish their goal and the community would maintain its character.

Commissioner Fuller suggested extending the asphalt driveway off Jones Bridge Road and putting a turn-around area at the end. He also discussed removing the parking pad and installing a straight driveway perpendicular to Hawkins Lane.

Mr. Albrecht questioned why a circular driveway would not be appropriate. Commissioner Alderson responded that, historically, a circular driveway would have been a component of a manor house but not a country lane. Commissioner Alderson discussed the owners' concern about other people currently using the parking pad and suggested that with landscaping and pulling the parking off the street that problem could be addressed.

Mr. Albrecht distributed a photo of new construction behind his house that includes a new asphalt driveway. The new house does not front Hawkins Lane but is within the historic district. Gwen Wright, Historic Preservation Section Supervisor, explained that the lots for those new houses were not historically associated with the Hawkins family, were considered somewhat removed from the kinship community, and were essentially in the woods so the HPC reviewed their applications with some additional leniency.

Mr. Albrecht requested that because their lot is the largest in the area that they would like more liberty to landscape their land as they wish. Mrs. Albrecht stated that they planned to plant additional hedges to reduce the visibility of the new driveway.

There was some discussion of whether the applicant would consider working with staff on another driveway design other than what they had proposed. Mr. Albrecht said they would not consider a driveway that went straight into the lot as some Commissioners had proposed earlier.

Commissioner Fuller made the motion to deny the application and Commissioner Rotenstein seconded it. Commissioner Williams added that should the applicants want to revise their application and come back with a new HAWP, the Commission would consider it.

The vote for denial was unanimous.

*be glad to*

### **CRITERIA FOR APPROVAL AND FINDINGS OF THE COMMISSION:**

The criteria, which the Commission must evaluate in determining whether to deny a Historic Area Work Permit application, are found in Section 24A-8(a) of the Montgomery County Code, 1984, as amended.

Section 24A-8(a) provides that:

The Commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

In analyzing whether the criteria for issuance of a Historic Area Work Permit have been met, the Commission also evaluates the evidence in the record in light of the guidelines for the historic district that are a part of the *Hawkins Lane Historic District Development Guidelines*. In particular, the following concepts and guidelines are applicable in this case:

#### Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

#### Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

The Commission also evaluates the evidence in light of generally accepted principles of historic preservation, including the *Secretary of the Interior's Standards for Rehabilitation*, adopted in the

HPC Executive Regulations in November 1997. In particular, *Standards #1, #2, and #9* are applicable in this case.

#1 A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

#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 will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Based on this, the Commission finds that:

*more findings*

The proposed paved circular driveway is not in keeping with the rural character of the historic district. This substantial alteration would adversely affect the historic house and district.

**CONCLUSION:**

The Commission was guided in its decision by Chapter 24A, by the *Hawkins Lane Historic District Development Guidelines* and by the *Secretary of the Interior's Standards for Rehabilitation*.

Based on the evidence in the record and the Commission's findings, as required by Section 24A-8(a) of the Montgomery County Code, 1984, as amended, the Commission must **deny** the application of Thomas and Barbara Albrecht for an Historic Area Work Permit (HAWP) to install a paved circular driveway at 4117 Jones Bridge Road in the Hawkins Lane Historic District.

If any party is aggrieved by the decision of the Commission, pursuant to Section 24A-70(h) of the Montgomery County Code, an appeal may be filed within thirty (30) days with the Board of Appeals, which will review the Commission's decision de novo. The Board of Appeals has full and exclusive authority to hear and decide all appeals taken from the decision of the Commission. The Board of Appeals has the authority to affirm, modify, or reverse the order or decision of the Commission.

\_\_\_\_\_  
Julia O'Malley, Chairperson  
Montgomery County  
Historic Preservation Commission

\_\_\_\_\_  
Date

1                   The next item on the agenda is Case C, 4117 Jones Bridge Road. Can we  
2 have the staff report?

3                   MS. FOTHERGILL: Yes. I'm going to run through my staff report and then  
4 I'll show you some visuals of the property in the district. This is an application for 4117  
5 Jones Bridge Road which is a contributing resource in the Hawkins Lane Historic District.  
6 The house was built in 1932 by George Hawkins who was the son of James H. Hawkins,  
7 and ex-slave who owned three of the ten acres of the original Hawkins Lane community.  
8 And the Hawkins Lane Historic District is a very unique district. It was adopted to the  
9 master plan representing a black kinship community and I have included in your staff report  
10 in circle 2 the wording behind the establishment of the historic district and the history of  
11 Hawkins Lane because it was such a unique rural kinship district.

12                   This house is, the district is bordered by the Bethesda Naval Medical Center  
13 and then park land. And it is a one block street district. This house actually faces Jones  
14 Bridge Road so it is from the corner of Jones Bridge Road and Hawkins Lane. It faces  
15 Jones Bridge Road and this house is on the east side. And it has an asphalt driveway to the  
16 right of the house off of Jones Bridge Road. And then to the left of the house on the  
17 Hawkins Lane side it has an unpaved parking pad that comes right off of Hawkins Lane.

18                   The applicant is proposing removal of that unpaved parking pad and  
19 installation of a ten foot wide paved asphalt circular driveway. They are also proposing to  
20 relocate a Japanese Maple tree from the right side of their front walkway to the left side  
21 towards that new paved driveway. The guidelines for Hawkins Lane state very clearly that  
22 new, and I'm quoting from the guidelines in circle 7. New driveways, parking areas and  
23 walkways on Hawkins Lane and Jones Bridge Road should be compatible in width,  
24 appearance and surface covering with existing driveways, parking areas and walkways.  
25 And the preferred driveway, parking areas, walkway surfacing material on Hawkins Lane is  
26 gravel or dirt since these materials are more compatible with the rural character of the  
27 district. The majority of the driveways on Hawkins Lane are unpaved and are gravel. There  
28 are a few that are asphalt and these were paved before the district was listed on the master  
29 plan.

30                   Additionally, not only the material, but a circular driveway would not be  
31 appropriate for this rural setting. This is a very unique rural district. As the Commission  
32 knows, staff very rarely recommends denial to you all and staff discussed with the applicant  
33 other possible options of something that would meet their needs. They are having problems  
34 with neighbors parking on this parking pad and they were trying to solve that problem. But  
35 we were not able to determine a solution that staff thought would be approvable. And so at  
36 this point staff is recommending denial of this application. And I can show you visuals so  
37 you can get a sense of the setting. They are the photos that are in your packet. And since it  
38 is so late, you may want to just look at circles 16 through 22, those photos.

39                   MS. O'MALLEY: Is there any Commissioner who would like to see the  
40 slides? Are there any questions for staff?

41                   MS. ALDERSON: Yes, I'm interested in the alternatives that were discussed.

42                   MS. FOTHERGILL: Well, we talked about both material and what the  
43 applicant could do to solve their problem. And one thing that we didn't talk about, for one  
44 the material the applicant proposed very strongly that they want asphalt. That was sort of  
45 something that we weren't able, there was no wiggle room that we could find a compromise.  
46 The Hawkins Lane is paved for a very short time, but it happens to be right there adjacent to

1 the applicant's property. And so the applicant feels that asphalt would be appropriate since  
2 there's asphalt on Hawkins Lane right there. We talked about if they wanted some sort of  
3 connection to that parking pad off of Hawkins Lane to sort of extend back, something that  
4 could be worked in. We weren't able to figure a solution out and since we've discussed,  
5 staff has considered if the issue is people parking there who shouldn't park, but the applicant  
6 wants to retain that unpaved parking pad, you know, there's the possibility of a low open  
7 picket fence or something to restrict it from people using it as a parking area or turnaround  
8 area. But, I don't know if, in fact, the applicant would consider it.

9 MS. ALDERSON: What's the possibility of doing some sort of modification  
10 of the Jones Bridge Road access to provide that instead of fence, less that side has less of  
11 that country character.

12 MS. FOTHERGILL: Yes, the, I mean I would like to bring the applicant up  
13 and discuss this with him. But the idea is that the accessing the drive from Jones Bridge  
14 Road is dangerous and awkward. I mean it's a busy road and a busy turn off to the  
15 driveway. So they don't, they want something off of Hawkins Lane.

16 MS. O'MALLEY: Maybe we could have the applicant come up now. And  
17 would you state your name for the record, please.

18 MR. ALBRECHT: Tom Albrecht.

19 MS. ALBRECHT: And I'm Barbara Albrecht.

20 MS. O'MALLEY: Thank you. Did you want to comment on what we were  
21 just discussing?

22 MR. ALBRECHT: Well, I'd like to get it down to the circular drive. The  
23 idea of using the asphalt, the paved asphalt road that's there now, we're in the only position  
24 on Jones Bridge Road where Jones Bridge actually curves. So there is no, you only have it's  
25 probably less than a city block, but any traffic you see coming out of that or you can see the  
26 traffic. So, at anytime during the day except probably 11 o'clock or 1 o'clock, it's the only  
27 time you can try to back out of a place like that without impacting traffic or getting hit. So  
28 we're trying to by all means not use that road. It's been there, 1830 or 1930 rather, it's  
29 probably fine. But with the traffic, four lanes of traffic on Jones Bridge Road, it's an  
30 impossibility to get out of that drive. We'd like a circular drive, concept. It wasn't just the  
31 parking with the neighbors, we have people from NIH, anywhere that park in that place  
32 because it looks, the lot itself looks like something that would be on park land road, one of  
33 the utility services there. We do not, I would like to preface this thing by you had a writeup  
34 on Hawkins Lane and there was a gentleman, Al Jenkins which is the spokesperson for the  
35 area. And they asked Al for the paper, you know, when he bought it. And he said, well I  
36 bought in 1972 and it's just as ugly now as it was when I bought it. And that's what we're  
37 trying to get away from.

38 MS. O'MALLEY: Are there questions for the applicant? Commissioner  
39 Burstyn.

40 MR. BURSTYN: Yeah, I would like to ask what other alternatives have you  
41 considered as far as design, pavement, driveway, the type of material used and if you haven't  
42 considered any other pavement, why not?

43 MR. ALBRECHT: Well, can we go back and get a little bit of history before  
44 we get into what we should use? I'd like to spend just a moment if I could.

45 MS. O'MALLEY: All right.



MR. ALBRECHT: In the area, there's 19 homes in the area of all of Hawkins Lane community, nine of those have either concrete or asphalt drives. Nine of them have stone drives and one doesn't have a drive. So it's equal. There's no specific thing that you can say this has to be a stone driveway. This has to be an asphalt drive. However, there's four brand new homes that were built in probably 1995, 1996. As I understand it, the Hawkins Lane guidelines were written in 1991. Well 3 of the 4 homes have asphalt driveways. Three of the four brand new homes have asphalt driveways. There's two homes that have been totally redone and additions to two of them. One of those homes has an asphalt driveway. I don't think an asphalt driveway or something close to it is asking too much. As a matter of fact, we're the only brick home in the entire area. Everything else is either stucco, wood frame or vinyl frame.

We did speak with others about this. We spoke with the WSSC people, you know, how they maintain the water and sewer down through that road. Thankfully, most of the man holes are in the asphalt area. And Mr. Russell Burton which is the man in charge of the man holes being prepared in Montgomery County, his idea is he doesn't like the man holes in the dirt, if you will, because they're always getting knocked around, the covers are getting knocked off. That's an ongoing thing. They'll do whatever they have to in the community. But it's not an ideal situation. A more important situation from our point of view is not to put a stone driveway in is Mr. David Stevens, he's from the Montgomery County Highway Department. He has flatly stated that there's nowhere in Montgomery County to put a stone road up against an arterial drive like Jones Bridge Road. You can have stones rolling out on the main thoroughfare. Okay. So if this road is going to continue to deteriorate, if you're going to have stones out there, we're going to have all kinds of -- out there. It makes no sense.

MS. O'MALLEY: But you're not proposing to put the stones on Jones Bridge. It would be coming up to Hawkins Lane.

MR. ALBRECHT: Right. That, well the intent is to bring the stone road up to Jones Bridge Road. That's what the guidelines are trying to do. Several years ago we called. We were proposing to do this and we called Montgomery County and they said if the drive is asphalt you'll put asphalt. If it's stone you'll put stone. We happen to be on a very, if you've seen these, we've got pictures of them. We're probably the only house in the neighborhood where we're on a steep incline. There's at least a six foot fall from the top of our lawn to Jones Bridge and Hawkins Lane. Two houses across from us are down slope. Our run off unfortunately gets to them. Our neighbor to the right which is across the street from us actually just redid his driveway in asphalt and enlarged it about twice as big as it was. But one of the reasons he did that is because of water running from our land over to his. He had to try to capture it to keep from running into his house and deteriorating part of his house. And that was just done within probably the last three or four months. And that's asphalt.

MS. O'MALLEY: I don't believe we saw that as a work permit.

MR. ALBRECHT: I don't think, also the stone, mention that there was stone across the street from us. Yes, and that stone is beginning to migrate to Jones Bridge Road also which is also going to be a problem. But they also have tripled the size of the stone parking. It's a multi-family housing project there that had two little ruts that had stone and grass in it at one time. And over the last two or three years it's become a stone parking lot which again is a liability. Any stone drive that we can put in, there's no

question it's going to migrate -- there's no way that you're going to keep stone, you know, on a 30 degree incline.

MS. O'MALLEY: Had you considered a different layout rather than circular drive?

MR. ALBRECHT: I --

MS. O'MALLEY: Just having it coming in straight in, narrow the parking pad and just make it be a single drive coming in.

MR. ALBRECHT: You mean just to get, be able to get the car squared off at Jones Bridge Road?

MS. O'MALLEY: No, off of Hawkins Lane.

MS. WILLIAMS: It seems to me your big issue is people parking in your parking pad. That's what seems to --

MR. ALBRECHT: Well, there is an issue there, but the issue is to get rid of the parking pad because it looks like an industrial area. It does not look like a residential area.

MS. WILLIAMS: Right. But I mean --

MR. ALBRECHT: If you got a pad that's 40 by 40 with all stones and broken up cinder block it looks like an industrial area.

MS. WILLIAMS: So you can eliminate the parking pad and do a single length drive that goes a little bit closer to your house and in that way eliminate the problem of other people parking. That would eliminate the unsightliness of the pad and yet not introduce an element, the circular drive which is incompatible with this vernacular rural community. And so you accomplish your goal and the community maintains its character.

MR. ALBRECHT: Well there, all through Chevy Chase in houses much smaller than mine that have a small circular drive. That's not unusual.

MS. WILLIAMS: Right, that's very suburban. I mean this is definitely an aberration. This Hawkins Lane District is an aberration in the larger Chevy Chase area that predated. It's a kinship community. It wasn't designed or built suburban enclave.

MR. ALBRECHT: Well to understand, actually our house sits, well our lot, there's four different lots. There's three smaller lots that the main house sets on. There's a 5,000 square foot lot that separates those lots and us from Hawkins Lane. We could sell that piece of property and build a house on that property. It's big enough to build a house on. However, it's so far removed from the house that a circular drive makes more sense than having to walk across another lot to go get in your car.

MS. WILLIAMS: Well no. I mean what we're saying is make your drive longer and come closer to your house actually. You could go ahead and put your drive just a narrow one car drive.

MR. ALBRECHT: To the back of the house.

MS. O'MALLEY: Straight up to the walkway that's there instead of coming to the side of the T, come to the other part of the T.

MR. FULLER: To me they look to be two solutions. One, obviously you don't want to be backing out onto Jones Bridge Road. I haven't been to the back of your house. One option potentially would work would be to extend the asphalt driveway slightly further around and put a T in the end of it so you can at least turn around in your existing driveway. I don't know if that would work for you. If you're going out forward,

if the sight lines of Jones Bridge are well enough. But that was going to be the least impact solution.

MS. WILLIAMS: He's not backing onto Jones Bridge Road. You would be backing onto Hawkins Lane.

MR. FULLER: No, no, no, no. I'm saying one option would be to extend the existing driveway, be able to turn around in that driveway, come out going forward on Jones Bridge Road. I don't know how the sight line would be, but I'm saying if he was going out face first, it's a lot better maneuver than coming out backwards. But I don't know your conditions well enough.

MR. ALBRECHT: Are you talking about on the asphalt side of my house now?

MR. FULLER: Yes, on the asphalt side, one option would be to extend that driveway back pass where your patio is. Let there be a turnaround at the back by making a T so that you could actually turn your car around and then head out facing forward. The other option is, I think what the other Commissioners are talking about is rather than potentially using a large pad that looks as you say industrial, is to maybe get slightly pass where your maple tree is and then turn and just come straight into your property perpendicular to Hawkins Lane so that you have a parking space that you're not taking the entire extra lot turning it into a circular loop which on the side really doesn't fit the property. I mean I don't think a loop in the front of the property at this location would be appropriate, and much less on the side. I just don't feel that the loop driveway feels like what it should be.

MR. ALBRECHT: What does the loop driveway or circular driveway do that is not appropriate? I'm not, I mean --

MS. ALDERSON: I would specifically mention this context that where you have I think the widest particular strip has been designated and you may question whether or not it's worthy of being preserved, but it has been designated for preservation. And its character, the country main character, the circular, a very formal, very geometrical circular drive is a component of a manor house, Hollywood or a, you know, a grand manor with subordinate structures and basically people who drive chauffeured cars. It is very different than the character of a country lane. I would like to just add a thought about your solving your technical problem of getting the cars away from adopting your parking area as their parking area. I'm at a corner lot. I have a similar, some similar conditions to what you have and two driveways. Having the two direct driveways can help to solve that problem and it's easier for you to get in and out of Hawkins having a narrower driveway to get you close to your house. First having you walking less, certainly down that incline as you leave your house, but the other advantage is the closer you're able to get your car up into your driveway, the less people can truly see that that is a personal drive when you go straight to your house. We have had this probably because my, I go back driving, parking area that is right across from a day care center. And closing that in a little bit with greenery made it much more clear that it was private. So, I think pulling that parking further away from the road is going to help make it much more clear that that is not up for grabs.

MR. ALBRECHT: Can I just go, since we have architects, I'm not an architect so I apologize for my -- I know you're talking about circular drive being

grandiose and everything. This is part of the Hawkins Lane houses. I don't see that as being grandiose in its own right any more than a driveway is.

MS. ALBRECHT: That's the new one, the newer homes and they just put that huge, it's got a huge addition on it in the last six months.

MR. ALBRECHT: And there's asphalt in every direction that surrounds the asphalt.

MS. ALDERSON: I wasn't on the Commission when all that paving got approved. I can't speak to that. I don't know if the others can, but I would certainly say that that amount of paved surface is not consistent with the character of this small district.

MS. ALBRECHT: Well the house isn't either.

MR. ALBRECHT: Well, it's a pretty grandiose house.

MS. WATKINS: I don't believe anybody on the Commission, on the Commission now was on the Commission then. So it's hard for us to speak to what their thought process was.

MR. ALBRECHT: Well, there's a similar house next door to it.

MS. ALDERSON: The challenge is though whether a change should be done by the alterations that have been over time or whether those character, historic character is what we gauge by. And that's what our guidance --

MS. WRIGHT: Let me just, yeah, address those two new houses are behind the yellow wood frame house that's right next door to the Albrechts. There's a yellow historic wood frame house that faces Jones Bridge Road. Early on when the district was created, the Commission approved two new houses to be built in what were woods essentially because the yellow house that faces Jones Bridge Road. The photograph you're seeing is one of the two new houses that was constructed in the mid 1990s. They were allowed to be bigger houses because they were not on Hawkins Lane. They were essentially in the woods. They were considered to be somewhat removed from the rest of what was historically the kinship community.

Not long ago, the owner of one of those new houses came into you and asked if he could build a garage. This Commission reviewed and approved construction of the garage that you see in the photograph that was just passed around to you and you did allow him to have some parking. All that was allowed because it was an entirely new house within the historic district, went back behind the historic houses, not on Hawkins Lane, not historically associated with the Hawkins family. So you did provide some additional leniency. And that is certainly the biggest house in the historic district by a long shot, definitely the biggest house.

MR. ALBRECHT: Can I correct that. That was, that is historically part of the Hawkins land.

MS. WRIGHT: It is part of it and it was reviewed and approved by the Commission.

MR. ALBRECHT: The fact is part of the Hawkins development there, the land is.

MS. WRIGHT: The land is, yes.

MR. ALBRECHT: I would like to also say that not only is that the biggest house, but unfortunately, our lot is probably the largest lot in that area also. So we have plenty of room to do anything. So I would think that we would have a little bit more liberty to be able to do something to landscape land that we have.

MS. O'MALLEY: I think the main issue has to do with the design. And I think that you certainly can do something in the way of a driveway at the back there. It's just a matter of how you design it so that it fits in with the street that's coming off of --

MS. WILLIAMS: If the applicants are wedded to the notion of a communicating drive with two, with an entrance and an exit, I mean one thought I'm having and they don't necessarily want to enter off of Jones Bridge Road because of the safety concerns. What about since they do have this corner lot, a gravel drive coming off of Hawkins Lane towards the front of their house that goes up towards the front of their house and then at kind of a T shape or less than a T shape that then goes down to Jones Bridge Road that can be their preferred asphalt. And so they would enter on Hawkins Lane and exit onto Jones Bridge Road. They would form kind of a T. It wouldn't be visible from Hawkins Lane as anything other than a straight gravel lane.

MS. WRIGHT: Are you suggesting --

MR. ALBRECHT: They're not going to let us put a gravel road on the Jones Bridge Road.

MS. WILLIAMS: No, no, no, it's not gravel. Gravel will go into Hawkins Lane.

MS. WRIGHT: They won't get another curb cut on Jones Bridge Road. I think that that is extremely unlikely that they would get another curb cut.

MR. FULLER: To do that they'd have to make use of the existing asphalt driveway with the whole property. That seems pretty excessive.

MS. ANAHTAR: They could put some landscape influence and then hide this driveway somehow to put those --

MS. WRIGHT: It's very hard to hide it and it is the primary corner entrance into the entire historic district. Unless they planted a forest of pine trees, you really would see the drive.

MR. ALBRECHT: The idea was to make the drive level and I realize you will see some of it. But with the proper planning you could almost make the drive go away. We're not building a four foot wide driveway. We just want enough to be able to get a car around there.

MS. ALBRECHT: We had planned landscaping to continue the hedges and everything else. It's mainly to try to level the property off.

MS. ANAHTAR: I think my question was what would be appropriate with the historic setting, what kind of materials for fence or planting or storm wall, anything that goes with the setting --

MR. ALBRECHT: What she's speaking to and we have now a hedge which is on Hawkins Lane. The whole property is a hedge across Hawkins Lane. A lot of that has died and of course it's winter time, there's no leaves on the hedge. But the intent is once the drive is in there is to hedge the entire road like it has been before. It's always been along hedges through there. The only opening is in that hedge which would be a low hedge would be the drive where you would go in, enter and leave the drive, so.

MS. WRIGHT: I guess the question for the Commission is, you know, you have an application. You know, it doesn't seem that the applicant is interested in revising his application at this point. We certainly could hold the record open and you could ask staff to try to continue working with the applicant to come up with some other solution or

you can simply act on the application you have before you. But I think those are the two options at this point.

MR. ROTENSTEIN: Is the applicant amenable to further discussions with staff?

MS. WRIGHT: For something other than a circular drive.

MR. ALBRECHT: The only thing we were open to was something that would really make sense besides just a dead end road that would go up the hill, you know, straight into the lot.

MS. WATKINS: I have a question. You're talking about going up hill. To install the circular driveway you have to have some kind of grading or retaining wall to retain.

MR. ALBRECHT: No, if you come, it's a pretty steep incline if you go straight up. If you go on the angle the which a circular drive will, your incline is very light. We had thought about either putting brick pavers or if not the asphalt do something like that. And they would certainly be locked in where they wouldn't come down.

MR. FULLER: I tend to agree with Gwen. I think, it seems we're at an impasse. We either need to take a vote on the action in front of us which I'm tending here as Gwen does it sounds like it won't pass or continue the action. So, if that's the case, I make a motion that we deny Case 35/54-05-A.

MR. ROTENSTEIN: I'll second it.

MS. O'MALLEY: Is there any more discussion?

MS. WILLIAMS: The only thing I would add is if the applicant after our vote, if they want to come back with another HAWP, I mean they can negotiate with staff and revise that HAWP and we can entertain it.

MR. FULLER: I don't disagree at all. I would be very much in favor. I probably could be persuaded that even I'd accept the asphalt because they're doing the front portion there. Maybe I'd be even more willing to do that. I just don't see the circular drive.

MS. O'MALLEY: All right. All in favor of denial, raise your right hand. I'm sorry. It's unanimous.

DAVEWAY  
Spec exempt  
Case # 2118

Feb 12 04 12:04p

HISTORIC PRESERVATION

3015633412

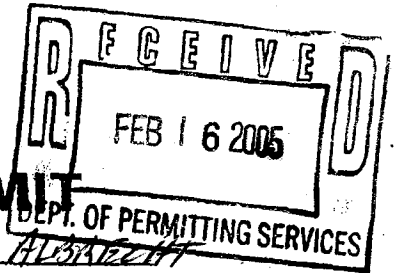
Historic Master P



RETURN TO: DEPARTMENT OF PERMITTING SERVICES  
255 ROCKVILLE PIKE, 2ND FLOOR, ROCKVILLE, MD 20850  
240/777-6370

HISTORIC PRESERVATION COMMISSION  
301/563-3400

DPS - #8



# APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Person: THOMAS ALBAZOTT

Daytime Phone No.: 301 657 3669

Tax Account No.: 00424440  
Name of Property Owner: THOMAS AND BARBARA ALBAZOTT Time Phone No.: 301.657.3669  
Address: 4117 JONES BRIDGE RD BETHESDA 20815  
Street Number City State Zip Code

Contractor: \_\_\_\_\_ Phone No.: \_\_\_\_\_  
Contractor Registration No.: \_\_\_\_\_  
Agent for Owner: \_\_\_\_\_ Daytime Phone No.: \_\_\_\_\_

**LOCATION OF BUILDING/PREMISE**  
House Number: 4117 Street: JONES BRIDGE RD  
Town/City: BETHESDA Nearest Cross Street: HAWKINS LANE  
Lot: \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: 502  
Liber: 9592 Folio: 830-6 Parcel: P919

**PART ONE: TYPE OF PERMIT ACTION AND USE**

1A. CHECK ALL APPLICABLE:  Construct  Extend  Alter/Renovate  A/C  Stab  Room Addition  Porch  Deck  Shed  
 Move  Install  Wreck/Reze  Solar  Fireplace  Woodburning Stove  Single Family  
 Revision  Repair  Revocable  Fence/Wall (complete Section 4)  Other: DAIVE

1B. Construction cost estimate: \$ 3000<sup>00</sup>

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

**PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS**

2A. Type of sewage disposal: 01  WSSC 02  Septic 03  Other: \_\_\_\_\_  
2B. Type of water supply: 01  WSSC 02  Well 03  Other: \_\_\_\_\_

**PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL**

3A. Height \_\_\_\_\_ feet \_\_\_\_\_ inches  
3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:  
 On party line/property line  Entirely on land of owner  On public right of way/easement

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

Thomas Albazott Signature of owner or authorized agent 2/2/05 Date

Approved: \_\_\_\_\_ or Chairperson of Historic Preservation Commission  
Disapproved:  Signature: Julia O'Malley Date: 3-10-05  
Application/Permit No.: 374006 Date Filed: 2/16/05 Date Issued: \_\_\_\_\_

Edit 6/21/99

SEE REVERSE SIDE FOR INSTRUCTIONS

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

**1. WRITTEN DESCRIPTION OF PROJECT**

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

EXISTING SIDE YARD IS LANDSCAPED TO BACK  
HALF OF LOT. AREA OF SIDE YARD IS LARGE  
PARKING AREA COMPRISED OF STONE, ROCKS, SECTIONS  
OF BRICKS, ETC. - NO HISTORIC SIGNIFICANCE

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

PROJECT IS TO INSTALL 10' WIDE CIRCULAR  
DRIVE IN SIDE YARD FOR PARKING. THIS WOULD  
COVER OVER THE EXISTING PARKING AREA

**2. SITE PLAN**

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

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

**3. PLANS AND ELEVATIONS**

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

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

**4. MATERIALS SPECIFICATIONS**

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

**5. PHOTOGRAPHS**

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

**6. TREE SURVEY**

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

**7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (301/279-1355).

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.  
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE. AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.



**HISTORIC PRESERVATION COMMISSION**

of

**MONTGOMERY COUNTY**

**8787 Georgia Avenue  
Silver Spring, Maryland 20910**

**301-563-3400**

Case No. 35/54-05A Received February 16, 2005

Public Appearance March 9, 2005

Before the Montgomery County Historic Preservation Commission

Application of Thomas and Barbara Albrecht  
4117 Jones Bridge Road, Chevy Chase

**DECISION AND OPINION OF THE COMMISSION**

Decision of the Commission: DENY the Applicant's proposal to install a paved circular driveway.

Commission Motion: At the March 9, 2005 meeting of the Historic Preservation Commission (HPC), Commissioner Fuller presented a motion to deny the application to install a paved circular driveway. Commissioner Rotenstein seconded the motion. Commissioners O'Malley, Burstyn, Williams, Rotenstein, Alderson, Breslin, and Anathar voted in favor of the motion. The motion passed 9-0.

**BACKGROUND:**

The following terms are defined in Section 24A-2 of the Code:

Appurtenances and environmental setting: The entire parcel, as of the date on which the historic resource is designated on the master plan, and structures thereon, on which is located a historic resource, unless reduced by the District Council or the commission, and to which it relates physically and/or visually. Appurtenances and environmental settings shall include, but not be limited to, walkways and driveways (whether paved or not), vegetation (including trees, gardens, lawns), rocks, pasture, cropland and waterways.

Commission: The historic preservation commission of Montgomery County, Maryland.

Director: The director of the department of permitting services of Montgomery County, Maryland or his designee.

Exterior features: The architectural style, design and general arrangement of the exterior of an historic resource, including the color, nature and texture of building materials, and the type and style of all windows, doors, light fixtures, signs or other similar items found on or related to the exterior of an historic resource.

Historic District: A group of historic resources which are significant as a cohesive unit and contribute to the historical, architectural, archeological or cultural values within the Maryland-Washington Regional District and which has been so designated in the master plan for historic preservation.

Historic Resource: A district, site, building, structure or object, including its appurtenances and environmental setting, which is significant in national, state or local history, architecture, archeology or culture.

On February 16, 2005, Thomas and Barbara Albrecht completed an application for a Historic Area Work Permit (HAWP) to install a paved circular driveway.

4117 Jones Bridge Road is designated a Contributing Resource within the Hawkins Lane Historic District, which was added to the Master Plan For Historic Preservation in Montgomery County in 1991. The historic district represents a Black kinship community. The amendment includes historic preservation review guidelines that are intended to guide the HPC's decisions in specific HAWP cases.

The house at 4117 Jones Bridge Road was built in 1932 by George Hawkins, who was the son of James H. Hawkins, an ex-slave who owned 3 of the 10 acres of the Hawkins Lane community. The house faces Jones Bridge Road and is on the east corner of Hawkins Lane. The house has an asphalt driveway off of Jones Bridge on the right side of the house and an unpaved parking pad on the left side off of Hawkins Lane.

#### **EVIDENCE IN THE RECORD:**

The Historic Preservation office received the submitted Historic Area Work Permit (HAWP) application on February 17, 2005. A written staff recommendation on this case was prepared and sent to the Commission on March 2, 2005. At the March 9, 2005 HPC meeting, staff person Anne Fothergill showed digital photos of the site and presented an oral report with staff recommendations. Staff recommended the HAWP application be denied as the paved circular driveway is not consistent with the historic preservation review guidelines in the *Hawkins Lane Historic District Development Guidelines* or the *Secretary of the Interior's Standards for Rehabilitation*.

Staff's specific concerns about the paved circular driveway that constituted reasons for the denial recommendation were:

1. The *Hawkins Lane Historic District Development Guidelines* state:  
"New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and

walkways. The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.”

2. The Hawkins Lane Guidelines describe the general setting of the area: “On Hawkins Lane, the rural character of the district is reinforced by the fact that property boundaries are, for the most part, unmarked except by shrubs and other vegetation; landscaping around buildings is informal, and, in some cases, minimal; and there are a significant number of unpaved driveways and walkways, where they exist at all. In addition, the buildings are small-scale and exhibit a range of styles, materials, and massing more frequently associated with the unplanned development of rural areas than with the suburbs. The "patterns" created by building siting and setback also contribute to the visual character of the historic district.” The *Guidelines* stress the importance of the retention of this rural character.
3. The *Secretary of the Interior's Standards for Rehabilitation* state “a property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
4. The *Standards* also state “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.
5. Additionally, the *Standards* state “new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment;”
6. Staff stated that they had discussed with the applicant other possible alternatives including extending the parking pad into an unpaved linear driveway off of Hawkins Lane but the applicants preferred their proposed driveway.
7. Staff's professional opinion is that the paved circular driveway would be detrimental to the character of the historic house and the district by introducing an inappropriate and incompatible driveway form and material and substantially and adversely altering the landscape.

Both of the applicants, Thomas and Barbara Albrecht, attended the meeting.

Mr. Albrecht explained that they would like a circular driveway because of the hazards of entering and exiting onto Jones Bridge Road. He also stated that he and his wife feel the circular driveway will make their lot more attractive.

Mr. Albrecht discussed the other driveways in the district and stated that of the 19 homes in the area, nine have paved driveways, nine have unpaved driveways, and one does not have a driveway. He also explained that 3 of the 4 new homes built after the district was designated have paved driveways. Mr. Albrecht stated that because of the incline of his lot, gravel would run down into Hawkins Lane and ultimately into Jones Bridge Road. He stated that the County does not want gravel runoff into Jones Bridge Road.

Commissioner O'Malley asked if the owners had considered a different layout other than a circular driveway. Mr. Albrecht explained that there are many houses in Chevy Chase that have circular driveways. He also explained that they do not like the industrial look of the large unpaved parking pad, unsightly and they would like to get rid of it.

Commissioner Williams asked if they could eliminate the parking pad and install a driveway off Hawkins Lane that goes up closer to the house. She stated that the circular driveway would be incompatible with the vernacular rural community, and that with this different driveway design the owners would accomplish their goal and the community would maintain its character.

Commissioner Fuller suggested extending the asphalt driveway off Jones Bridge Road and putting a turn-around area at the end. He also discussed removing the parking pad and installing a straight driveway perpendicular to Hawkins Lane.

Mr. Albrecht questioned why a circular driveway would not be appropriate. Commissioner Alderson responded that historically a circular driveway would have been a component of a manor house but not a country lane. Commissioner Alderson discussed the owners' concern about other people currently using the parking pad and suggested that with landscaping and pulling the parking off the street that problem could be addressed.

Mr. Albrecht distributed a photo of new construction behind his house that includes a new asphalt driveway. The new house does not front Hawkins Lane but is within the historic district. Gwen Wright, Historic Preservation Section Supervisor, explained that the lots for those new houses were not historically associated with the Hawkins family, were considered somewhat removed from the kinship community, and were essentially in the woods so the HPC reviewed their applications with some additional leniency.

Mr. Albrecht requested that because their lot is the largest in the area that they would like more liberty to landscape their land as they wish. Mrs. Albrecht stated that they planned to plant additional hedges to reduce the visibility of the new driveway.

There was some discussion of whether the applicant would consider working with staff on another driveway design other than what they had proposed. Mr. Albrecht said they would not consider a driveway that went straight into the lot as some Commissioners had proposed earlier.

Commissioner Fuller made the motion to deny the application and Commissioner Rotenstein seconded it. Commissioner Williams added that should the applicants want to revise their application and come back with a new HAWP the Commission would consider it.

The vote for denial was unanimous.

### **CRITERIA FOR APPROVAL AND FINDINGS OF THE COMMISSION:**

The criteria, which the Commission must evaluate in determining whether to deny a Historic Area Work Permit application, are found in Section 24A-8(a) of the Montgomery County Code, 1984, as amended.

Section 24A-8(a) provides that:

The Commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

In analyzing whether the criteria for issuance of a Historic Area Work Permit have been met, the Commission also evaluates the evidence in the record in light of the guidelines for the historic district that are a part of the *Hawkins Lane Historic District Development Guidelines*. In particular, the following concepts and guidelines are applicable in this case:

#### Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

#### Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

The Commission also evaluates the evidence in light of generally accepted principles of historic preservation, including the *Secretary of the Interior's Standards for Rehabilitation*, adopted in the

HPC Executive Regulations in November 1997. In particular, *Standards* #1, #2, and #9 are applicable in this case.

#1 A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

#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 will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Based on this, the Commission finds that:

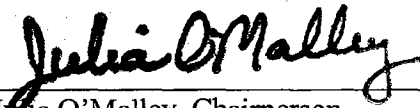
The proposed paved circular driveway is not in keeping with the rural character of the historic district. This substantial alteration would adversely affect the historic house and district.

**CONCLUSION:**

The Commission was guided in its decision by Chapter 24A, by the *Hawkins Lane Historic District Development Guidelines* and by the *Secretary of the Interior's Standards for Rehabilitation*.

Based on the evidence in the record and the Commission's findings, as required by Section 24A-8(a) of the Montgomery County Code, 1984, as amended, the Commission must **deny** the application of Thomas and Barbara Albrecht for an Historic Area Work Permit (HAWP) to install a paved circular driveway at 4117 Jones Bridge Road in the Hawkins Lane Historic District.

If any party is aggrieved by the decision of the Commission, pursuant to Section 24A-70(h) of the Montgomery County Code, an appeal may be filed within thirty (30) days with the Board of Appeals, which will review the Commission's decision de novo. The Board of Appeals has full and exclusive authority to hear and decide all appeals taken from the decision of the Commission. The Board of Appeals has the authority to affirm, modify, or reverse the order or decision of the Commission.

  
\_\_\_\_\_  
Julia O'Malley, Chairperson  
Montgomery County  
Historic Preservation Commission

March 22, 2005  
\_\_\_\_\_  
Date

HISTORIC PRESERVATION COMMISSION STAFF REPORT

<b>Address:</b>	4117 Jones Bridge Road	<b>Meeting Date:</b>	03/09/05
<b>Applicant:</b>	Thomas and Barbara Albrecht	<b>Report Date:</b>	03/02/05
<b>Resource:</b>	Contributing Resource Hawkins Lane Historic District	<b>Public Notice:</b>	02/23/05
<b>Review:</b>	HAWP	<b>Tax Credit:</b>	None
<b>Case Number:</b>	35/54-05A	<b>Staff:</b>	Anne Fothergill

**PROPOSAL:** Installation of paved circular driveway

**RECOMMENDATION:** Denial

---

STAFF RECOMMENDATION:

Staff is recommending denial of this project to install a paved circular driveway under Historic Preservation Ordinance criteria 24A-8(a):

A HAWP should be denied if the Commission finds, based on the evidence and information presented to or before the Commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

PROJECT DESCRIPTION

**SIGNIFICANCE:** Contributing Resource within the Hawkins Lane Historic District  
**STYLE:** Craftsman  
**DATE:** c. 1932

The Hawkins Lane Historic District is situated in a heavily wooded area off Jones Bridge Road in Chevy Chase. The district is bordered on the north and west by the Bethesda Naval Medical Center and the east by parkland owned by the Maryland-National Capital Park & Planning Commission. The Hawkins Lane Historic District was adopted to the county Master Plan in 1991, representing a Black kinship community.

The house at 4117 Jones Bridge Road was built in 1932 by George Hawkins, who was the son of James H. Hawkins, an ex-slave who owned 3 of the 10 acres of the Hawkins Lane community. The house faces Jones Bridge Road and is on the east corner of Hawkins Lane. The house has an asphalt driveway off of Jones Bridge on the right side of the house and an unpaved (broken stones, brick, and cinder block) parking pad on the left side off of Hawkins Lane.

PROPOSAL

The applicant is proposing removal of the unpaved parking pad on the Hawkins Lane side of the property and installation of a 10' wide asphalt circular driveway. They are also proposing relocation of one Japanese Maple tree from the right side of their front walkway to the left side yard (see site plans in Circles 13 + 14).

## STAFF DISCUSSION

The following are relevant excerpts from the *Hawkins Lane Historic District Development Guidelines Handbook*:

### Establishment of the Historic District

The request for the establishment of a Hawkins Lane Historic District was based on the fact that (as the amendment recommending the district's placement on the county's Master Plan for Historic Preservation notes), the district is

"a unique and important historical resource in Montgomery County -an outstanding example of a black 'kinship' community which reflects the heritage and lifestyle of black citizens at the turn of the century and in the early 20th century . There are few intact, early black communities left in the county and even fewer which so clearly demonstrate the determination and legacy of one family, the Hawkins. Although the structures in the district are modest, they clearly reflect a sense of historic time and place. The district, as a whole, is an essential part of the county's history to be preserved, remembered, and appreciated."

The Hawkins Lane Historic District includes several properties on nearby Jones Bridge Road as well as all of Hawkins Lane, for a total of 3.81 acres; it does not include the Gilliland/ Bloom House at 4025 Jones Bridge Road, or the Hurley/Sutton House at 4023 Jones Bridge Road, each of which has been separately designated as an historic site. The district consists of most of the original three acres acquired late in the nineteenth century by James H. Hawkins, the ex-slave who founded the community, plus several tracts of land acquired by Hawkins' sons in the early decades of the twentieth century.

### The History of Hawkins Lane

County land records indicate that the site of the Hawkins Lane Historic District was once part of a 700 acre tract called "Clean Drinking", granted to Colonel John Courts in 1700 by Charles, Lord Baron of Baltimore. The tract was purchased by Charles Jones in 1750, and the association of Clean Drinking (which at one point included some 1400 acres) with the Jones family continued well into the twentieth century; it is memorialized in the names of two area streets, Jones Mill Road and Jones Bridge Road.

The first Hawkins to be associated with the property was a prosperous white farmer from Prince George's County named James Hawkins, who, in 1825, bought for \$10,000 " all that part of a tract of land called Clean Drinking, a total of 400 acres " from Clement Smith, who had acquired the property from a descendant of Charles Jones [Montgomery County Land Records, Y/80]. In 1867 Hawkins' relatives sold approximately 93 acres of the tract to the Reverend John Hamilton Chew of Washington, D.C., a prominent Episcopalian minister. It was the Reverend Chew's widow, Sophia, who, in February of 1893, sold three acres of Clean Drinking for \$300 to James H. Hawkins, an ex-slave who had been employed (as a freedman) by her husband; the sale set the stage for the development of a small black community on the site.

Although a relationship has not been definitely established between the "white" and the "black" James Hawkins, the 1853 Montgomery County Slave Census lists a white farmer, James Hawkins, Jr. (probably the son of the James Hawkins who acquired the property in 1825) as owning two slaves named James. It is conceivable that the younger of the two was the James H. Hawkins who bought three acres of Clean Drinking in 1893. (See page 4 of the Hawkins Lane Historic District Inventory Form for additional information).

By 1897, Hawkins had erected a two-story frame house for himself at the southwest corner of what later became Hawkins Lane and Jones Bridge Road. The first residence built on the Lane, it was destroyed by fire in the early 1920's.



After James H. Hawkins' death in 1928, his property was (in accordance with his will) divided equally among his twelve children; the Lane and the adjoining section of Jones Bridge Road were soon populated with homes built by members of the Hawkins family for themselves or for relatives and friends.

It is clear that James H. Hawkins (a truck farmer and part-time Methodist preacher) was determined that his children would be property owners. As a recent study of black communities in Montgomery County observes:

"The ability to own land was one of the most valued privileges among blacks in Maryland. Land ownership represented status, opportunity for prosperity, and potential stability for future generations." {Model Resource Preservation Plan for Historic Black Communities: Haiti-Martin's Lane, Rockville, MD, Draft, Peerless Rockville Preservation, Ltd., July, 1988, p.19.}

The history of the district's association with the Hawkins' family is a lengthy one, continuing to the present. All but six of the houses on the Lane were built by the children of James H. Hawkins for their own use, and they remained in the family for many years. Two of the Hawkins Lane properties are still owned by members of the Hawkins family, and James Hawkins' granddaughter, octogenarian Ella Hawkins, occupies one of them. On Jones Bridge Road, several properties still remain in the Hawkins family, while others were not sold to "outsiders" until the mid-1970's.

Established by a black, with the majority of dwellings built by --and for -- blacks, the Hawkins Lane Historic District remained a black residential enclave and "kinship community" for well over half a century, with the houses owned and occupied primarily by one family. Although the community is now racially mixed, a number of the properties are still black-owned and the Hawkins family is still represented in the district. And, in spite of changes in the racial composition of the district, it has retained the strong sense of community cohesiveness which was originally based on ties of kinship.

The district continues to be an important link to an earlier period in the county's history, and a tangible record of the efforts of the county's black citizens to establish themselves economically and socially.

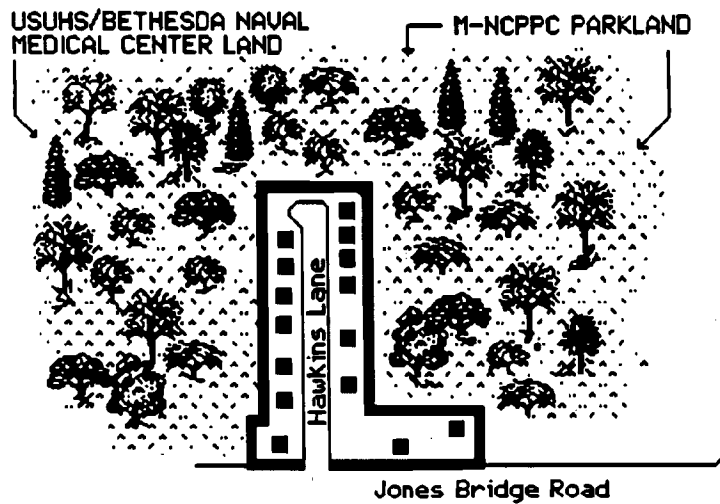
#### Historic District Characteristics and Development Guide

Every neighborhood, whether historic or not, has a visual character of its own. This section of the Handbook describes those features, both man-made and natural, which contribute to the visual character of the Hawkins Lane Historic District and sets forth guidelines for their retention and protection.

#### Setting: The Surrounding Area

The historic district is bounded on the north, east, and west by heavily- wooded, largely undeveloped, publicly-owned properties which provide a park-like setting and contribute to its quiet, rural character. The setting helps to mitigate, to some extent, the impact of heavily-trafficked Jones Bridge Road, which forms its southern boundary.

The district is located on the north side of Jones Bridge Road near the intersection of Jones Bridge and Connecticut Avenue in North Chevy Chase, Maryland. To the west and northwest are approximately 180 acres of federally-owned property occupied by the U.S. Naval Medical Center (NMC) and the Uniformed Services University of the Health Sciences (USUHS). A chainlink fence physically (but not visually) separates the rear yards of the residences on the west side of Hawkins Lane from the scenic USUHS campus.



Adjoining the federal property on the north and surrounding the district to the east are approximately 36 acres of wooded property belonging to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The property is undeveloped except for a recreation center which, in the summer, is screened by vegetation.

Setting: The Historic District

The character of the district is the result of a combination of factors, some natural and some man-made. As noted above, one of the most important is the pleasant setting provided by adjoining publicly-owned properties. In addition, within the district, such factors as vegetation, topography, open space, and the appearance of Hawkins Lane itself all contribute to the district's visual character.

Vegetation and Topography

The district's rural character is enhanced by an abundance of vegetation, particularly on Hawkins Lane, where, in the summer, trees and bushes screen residences from busy Jones Bridge Road and provide a park-like setting. On Jones Bridge Road, where there is less vegetation, heavily-treed rear lots provide a thick green canopy in the summer.

A survey of the vegetation in the district found that the principal hard wood trees are tulip poplars, white oaks, red oaks, box elders, and sugar maples. Ornamental trees include dogwoods, Japanese red maples, and red buds. In addition, a number of evergreens, such as cedars, hemlock, and southern pine, are used to delineate boundaries and to serve as hedges,

Many of these trees, particularly the hard woods, are in excess of 10 inches in diameter and are mature, stately trees that significantly contribute to the rural appearance of the lane and its sense of separateness from the surrounding urban landscape. In addition, these trees serve as a major source of food and shelter for the over 35 species of birds that may be observed in the confines of the historic district. Their preservation is a sine qua non of the district's ambience.

The naturally uneven topography of the district has been retained, particularly on Hawkins Lane, further adding to its rural character

A Historic Area Work Permit is necessary for major changes to the landscape in a historic district, including the removal of trees 6" or greater in diameter. A 1989 county zoning ordinance also places restrictions on the removal of trees in proposed subdivisions and requires that, under certain conditions, a permit be obtained for cutting trees.

Guidelines:

Existing trees and major shrubs within the historic district should be maintained

Plans for new development should provide for the retention of existing vegetation.

Plans for new development or alterations to existing buildings and sites should provide for the retention of the natural topography of the land.

Where trees or major shrubs must be removed (because of natural causes or construction damage), provision should be made for their replacement.

#### Roads and Sidewalks

Access to the district is from Hawkins Lane, a narrow, two-lane, partially- unpaved, dead-end street which is very rural in appearance and from Jones Bridge Road, a busy four-lane thoroughfare which connects Connecticut Avenue and Rockville Pike. Hawkins Lane, which is a private roadway maintained by district residents, follows the path of the original road cut by Samuel Hawkins, one of James H. Hawkins' sons, in the early decades of the twentieth century.

The Lane begins at the entrance to the district on Jones Bridge Road, runs some 225 yards up a slight incline, and dead-ends at parkland owned by the Maryland-National Capital Park and Planning Commission. Because of the relatively small number of residences on the Lane and the fact that it is a dead-end street with little traffic, existing pedestrian access is adequate. Its rural character is accentuated by the absence of sidewalks and gutters.

Jones Bridge Road (which is shown on early 19th century maps of the area) is a busy arterial road measuring approximately 48 feet wide from curb to curb; the sidewalks on either side are approximately 4 feet in width. Right-of-way standards for arterial roads allow for a total width of 80 feet, for road pavement and sidewalks. Sufficient right-of-way exists, therefore, to widen Jones Bridge Road further, but widening of the northernmost lane, in particular, would have an extremely detrimental effect on the district.

#### Guidelines:

In order to protect the district's rural character, the existing appearance and configuration of Hawkins Lane should be maintained.

The Lane should not be paved or widened or have curbs, gutters, or sidewalk added

If there is new construction, driveway cuts onto Hawkins Lane should be kept to a minimum in order to preserve the Lane's existing character and to reduce traffic.

Plans for alterations to Jones Bridge Road (particularly an increase in the number of lanes) should take into account the potentially adverse impact on district residences on the north side of the Road. Road widening projects should be limited to the south side.

#### Open Space

The rural character of the district is enhanced by the large proportion of open space created by vacant lots on Hawkins Lane and Jones Bridge Road, the generous "side-lots" between buildings on the west side of the Lane, and, (as noted above) the fact that rear yards "now into" adjoining properties which are largely undeveloped.

Much of the vacant land in the district is part of the 2.5 acre parcel which investors have targeted for development, but the Ad Hoc Committee would like to see some of it used for other purposes. On the east side of Hawkins Lane, for instance, the large, overgrown lot between 8815 and 8823 was once a well-tended garden. Because of its central location in the district, the Committee has discussed acquiring the lot for use as a community park

and garden, utilizing both private and public funds, where possible (i.e.: state "Green Space Program" monies).

Similarly, the vacant lot at the northern end of the district on the west side of Hawkins Lane (not part of the 2.5 acre parcel mentioned above) is now used as a parking area and car "turn-around" by district residents. The Committee has also discussed the possibility of community acquisition to continue this use, since such a step would provide additional off-street parking and preserve existing open space.

The west side of Hawkins Lane is more densely developed, with only one vacant lot at the north end of the road. The east side (as noted above) has considerably more vacant land, a small part of which is heavily overgrown while the rest is relatively clear of vegetation.

#### Guidelines

Every effort should be made to preserve existing open spaces since they contribute to the rural quality of the district.

New construction should be designed and sited so as to maximize the amount of open space retained.

The size of existing side-lots on the west side of Hawkins Lane should be approximated if there is new construction on the Lane.

#### Site Details

"Site Details" are those visual features associated most directly with district buildings and the sites on which they are located. Site details include building architecture or style, materials, scale, and massing; building siting and setback; fences and other property markers; residential driveways, parking areas, and walkways; and landscaping. Building "side-lots" and rear yards (discussed above, under "open space") are also noteworthy site details.

On Hawkins Lane, the rural character of the district is reinforced by the fact that property boundaries are, for the most part, unmarked except by shrubs and other vegetation; landscaping around buildings is informal, and, in some cases, minimal; and there are a significant number of unpaved driveways and walkways, where they exist at all. In addition, the buildings are small-scale and exhibit a range of styles, materials, and massing more frequently associated with the unplanned development of rural areas than with the suburbs. The "patterns" created by building siting and setback also contribute to the visual character of the historic district.

Site details must be taken into account in planning for changes to buildings and/or the landscape or for new construction, if the visual character of the historic district is to be preserved.

#### Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

Additional guidelines that would be applicable in this case are the *Secretary of the Interior's Standards for Rehabilitation*:

#1 A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

#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 will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

And *Montgomery County Code; Chapter 24A*:

A HAWP should be denied if the Commission finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

The majority of driveways on Hawkins Lane are unpaved and covered with gravel. While there are a few that are asphalt, these were paved before the District was listed on the Master Plan. As noted above, the guidelines clearly state that gravel or dirt driveways are more compatible with the rural character of the district. Additionally, a circular driveway would not be appropriate for this rural setting.

Staff discussed with the applicant other possible options that might be approvable. The applicant stated that their existing parking pad is used by the general public—some neighbors and some employees of the neighboring medical facility park there—and the applicant would prefer a driveway to a parking pad so it is clear that it belongs to the house and is not for community parking.

Additionally, the applicant definitely wants asphalt not gravel. A small section of Hawkins Lane is paved and that section is right on the corner next to this property and the applicant feels strongly that asphalt would be appropriate in this location.

Staff and the applicant were unable to find a solution to the homeowners' needs that would be approvable. The relocation of the Japanese Maple could probably be approved, but the applicant would only make that change if the new driveway was installed.

Based on the all the applicable *Guidelines* and the above discussion, staff is recommending denial.

**STAFF RECOMMENDATION:**

Staff recommends that the Commission deny the HAWP application as being consistent with Chapter 24A-8(a):

A HAWP should be denied if the Commission finds, based on the evidence and information presented to or before the Commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.

and inconsistent with the *Secretary of the Interior's Standards for Rehabilitation* #1, #2 and #9; and the *Hawkins Lane Historic District Design Guidelines*.

DRIVEWAY  
Spec exempt  
Case # 218  
Mary Cooke  
410-545  
9 Cooke @ 51002  
Shr. state, md.us

Feb 12 04 12:04p

HISTORIC PRESERVATION

3015633412

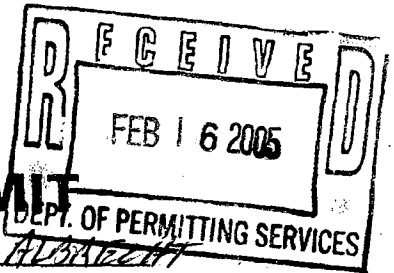
Historic Master



RETURN TO: DEPARTMENT OF PERMITTING SERVICES  
255 ROCKVILLE PIKE, 2nd FLOOR, ROCKVILLE, MD 20850  
240/777-6370

HISTORIC PRESERVATION COMMISSION  
301/563-3400

DPS - #8



# APPLICATION FOR HISTORIC AREA WORK PERMIT

1-301-834-8882

Contact Person: THOMAS ALBAERT

Daytime Phone No.: 301 657 3669

Tax Account No.: 00424440  
Name of Property Owner: THOMAS AND BARBARA ALBAERT Home Phone No.: 301.657.3669  
Address: 4117 JONES BRIDGE RD BETHESDA 20815  
Street Number City State Zip Code  
Contractor: \_\_\_\_\_ Phone No.: \_\_\_\_\_  
Contractor Registration No.: \_\_\_\_\_  
Agent for Owner: \_\_\_\_\_ Daytime Phone No.: \_\_\_\_\_

### LOCATION OF BUILDING/PREMISE

House Number: 4117 Street: JONES BRIDGE RD  
Town/City: BETHESDA Nearest Cross Street: HAWKINS LANE  
Lot: \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: 502  
Liber: 9592 Folio: 830-6 Parcel: P919

### PART ONE: TYPE OF PERMIT ACTION AND USE

I.A. CHECK ALL APPLICABLE:  Construct  Extend  Alter/Renovate  Move  Install  Wreck/Reze  Revision  Repair  Revocable  
CHECK ALL APPLICABLE:  A/C  Stab  Room Addition  Porch  Deck  Shed  Solar  Fireplace  Woodburning Stove  Fence/Wall (complete Section 4)  Other: DAIVE  
I.B. Construction cost estimate: \$ 3000<sup>00</sup>  
I.C. If this is a revision of a previously approved active permit, see Permit # \_\_\_\_\_

### PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01  WSSC 02  Septic 03  Other: \_\_\_\_\_  
2B. Type of water supply: 01  WSSC 02  Well 03  Other: \_\_\_\_\_

### PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height \_\_\_\_\_ feet \_\_\_\_\_ inches  
3B. indicate whether the fence or retaining wall is to be constructed on one of the following locations:  
 On party line/property line  Entirely on land of owner  On public right of way/easement

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

Thomas Albaert 2/2/05  
Signature of owner or authorized agent Date

Approved: \_\_\_\_\_ For Chairperson, Historic Preservation Commission  
Disapproved: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Application/Permit No.: 374006 Date Filed: 2/16/05 Date Issued: \_\_\_\_\_  
*Emc*

Edit 6/21/99

SEE REVERSE SIDE FOR INSTRUCTIONS

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

**1. WRITTEN DESCRIPTION OF PROJECT**

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

EXISTING SIDE YARD IS LANDSCAPED TO BACK  
HALF OF LOT, AREA OF SIDE YARD IS LARGE  
PARKING AREA COMPAISED OF STONE, ROCKS, ACETIONS  
OF BRICKS, ETC. - NO HISTORIC SIGNIFICANCE.

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

PROJECT IS TO INSTALL 10' WIDE CIRCULAR  
DRIVE IN SIDE YARD FOR PARKING. THIS WOULD  
COVER OVER THE EXISTING PARKING AREA

**2. SITE PLAN**

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

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

**3. PLANS AND ELEVATIONS**

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

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

**4. MATERIALS SPECIFICATIONS**

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

**5. PHOTOGRAPHS**

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

**6. TREE SURVEY**

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

**7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

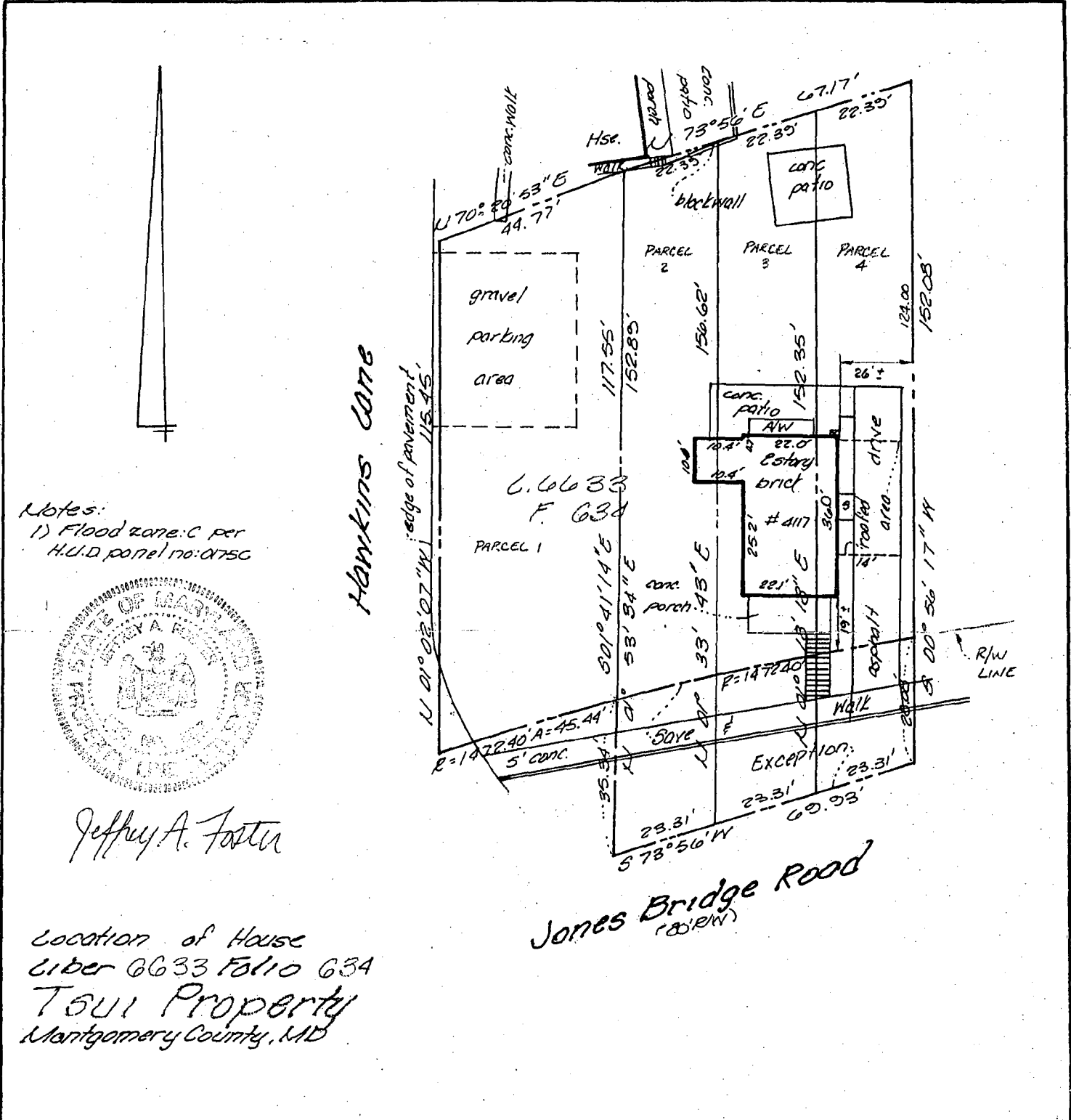
For **ALL** projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway front the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (301/279-1355).

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.  
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE, AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.

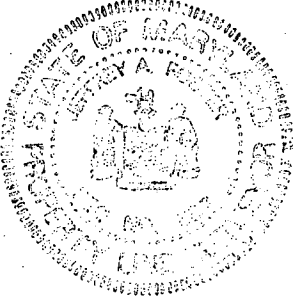


HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING [Owner, Owner's Agent, Adjacent and Confronting Property Owners]	
Owner's mailing address	Owner's Agent's mailing address
Adjacent and confronting Property Owners mailing addresses	
INEZ HAWKINS 7255 TITONKA WAY ROCKVILLE, MD. 20855	
COLUMBIA COUNTRY CLUB 7900 CONNECTICUT AVE CHEVY CHASE, MD.	
BRIAN AND SARAH FAHEY 8807 HAWKINS LAKE CHEVY CHASE, MD. 20815	

NOTE: This location for title purposes only – not to be used for determining property lines. Property corner Markers Not guaranteed by this location.



Notes:  
 1) Flood zone: C per  
 H.U.D. panel no: 0750




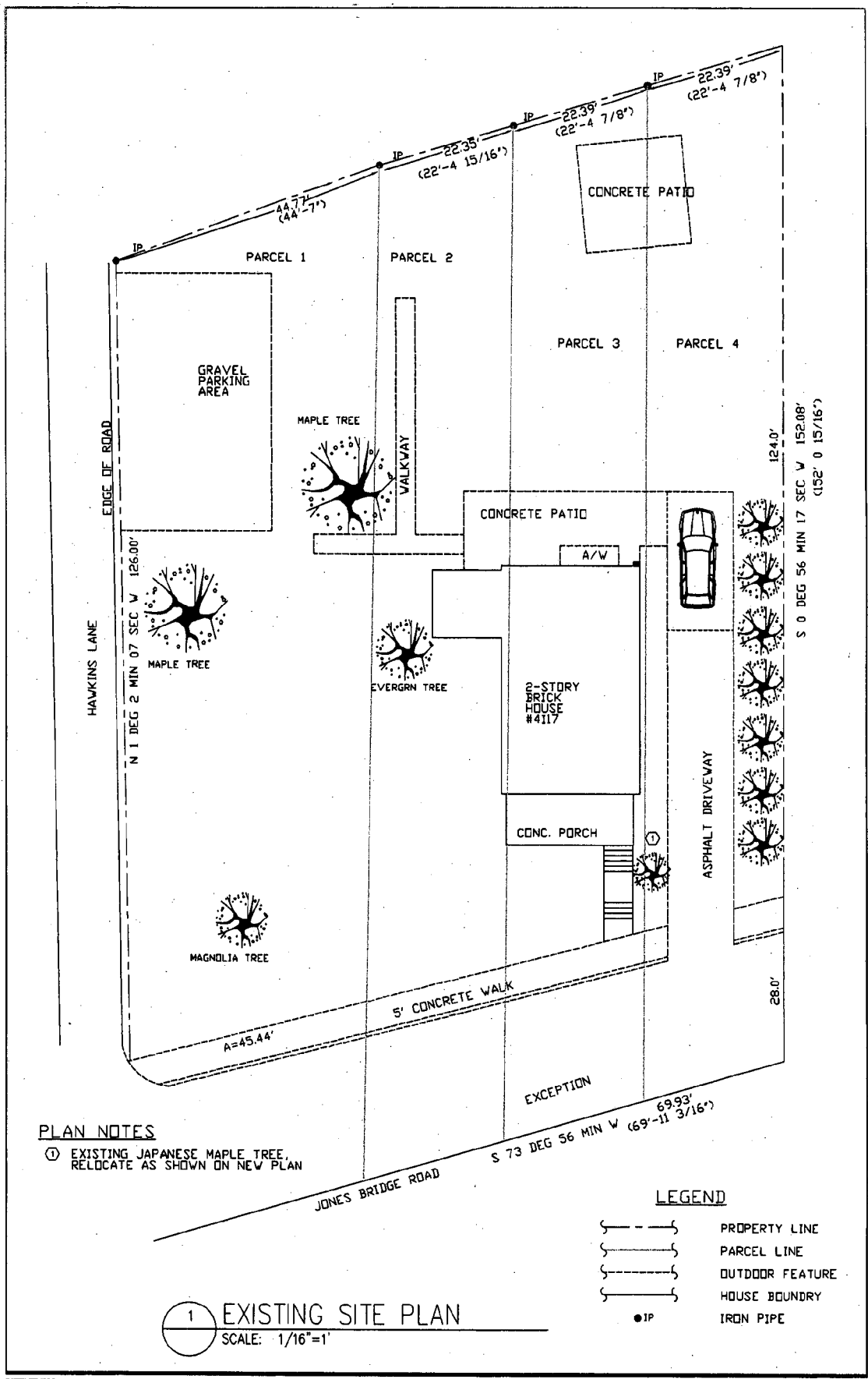
Jeffrey A. Foster

Location of House  
 Liber 6633 Folio 63A  
 TSU1 Property  
 Montgomery County, MD

Jones Bridge Road  
 (100' R/W)

BUILDING LINE AND/OR FLOOD ZONE INFORMATION IS TAKEN FROM AVAILABLE SOURCES AND SUBJECT TO INTERPRETATION OF ORIGINATOR.

<b>SURVEYOR'S CERTIFICATE</b>  "I HEREBY CERTIFY THAT THIS INSPECTION WAS PERFORMED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR REGISTERED SURVEYORS IN THE STATE AS ADOPTED BY THE MARYLAND SOCIETY OF SURVEYORS."  Jeffrey A. Foster REGISTERED SURVEYOR MARYLAND NO. 387	<b>REFERENCES</b>  PLAT BK.  PLAT NO.  LIBER 6633 FOLIO 63A	  SNIDER & ASSOCIATES, INC. SURVEYORS - ENGINEERS LAND PLANNING CONSULTANTS  2 Professional Dr., Suite 216 Gaithersburg, MD 20879 (301) 948-5100	DATE OF LOCATIONS SCALE: 1"=30'
	WALL CHECK: HSE. LOC.: 11-21-00 BOUNDARY:		DRAWN BY: SKW JOB NO.: 00-2076 (12)



**PLAN NOTES**

- ① EXISTING JAPANESE MAPLE TREE, RELOCATE AS SHOWN ON NEW PLAN

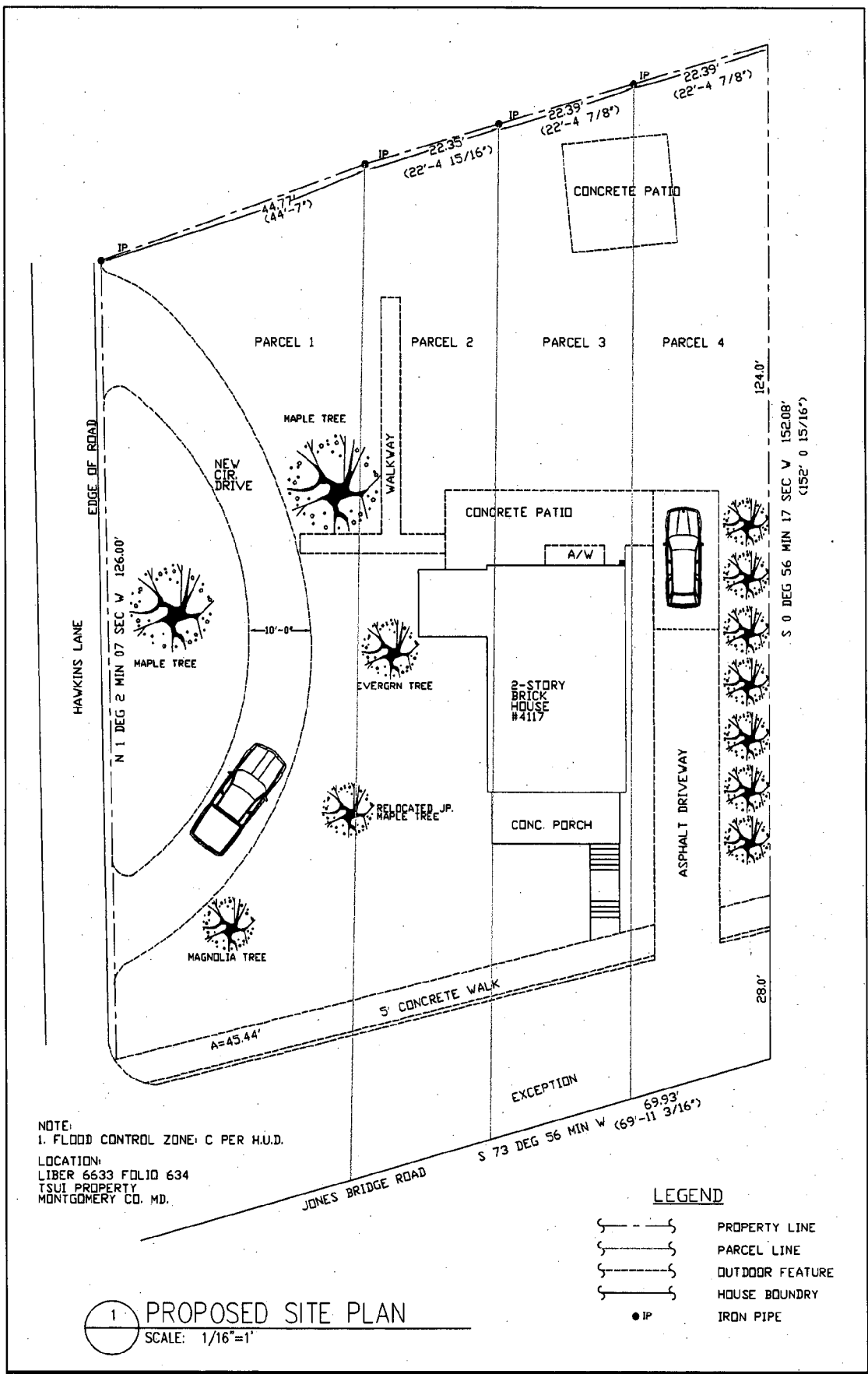
**LEGEND**

- PROPERTY LINE
- - - PARCEL LINE
- - - OUTDOOR FEATURE
- HOUSE BOUNDARY
- IP IRON PIPE

1 EXISTING SITE PLAN  
SCALE: 1/16"=1'

EXISTING SITE PLAN	
ALBRECHT RESIDENCE	
4117 JONES BRIDGE ROAD	
BETHESDA, MD.	02/15/05

13



NOTE:  
 1. FLOOD CONTROL ZONE: C PER H.U.D.

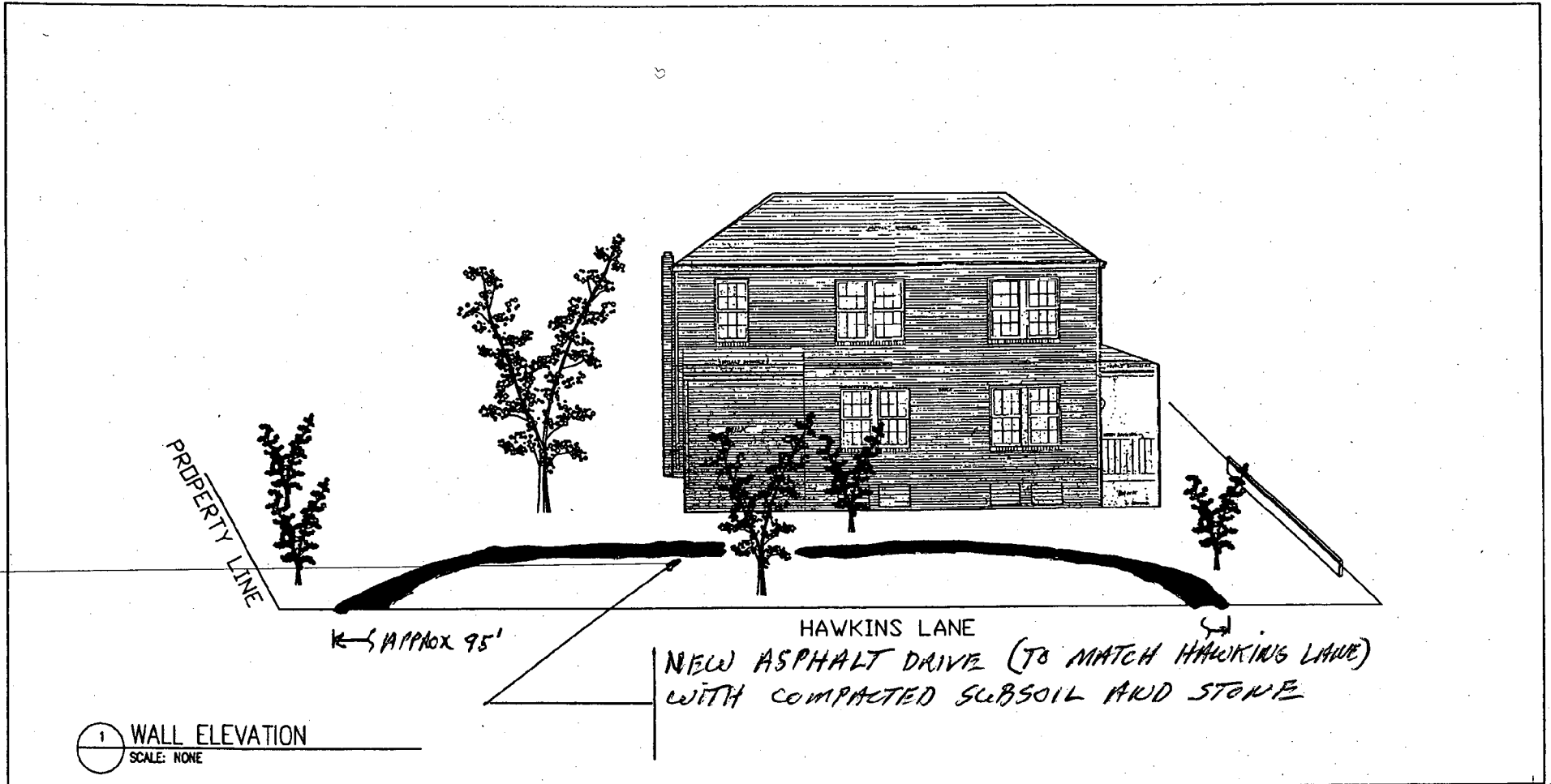
LOCATION:  
 LIBER 6633 FOLIO 634  
 TSUI PROPERTY  
 MONTGOMERY CO. MD.

1 PROPOSED SITE PLAN  
 SCALE: 1/16"=1'

LEGEND

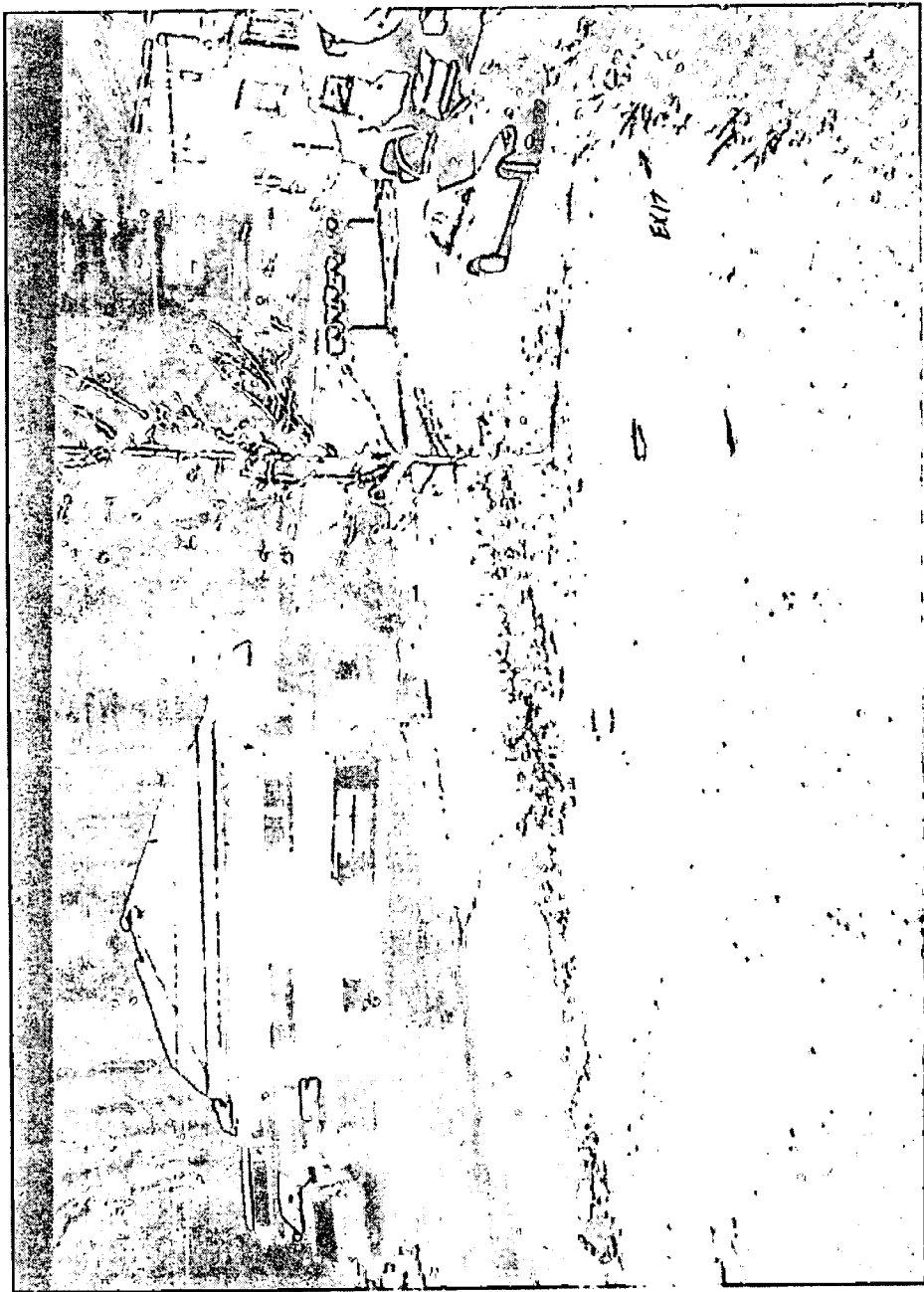
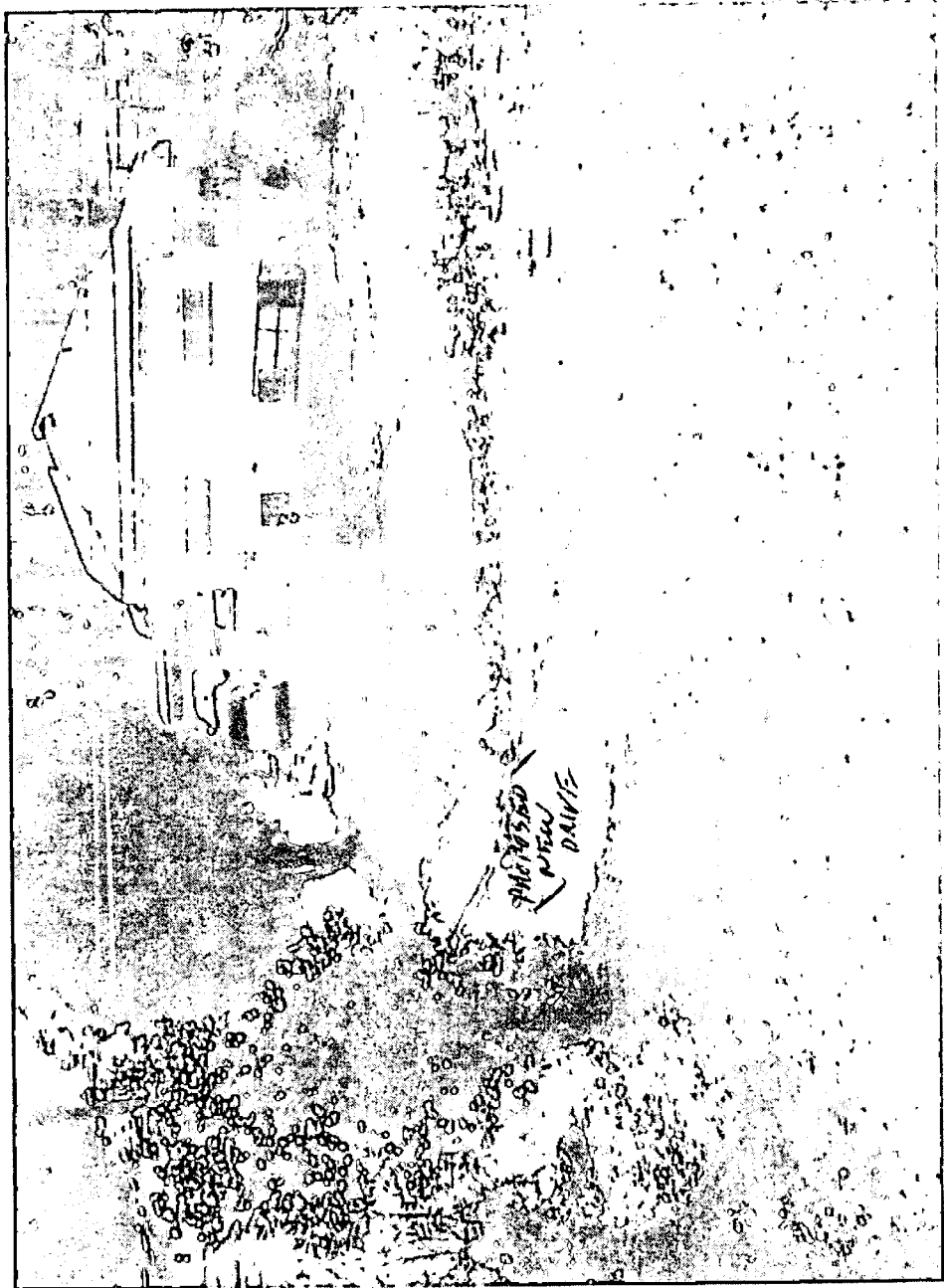
- PROPERTY LINE
- - - PARCEL LINE
- - - OUTDOOR FEATURE
- HOUSE BOUNDARY
- IP IRON PIPE

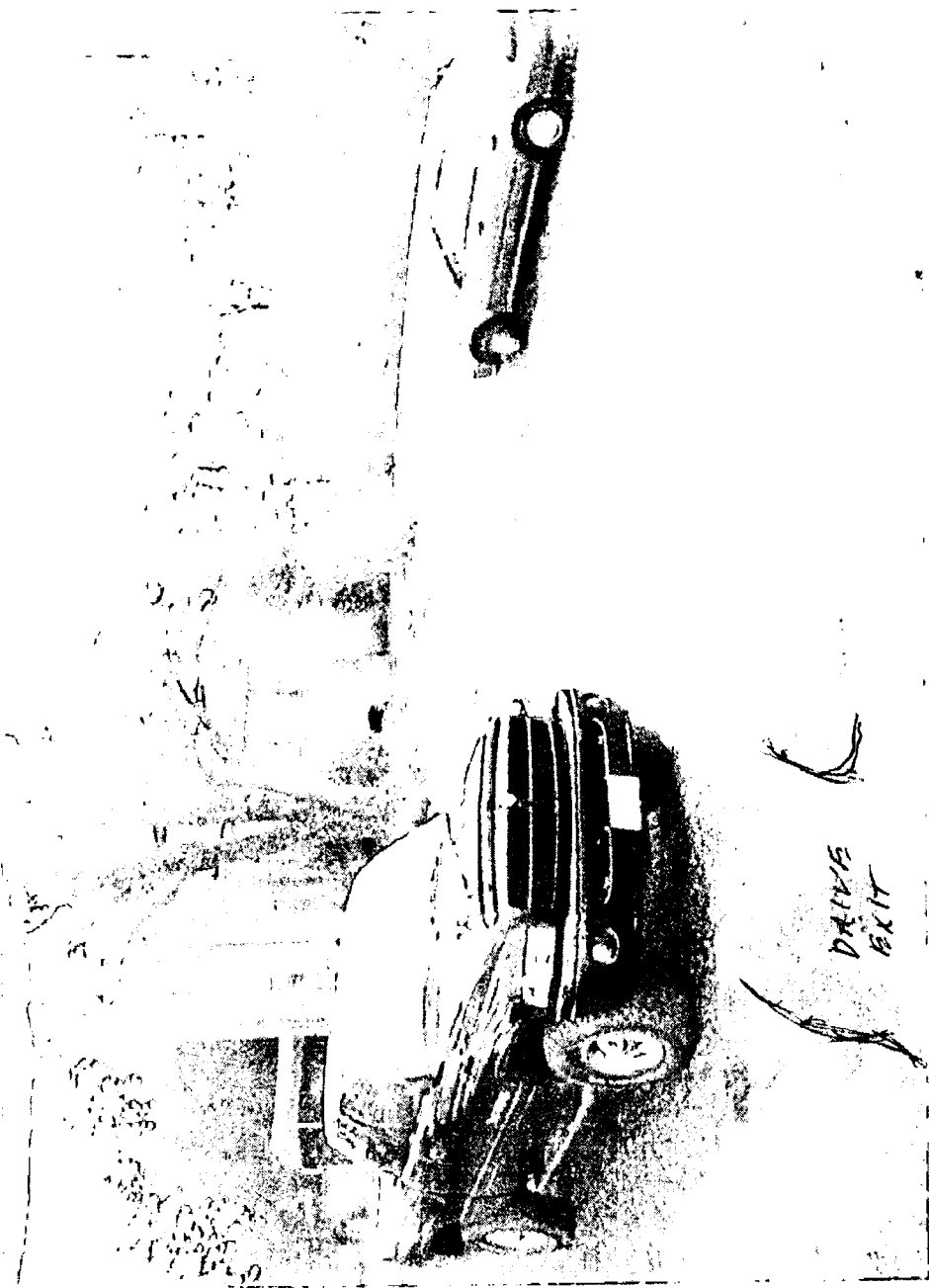
PROPOSED SITE PLAN	
ALBRECHT RESIDENCE	
4117 JONES BRIDGE ROAD	
BETHESDA, MD.	02/15/05



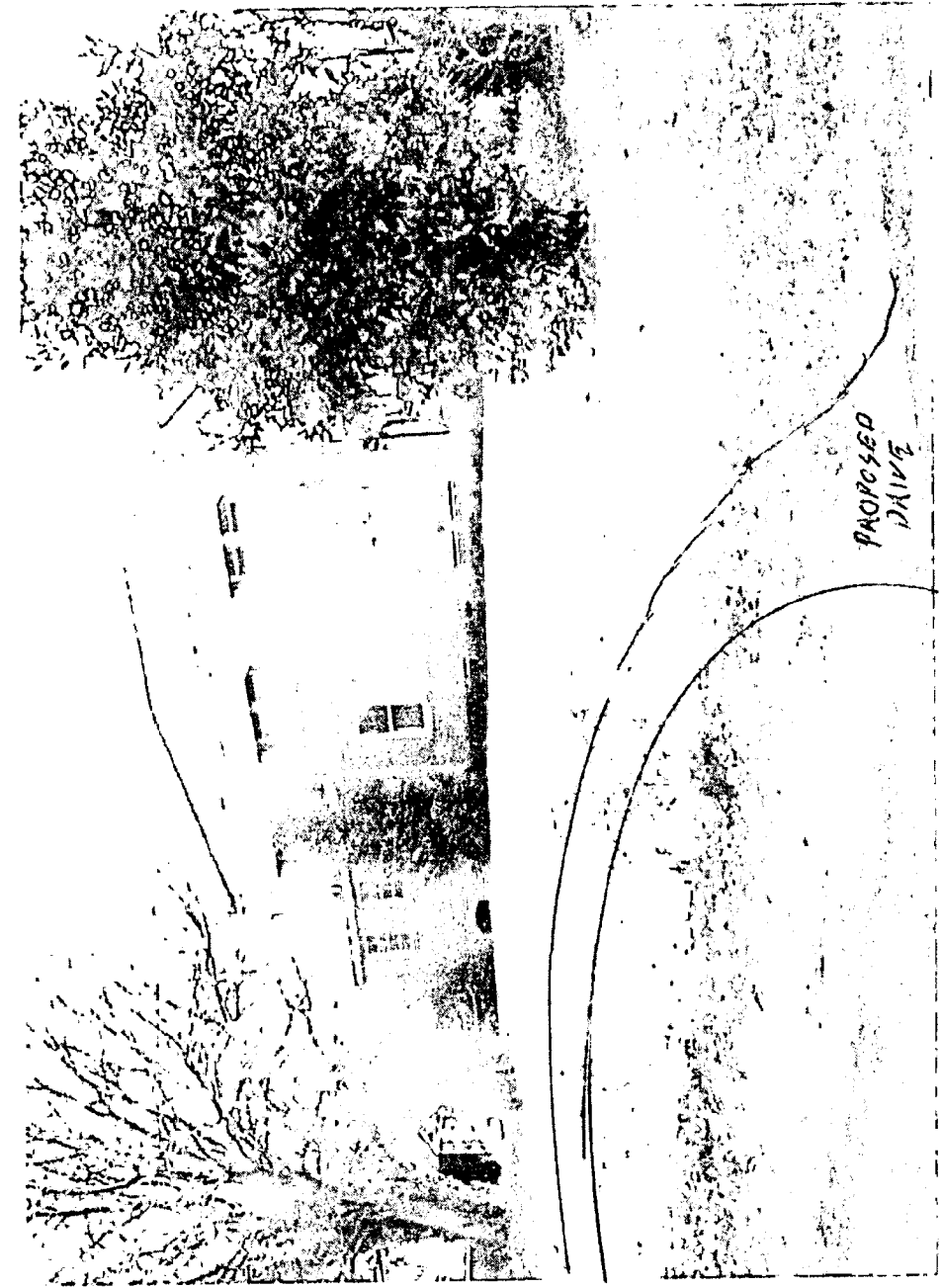
PROPOSED SITE PLAN	
ALBRECHT RESIDENCE	
4117 JONES BRIDGE ROAD	
BETHESDA, MD.	02/15/05

(15)



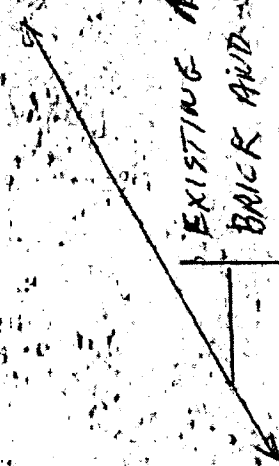


DRIVE  
EXIT



PROPOSED  
DRIVE

EXISTING MIX OF BROKEN CURB & BUCK  
BRICK AND STONES OF DIFFERENT SIZES

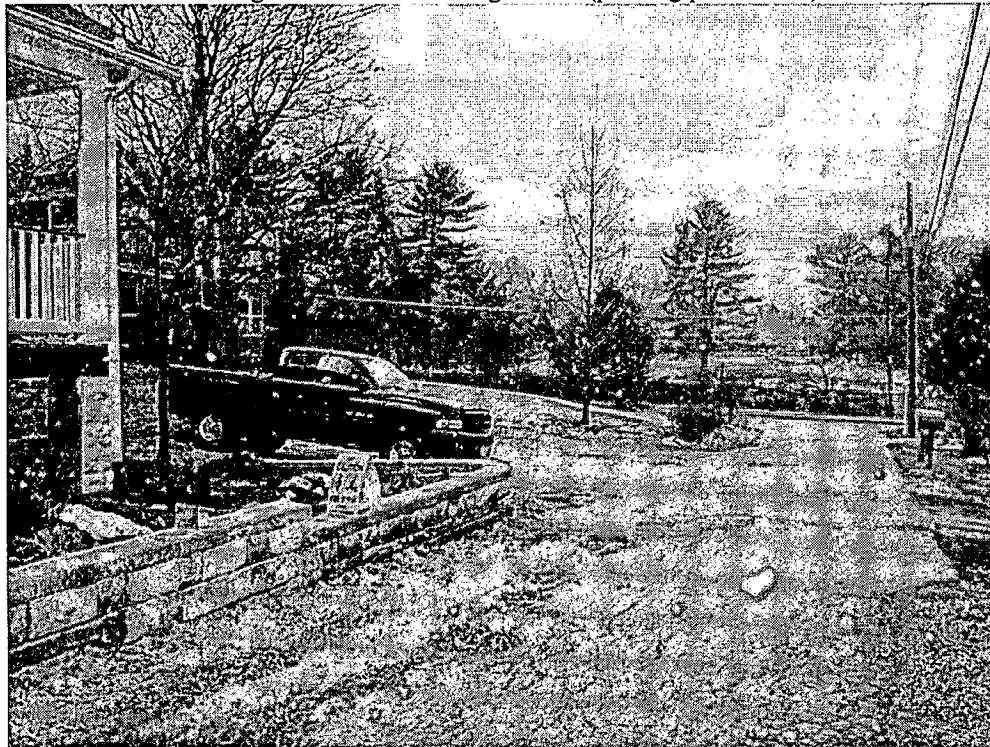




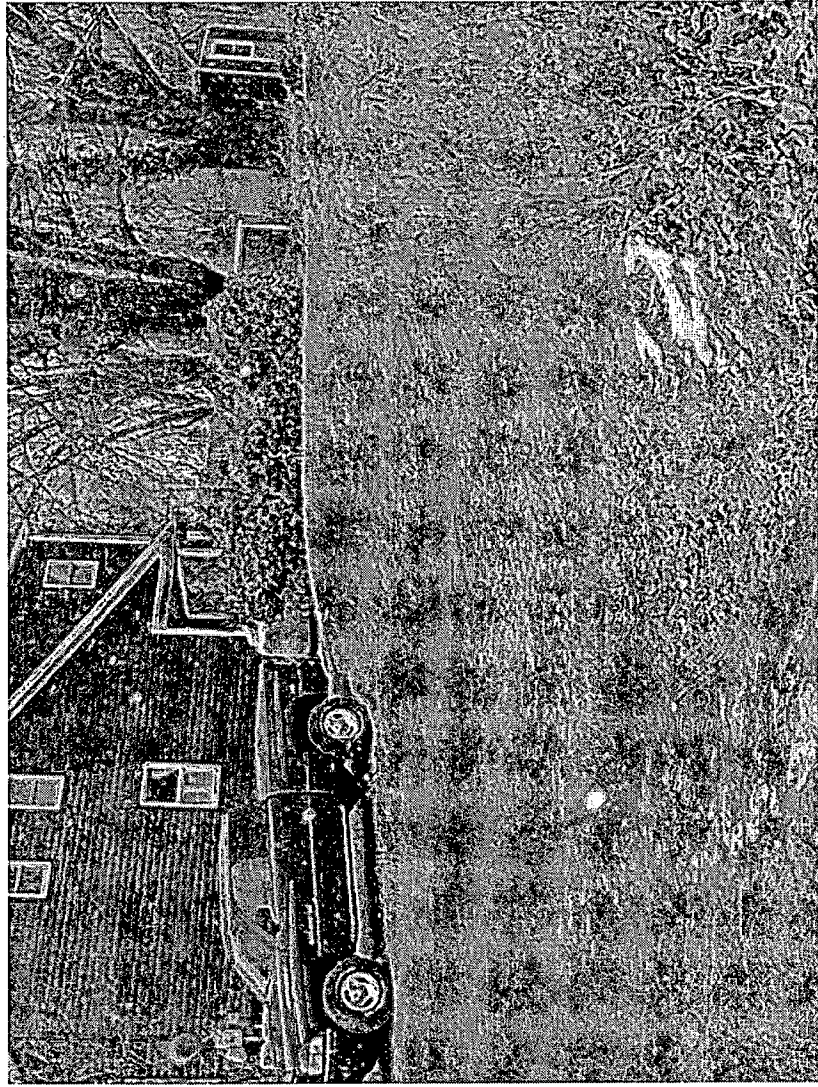
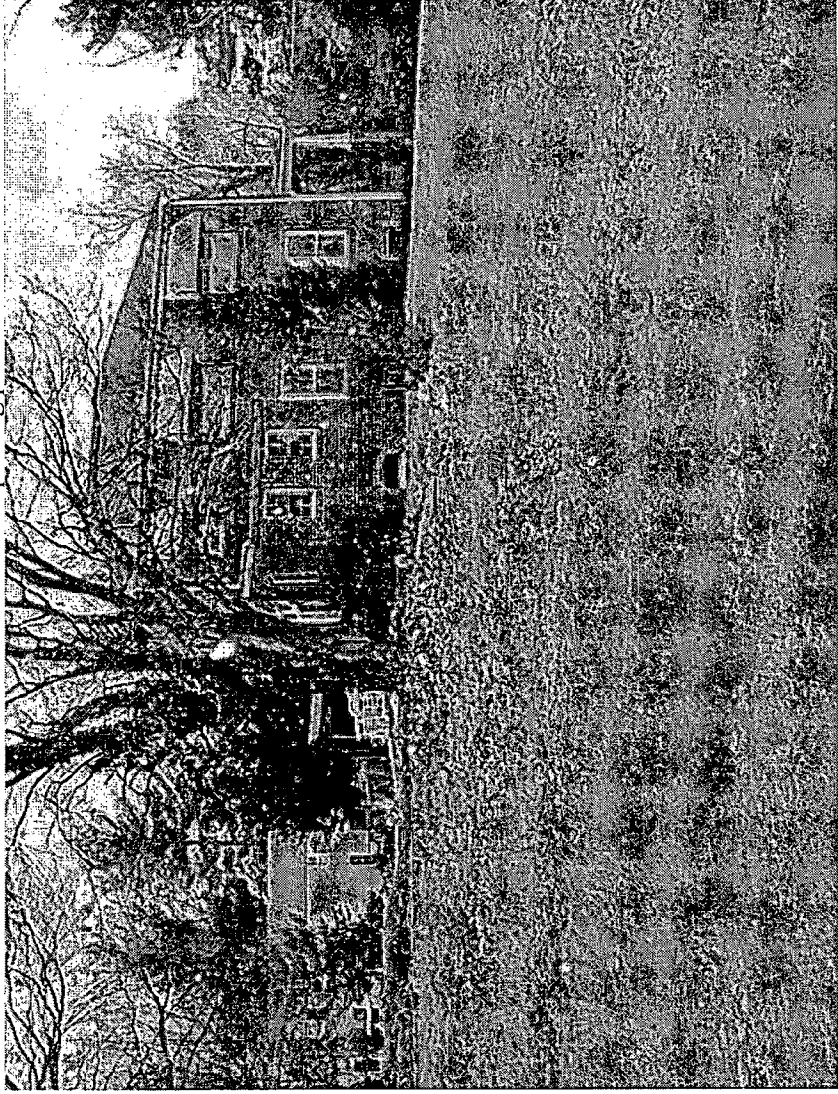
4117 Jones Bridge Road



looking towards Jones Bridge Road (parking pad on left)



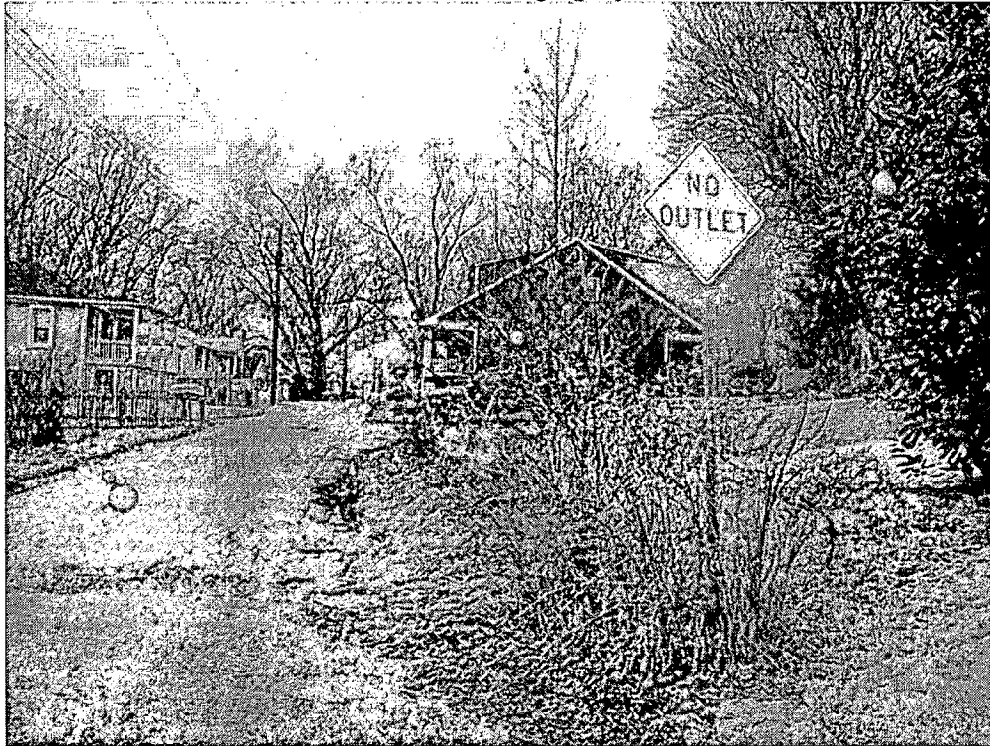
left side of house and parking pad



looking down Hawkins Lane towards Jones Bridge



entrance to Hawkins Lane from Jones Bridge (proposed driveway site on right)



unpaved driveways across and down Hawkins Lane



**HISTORIC PRESERVATION COMMISSION STAFF REPORT**

<b>Address:</b>	23310 Frederick Road, Clarksburg	<b>Meeting Date:</b>	03/09/05
<b>Applicant:</b>	Victor Peek (Thomas J. Taltavull, Architect)	<b>Report Date:</b>	03/02/09
<b>Resource:</b>	Contributing Resource <b>Clarksburg Historic District</b>	<b>Public Notice:</b>	02/23/05
<b>Review:</b>	Preliminary Consultation	<b>Tax Credit:</b>	Partial
<b>Case Number:</b>	N/A	<b>Staff:</b>	Tania Tully
<b>PROPOSAL:</b>	Partial demolition, rear addition, driveway, tree removal	<b>RECOMMENDATION:</b>	Revise and return for a second Preliminary Consultation

---

**PROJECT DESCRIPTION**

**SIGNIFICANCE:** Contributing Resource within the **Clarksburg Historic District**  
**STYLE:** Queen Anne/Victorian  
**DATE:** c.1900

The property at 23310 Frederick Road, more commonly known as Hammer Hill, is a 2-1/2-story frame Queen Anne style house. It is significant within the Clarksburg historic district as one of the few residence built after the town was bypassed by the railroad and also as a departure from the simpler houses found throughout the district. This high-style residence features a hipped-roof with dormers on every elevation, a projecting entry bay, and an elaborately detailed front porch. Built for Dr. James and Mrs. Sarah Deets between 1891 and 1900, the house was likely designed by an architect.

Hammer Hill sits back well off of Frederick Road, roughly in the center of its 3.06 acre lot. The house is mostly shielded from view by mature trees and vegetation along the road. The open space in front of the house is specifically noted as one of the significant green spaces within the historic district.

The Clarksburg Historic District is representative of a historic crossroad in Montgomery County that exhibits an important collection of early 19<sup>th</sup> century residential and commercial architecture along Frederick Road south of Hyattstown. Having evolved into an important trade and transport hub, Clarksburg continues as a successful residential center. Challenges to the integrity of the district include extensive new residential development in the vicinity of Hammer Hill.

**PROPOSAL:**

The applicant is proposing the following:

- Exterior rehabilitation of the historic house
- Replace asbestos roof
- Remove rear ell
- Construct a 2-story rear addition
- New landscaping including tree removal, redesigned drive and additional parking
- Outbuilding removal

The narrative on Circles 5-6 describes the applicant's long-term goals for the property as well as the current goals and needs. Drawings provided include architectural plans (Circles 22-27) and elevations (Circles 8-18 with photos), a tree survey (Circle 21), site plan (Circles 19-20), and the applicant's interior modifications and program needs noted on floor plans (Circles 28-29).

### **APPLICABLE GUIDELINES:**

When reviewing alterations and new construction within the Clarksburg Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include the *Vision of Clarksburg: A Long-Range Preservation Plan (Vision)*, *Montgomery County Code Chapter 24A (Chapter 24A)*, and the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The pertinent information in these documents is outlined below.

#### ***Vision of Clarksburg***

The *Vision* makes some of the following statements:

"Managing the preservation and protection of Clarksburg's architectural character and historic pattern...is critical to maintaining its contribution to the County's heritage." "A buffer area, adjacent to the historic district, should allow for the conservation of open space..." "The Clarksburg Historic District is a significant collection of early 19<sup>th</sup> century residential and commercial architecture along Frederick Road reflecting the town's once prominent role in trade, transportation, and industry in Montgomery County." "[T]he existing historic district [is] the 'historic core' of the new town, where the primary goal is to retain, reuse, and preserve the existing resources, while allowing for an acceptable amount of controlled infill."

#### ***Montgomery County Code; Chapter 24A***

- A HAWP permit should be issued if the Commission finds that:
  1. The proposal will not substantially alter the exterior features of a historic site or historic resource within a historic district.
  2. The proposal is compatible in character and nature with the historical archaeological, architectural or cultural features of the historic site or the historic district in which a historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter.

#### ***Secretary of the Interior's Standards for Rehabilitation:***

#2 The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, space and spatial relationships that characterize a property will be avoided.

#9 New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportions, and massing to protect the 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.

## STAFF DISCUSSION

Since purchasing this property in April 2004, the applicant has been exploring all of the options available for use of this property including subdivision, construction of new residences, rezoning, adaptive use as a restaurant or country inn, and continued residential use. As seen in this proposal the applicant has chose, at least for now, to use the property as his and his family's primary residence. While exploring these options, the applicant has begun cleaning and repairing the interior of the house. Through this process several types of damage were found including from animals and fires. Physical evidence, as confirmed by the project architect, indicated that the extant addition is not original to the house. (At this time staff has not observed the evidence, but will have done so before the HPC meeting.)

Staff has met with the applicant several times since his purchase of the property and he is aware of the significant challenges that are involved with any proposal that does not fit within the existing zone. Regardless, he is still hopeful that the eventual use of the house and property will be a restaurant. As such, many of the design decisions have been motivated by the desire to meet commercial code.

As staff sees it, there are four major parts of this proposal that need to be resolved before some of the finer details should be addressed. These are addressed below.

### Remove rear ell

As stated above, the proposed addition includes demolition of the existing – likely non-original – addition. Unless onsite inspection suggests that the addition has some significance not currently known, staff is tentatively supporting its removal.

### Size and scale of new addition

Staff believes that the proposed addition is a good beginning and with a few modifications could be approvable. This is the second iteration that staff has seen of the proposal and it has less physical impact to the historic house. Specifically, the rear dormer is now retained. The scale of the addition as seen from the side elevations is appropriately deferential to the historic house – a full story lower – and even if the cross portion is made a few feet taller as the applicant desires, it would still be compatible. Other elements that meet the *Standards* include the different window patterns in the new addition, appropriately scaled detailing, and inset right side. Staff believes that the right side, even if it means relocating an existing entry, should be inset farther than it is proposed. Staff is ambivalent about the width of the rear part of the addition and welcome's comments from the Commission. The hyphen concept would be reinforced if the proposed roof deck (or decks) were pulled back to that it has the appearance of sitting on a modified porch roof. Overall, the addition is well designed and generally compatible with the architecture of the historic house. More thought and exploration of the plan, in light of the applicant's current needs is certainly warranted.

### Landscape plan

Understanding the applicant's goal of providing parking for every family member in residence, staff believes that the additional parking can be accommodated provided that gravel or other rural surface material is used. Staff does suggest that the parking area perhaps be a bit more organic in design. The circular drive that is desired at the front of the house could be redesigned to more akin to the exiting drive, with parking off of it. Staff does not believe the circular drive in the front to be appropriate. Additionally, the drive should remain narrow – 12 feet along its length and flaring to 15 feet as it approaches the parking area.

### Outbuilding removal

Staff has no concerns with the plans for the outbuildings as presented at this time.

The applicant provided, on Circles 5-6 a very open and honest narrative describing his current and future plans for the property. Additionally – after consultation with his family – he made revisions to the architect’s drawings based on programmatic needs. Of these desires, the only item that staff sees a major concern is the existence of two kitchens. The applicant should be certain that this does trigger any conflict with the existing zoning. Any special exceptions that may be required must be resolved before the project could come to the Commission for a HAWP. It is staff’s opinion that the house is a single-family residence and should be maintained as such. The applicant has asked for comments on a number of items, which staff addresses below.

#### House

- Wheelchair access to the house can be accommodated – location and design needs to be refined
- It is staff’s opinion that the steps to the existing side porch not be incorporated with the new addition porch.
- Staff prefers the roof be replaced with stamped metal shingles or imitation slate rather than asphalt.
- Staff recommends retention of the exterior portion of the chimney if the chimney in the dining room is structurally unsound
- Replacement of basement cellar doors may be possible depending on the design.

#### New Addition

- With the design as it stands, staff believes that the roof of the addition could match or contrast the historic house
- Including dual matching roof decks could be accommodated, depending on the exact design.
- Staff has no specific concerns with the skylights except that smaller is better.
- Raising the height of the Master Bedroom/Bath could work – staff would need to see the new proportions. The hyphen portion would need to stay the same height.

#### **STAFF RECOMMENDATION:**

Staff is pleased that the applicant is working to maintain the integrity of the historic house and repair existing damage. Although the applicant has already completed a lot of work towards the design of the new addition, we believe that there are enough items that need further refinement that staff does not recommend that the applicant file a HAWP at this time. We recommend that the applicant revise the proposal and return for a second Preliminary Consultation. Staff will continue to work with the applicant and his consultants to accommodate the Commissions comments and suggestions.



# “HAMMERHILL”

23310 Frederick Road, Clarksburg, MD 20877

## OWNER APPLICANT:

The applicant, Victor Peeke, purchased “Hammerhill” from Gary & MerryEllen Poole on April 15, 2004. The Applicant intends to restore/repair the original house (circa 1900) and construct a new addition in late spring or early summer 2005.

## PROPERTY USE:

- **CURRENT:** Vacant and in need of substantial repairs, including structural framing repairs to the roof and termite damaged support post and foundation beam. Additional needs include a new roof, gutters & downspouts, insulation, electrical, plumbing, HVAC, elevator, insulation, flooring, sprinkler system, plaster/drywall, trim and paint. Applicant’s cost “guesstimate” for these improvements and for basic property landscaping, fencing, correcting water drainage, driveway and parking improvements is \$350,000. This cost estimate excludes Applicant’s “soft” costs, i.e. consultants, financing, permit fees and “site” costs, i.e. site utilities such as public sewer & water extensions, tap fees, and upgraded electrical service.
- **PROPOSED:** Upon completion of the repairs and renovation of the existing structure and the construction of the new addition (\$250,000 guesstimate), applicant intends to occupy “Hammerhill” as his residential residence for himself and his family as an interim use. The applicant’s family includes his 86 year old mother, applicant’s fiancée and her mother and brother.
- **FUTURE:** Because of Hammerhill’s strategic location, acreage size, the high cost to maintain and preserve a historic structure and grounds, and Applicant’s desire to “share” Hammerhill with the community for public or semi-public use, Applicant believes Hammerhill’s future “Highest and Best Use” will be other than that as a private residence. Potential future uses would be in keeping with the 1994 Clarksburg Master Plan for its Historic District, i.e. “...professional offices, antique stores, tea rooms, small restaurants...” (page 47) or the “Creation of an overlay zone for historic districts which would address the need for a mix of uses...(page 214). Applicant believes the following are or will be significant contributing factors which will justify a change from residential use thus helping to ensure that adequate financial resources are generated to maintain, improve, and preserve “Hammerhill” as a prominent resource and focal point in Clarksburg:
  1. **Property Size:** Hammerhill” is 3.06 acres in size and as such is one of a few parcels within the Historic District with a lot size sufficient for any new use other than existing residential. In Applicant’s opinion, the County & State requirements for storm water management, parking, and building restriction lines preclude any light commercial use, mixed use overlay, or infill development as envisioned for the Historic District in the Clarksburg’s Master Plan (pages 47 & 214) other than Hammerhill or Parcel 109.
  2. **Frontage on Route 355:** 230’ foot frontage with existing vehicular ingress & egress with excellent site distance & visibility.
  3. **Frontage on Stringtown Road:** 236’ feet of combined frontage (Parcel P311 & N366) on this imminent new four lane highway with future vehicular ingress & egress access to Parcel N366 with possible connection to P311. Road construction is scheduled to commence this year. In 2009, Stringtown Road is scheduled to replace Route 121 as Clarksburg’s I-270 Interchange exit. At such time, Stringtown Road will become the major “Gateway” into Clarksburg via I-270.
  4. **Frontage on Observation Drive (A-19):** 201’ feet of combined frontage (Parcel N366 & P311) separated only by a non-buildable 15’ +/- spine strip owned by Gateway Commons, LLC. Observation Drive will be located in the “Transit Corridor” (page 7) and in the future

will serve as a "transitway as part of a proposed road right-of-way" (page 22) and will "serve both residential and employment uses" (page 24). The "Transit Corridor District" is projected to have 2,790 dwelling units and 3.3 to 5 million square feet of "Employment & Retail" (page 40).

5. **Frontage on Adjacent C-2 Commercial Zoned Property:** 118' feet of shared property line with Parcel 228 (Clarksburg's Visitor Center) which is zoned C-2.
6. **Frontage on Master Planned Transit Stop & Mixed Use Center:** 368 feet of combined frontage (Parcel N366 & P311) adjacent to the 1994 Master Planned proposed "Transit Stop" (page 43) and "Mixed Use Center" (page 17 & 38). The proposed Transit Stop will replace the Clarksburg Elementary School that now exists. It is Applicant's understanding that in 2004, Montgomery County purchased a 9.4 acre replacement site on the west side of I-270.

## **DISCUSSION POINTS:**

### **HOUSE:**

- Wheelchair ramp access for Applicant's mother
- Incorporating steps to existing side porch to new addition porch
- Roofing options to existing house
- Options if existing chimney in dining room is structurally unsound
- Replacement of basement cellar doors

### **NEW ADDITION:**

- Roofing options
- Dual matching roof decks
- Skylights
- Two story in Master Bedroom/Bath verses 1 ½ story

### **OUTBUILDINGS:**

- BARN #1: Remove plywood side additions. Applicant intends to then use the original barn for tractor storage.
- BARN #2: Remove. According to Edith Hoffman (704 484-1825) Hammerhill's owner before the Poole's, this building was constructed by the Hoffman's carpenter using materials scabbed together.
- DOLLHOUSE:
- STORAGE SHED:

## **CONSULTANTS:**

### **ARCHITECT:**

Thomas J. Taltavull

### **LAND PLANNERS:**

Norman Haines (Haines Land Design)  
Alfred Blumberg (Site Solutions, Inc.)

### **TREE SPECIALIST:**

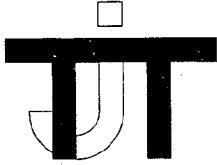
Kevin Claire (ArborCare, Inc.)

### **SURVEYOR / ENGINEER:**

Curt Shreffler (CAS Engineering)

### **ATTORNEYS:**

James L. Thompson (Miller, Miller & Canby, Chartered)  
Steven Robins (Lerch, Early & Brewer, Chartered)  
Stanley D. Abrams (Abrams & West, P.C.)



---

**Thomas J. Taltavull**  
**A r c h i t e c t**

20650 Plum Creek Court  
Gaithersburg, Maryland 20882  
Tel. 301.840.1847 / Fax. 301.977.6282

**Transmittal Letter**

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To: Ms. Tania Tulley  
M-NCPPC Historic Preservation  
Montgomery County \\  
Department of Park and Planning  
Silver Spring, Maryland

Date: February 16, 2005

Attention: Tania

Project: Hammerhill

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Remarks:

Dear Tania,

Enclosed please find site plan, floor plans and elevations for the proposed addition to Hammerhill located property in Clarksburg, Maryland, for the preliminary consultation review before the Commission on March 9, 2005.

Please call if you have questions or need any additional information.

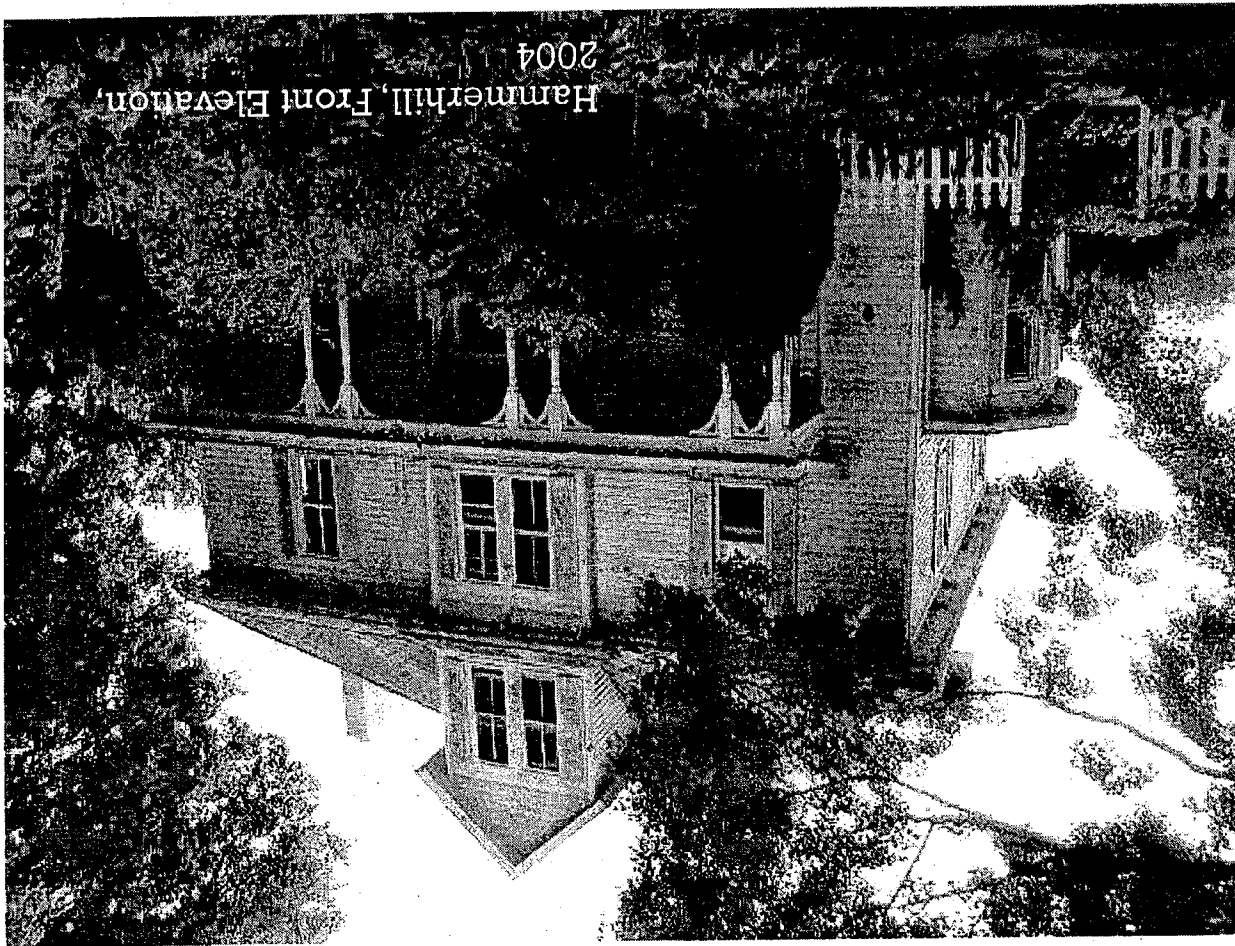
Sincerely,

Thomas J. Taltavull

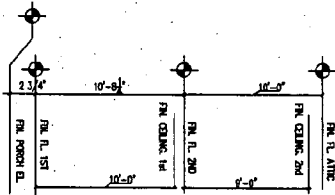
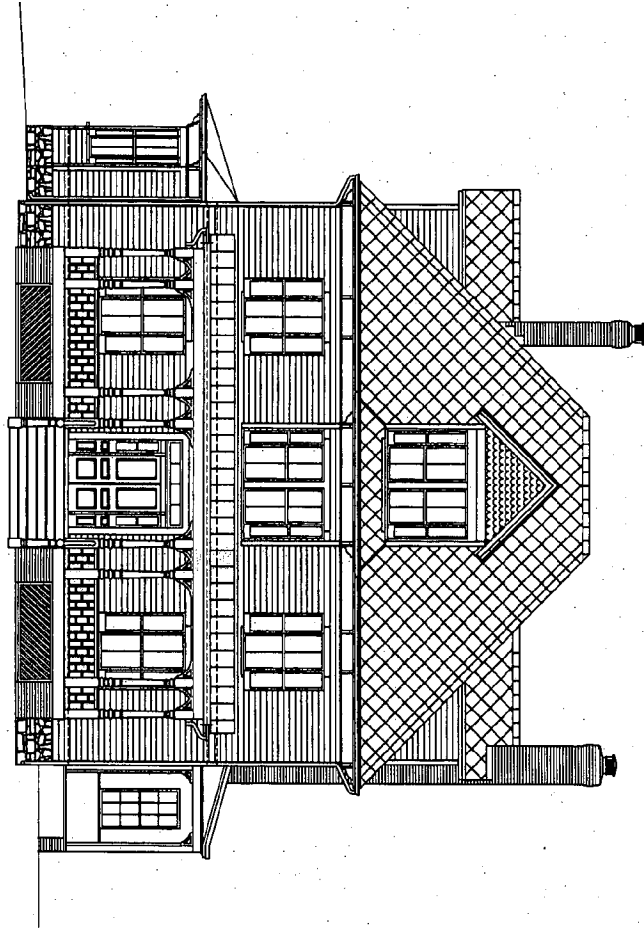
Copy to: file

Signed: Thomas J. Taltavull, Architect

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6

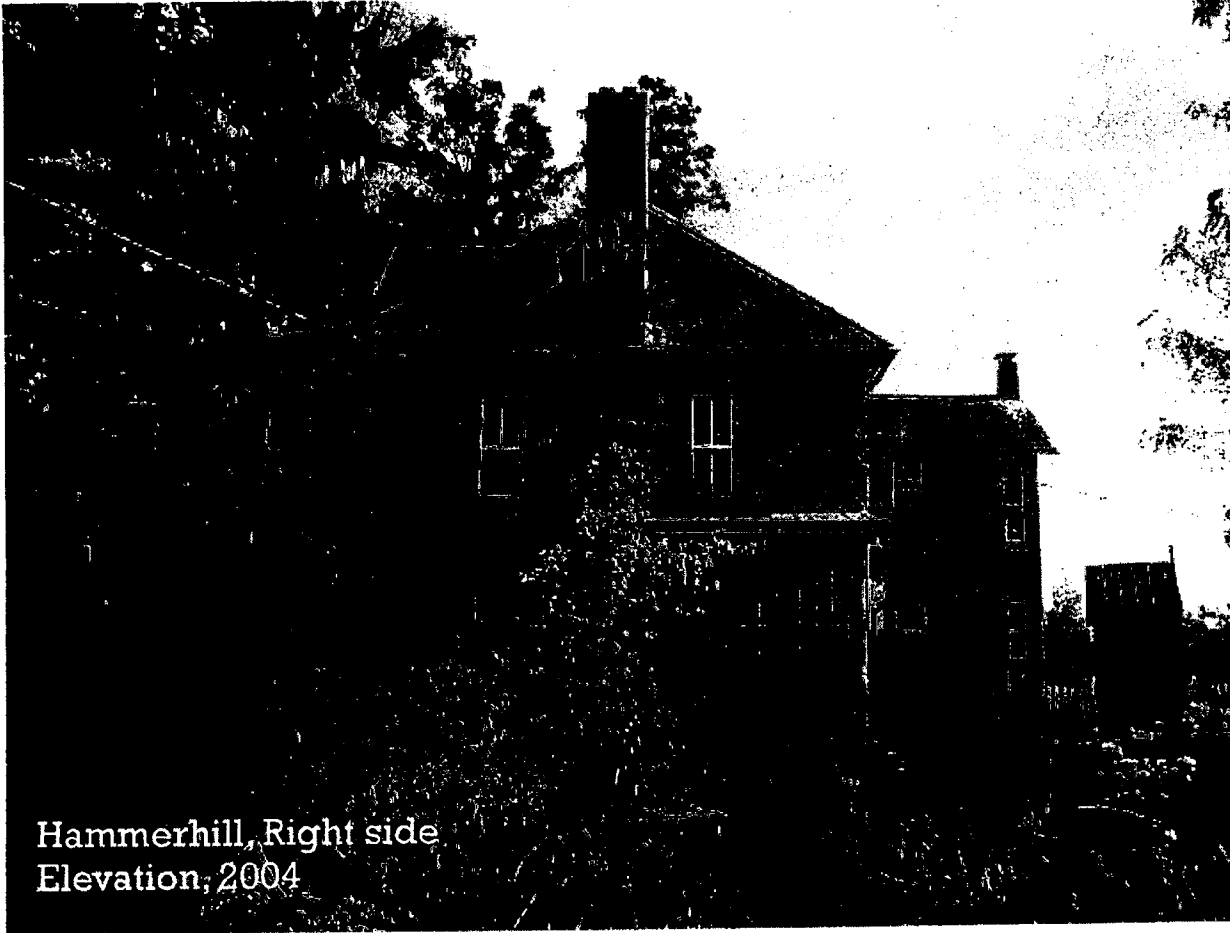


HILL  
CK ROAD  
BURG, MARYLAND

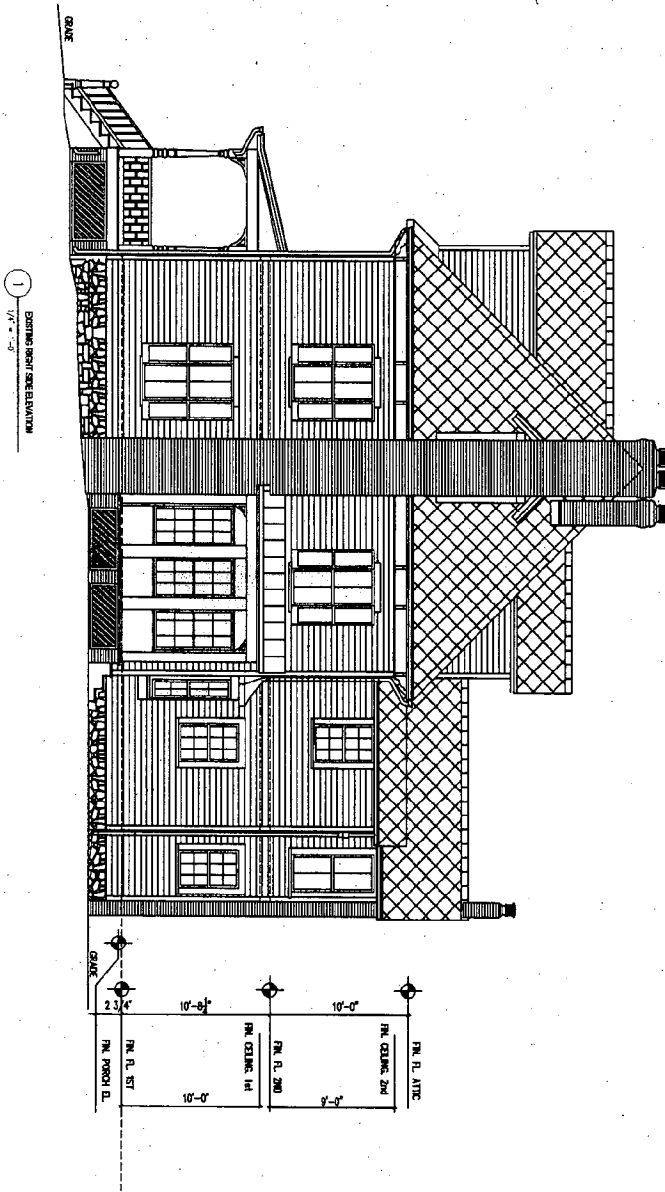
Revisions  
11.19.2004  
Drawing Title

EXISTING FRONT ELEVATION


  
 ARCHITECTS  
 ARCHITECTS  
 PRESERVATION  
 THOMAS J. FINE, PAVILLI  
 ARCHITECTS  
 301 N. BAY ST.  
 20110 BETHESDA, MD



Hammerhill, Right side  
Elevation, 2004



1 EXISTING RIGHT SIDE ELEVATION  
 1/4" = 1'-0"

AD  
 MARYLAND

Revisions  
 11.19.2004  
 Date: 10.8.2004  
 11.19.2004

Drawing Title  
 EXISTING RIGHT SIDE ELEVATION

  
 THOMAS J. MARSHALL  
 ARCHITECTS  
 ARCHITECTS  
 PLANNERS  
 RESTORERS  
 307 N. W. 11th St.  
 Miami, FL 33136



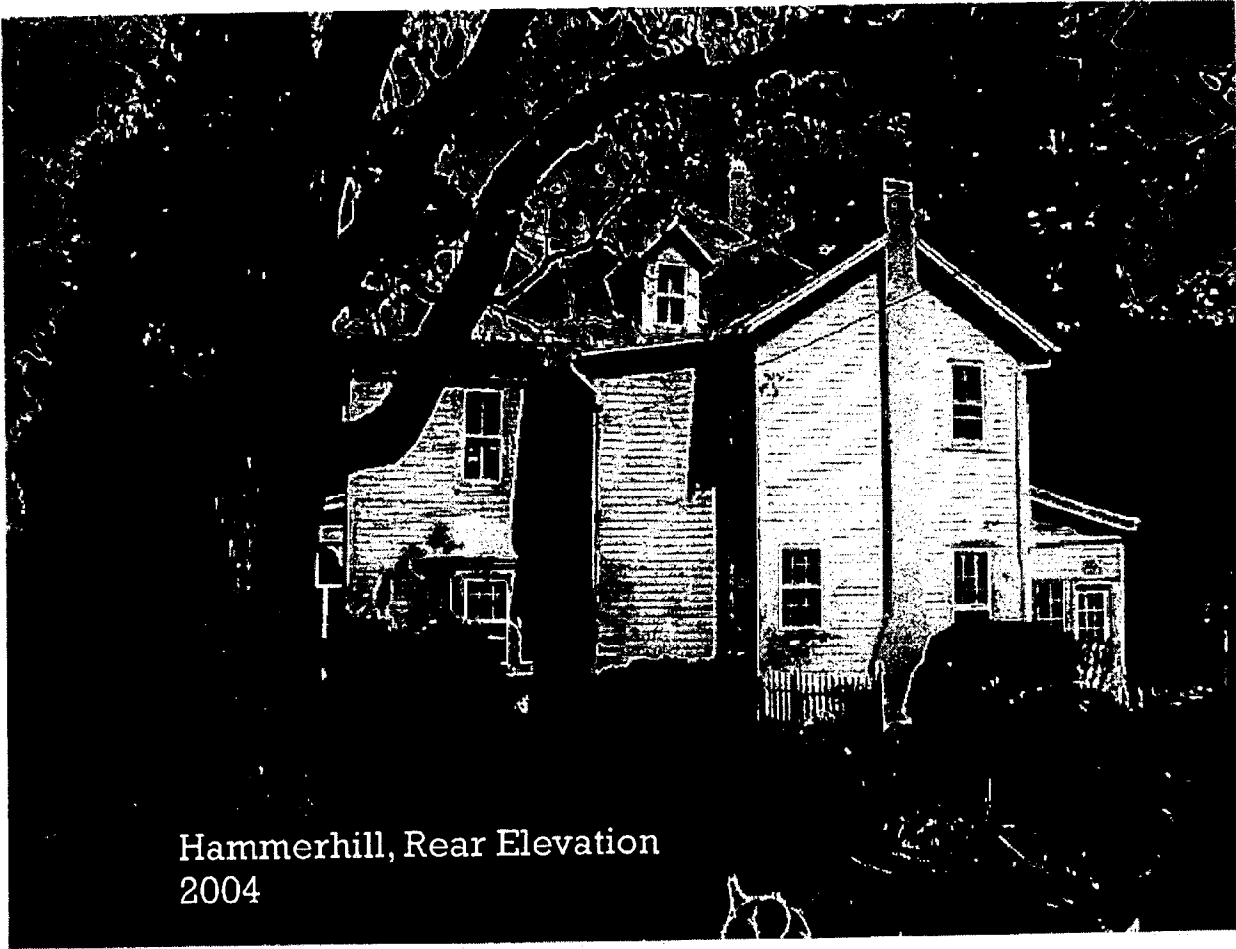
Revisions  
 Drawing Title  
 Date: 2.8.2005  
 SCHEMATIC PLANS

HAMMERHILL  
 FREDERICK ROAD  
 CLARKSBURG, MARYLAND

Drawing Number  
 A2.1

21

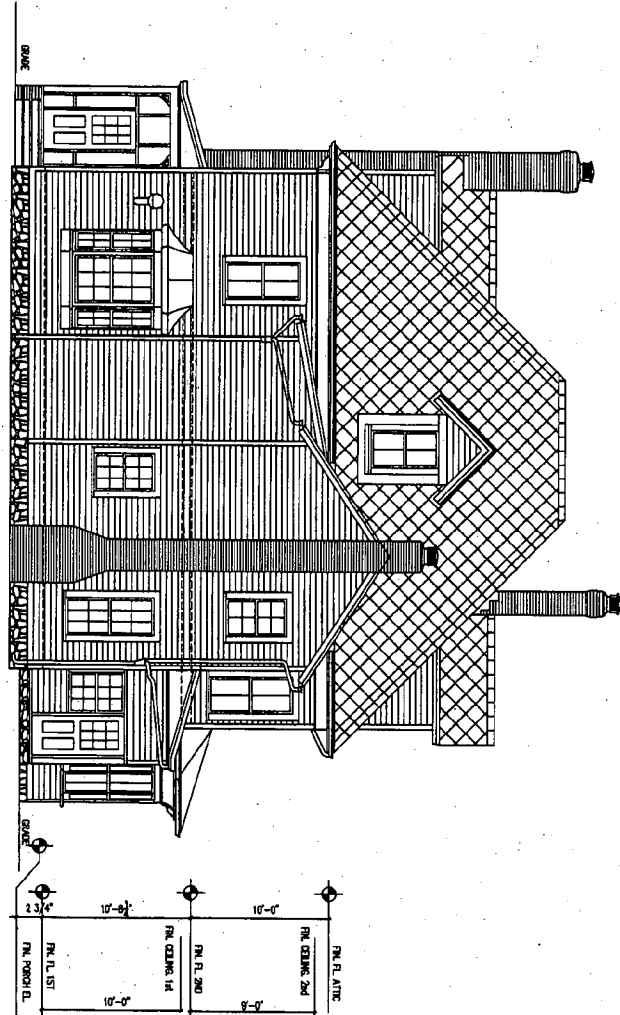




Hammerhill, Rear Elevation  
2004

31

1  
P.L. & M.  
KALINSTEI ARCHITECTS



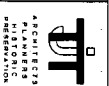
4D  
MARYLAND

Revisions	11.19.2004
Date	10.6.2004
	11.19.2004

Drawing Title

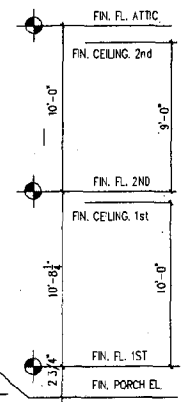
EXISTING REAR ELEVATION

THOMAS J. MULLIN  
ARCHITECTS  
P.L.L.C.  
1100 W. BROADWAY  
ANNAPOLIS, MD 21403  
410.291.1917





1 PROPOSED REAR ELEVATION  
1/4" = 1'-0"



NOTE:  
ALL DIMENSIONS & RELATIONSHIPS  
REQUIRE FINAL FIELD VERIFICATION  
PRIOR TO CONSTRUCTION.  
DO NOT SCALE DRAWING

NOT FOR CONSTRUCTION

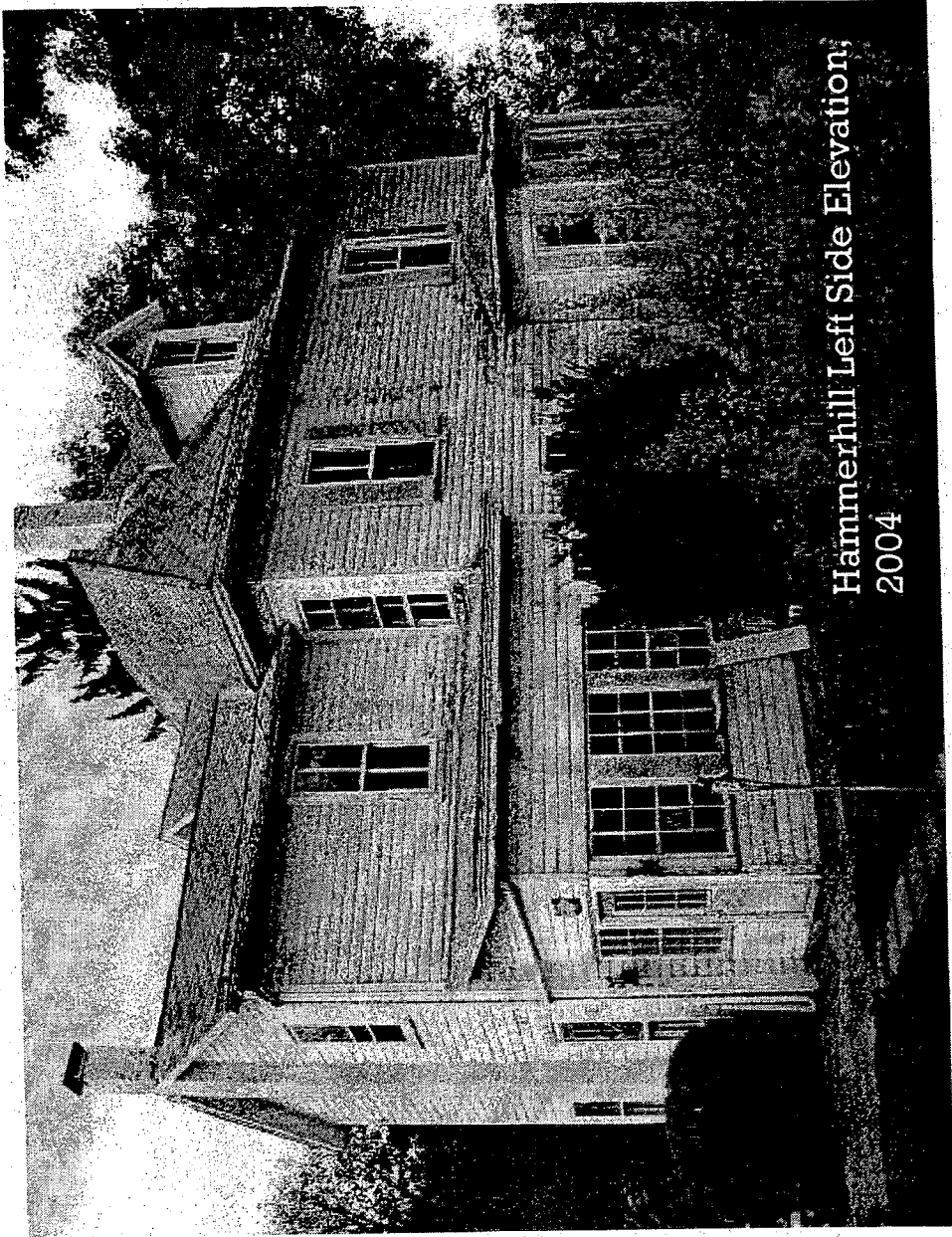
**JT**  
ARCHITECT  
PLANNING  
HISTORIC  
PRESERVATION  
THOMAS J. TAL FARRAR  
ARCHITECT  
201 860 1947

Residents  
Drawing Title  
Date: 29.2005

SCHEMATIC PLANS  
HAMMERHILL  
FREDERICK ROAD  
CLARKSBURG, MARYLAND

Drawing Number  
A2.2

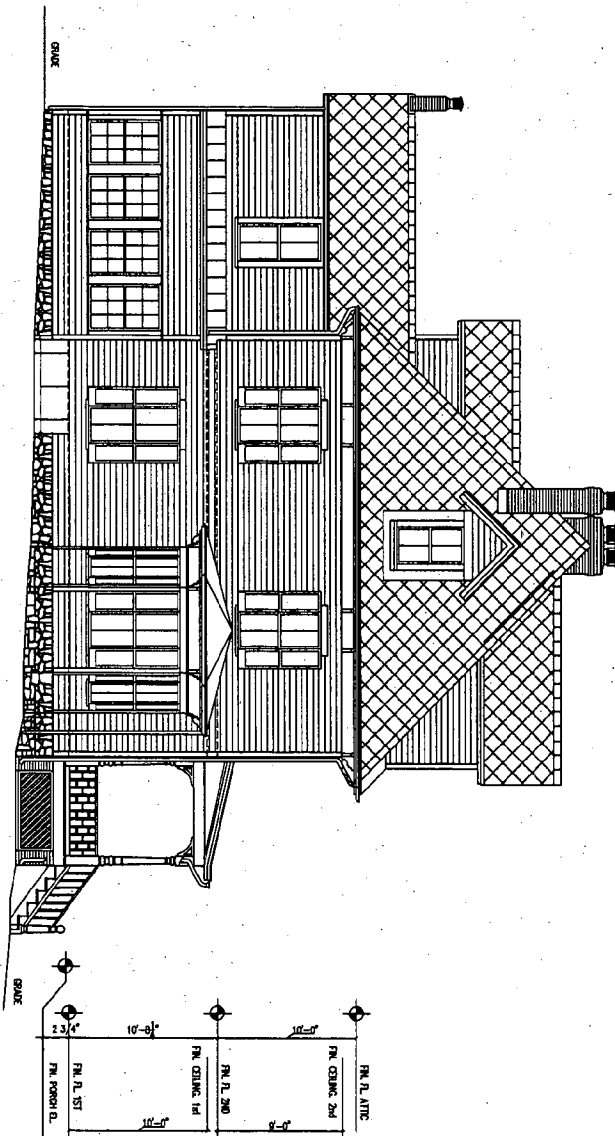
15



Hammerhill Left Side Elevation;  
2004

17

2 EXISTING LEFT SIDE ELEVATION  
1/4" = 1'-0"

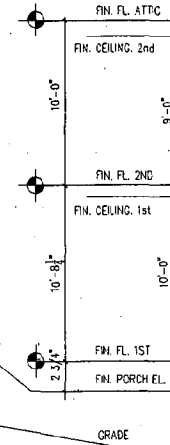


LL  
← ROAD  
RG, MARYLAND

Revisions  
11.19.2004  
Date: 10.8.2004  
11.19.2004

Drawing Title  
EXISTING LEFT SIDE ELEVATION

  
 THOMAS J. McDEVITT  
 ARCHITECTS  
 ARCHITECTS  
 INTERIORS  
 PRESERVATION  
 THOMAS J. McDEVITT ARCHITECTS, INC.  
 300 15th Street NW  
 Washington, DC 20004



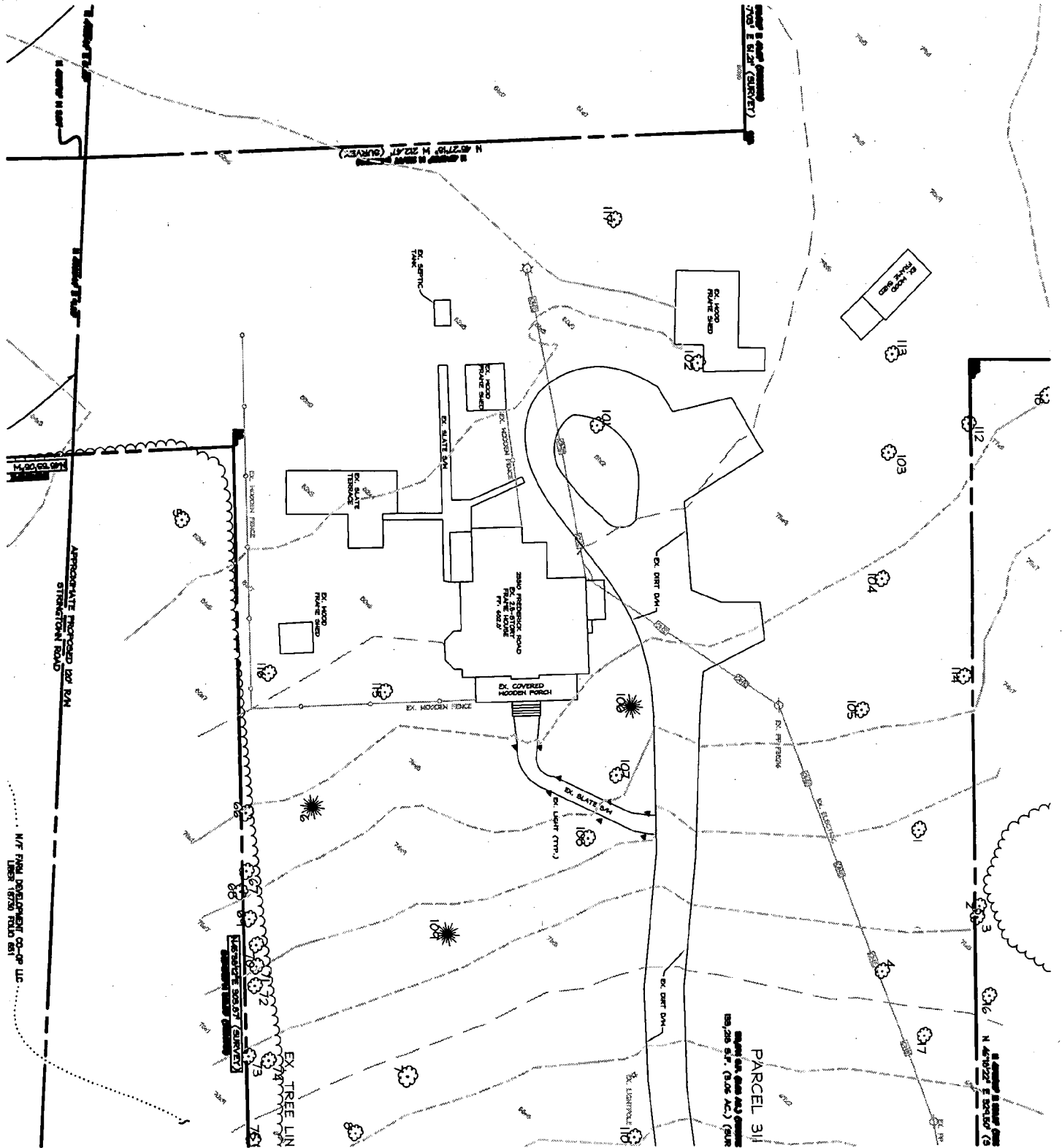
2 PROPOSED LEFT SIDE ELEVATION  
 1/4" = 1'-0"

**NOTE:**  
 ALL DIMENSIONS & RELATIONSHIPS  
 REQUIRE FINAL FIELD VERIFICATION  
 PRIOR TO CONSTRUCTION.  
 DO NOT SCALE DRAWING

NDT FOR CONSTRUCTION

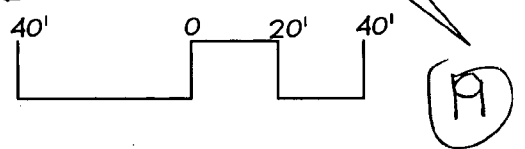
Revisions  
 Drawing Title  
 SCHEMATIC PLANS  
 Date: 2.8.2006  
 HAMMERHILL  
 FREDERICK ROAD  
 CLARKSBURG, MARYLAND  
 Drawing Number  
 A2.3

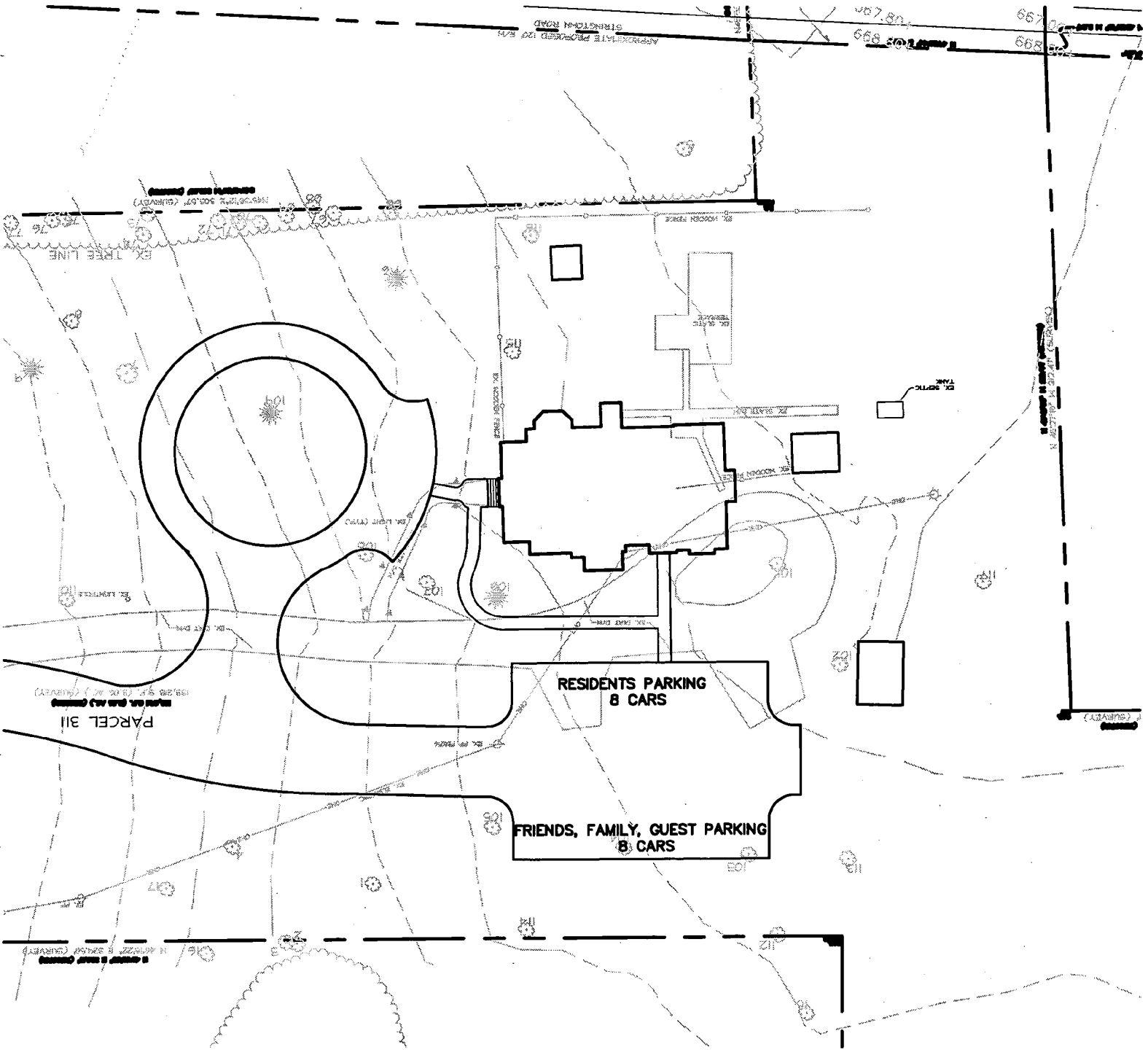
18



EXISTING CONDITIONS PLAN  
 HAMMERHILL  
 FREDERICK ROAD  
 CLARKSBURG, MD  
 SHEET 1 OF 2

OWNER/APPLICANT  
 VICTOR PEEKE  
 P.O. BOX 489  
 CLARKSBURG, MD 20871  
 (301) 258-1000 PHONE  
 (301) 258-1001 FAX



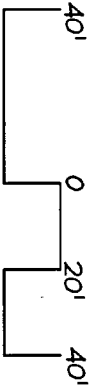


SCHEMATIC SITE PLAN

HAMMERHILL

FREDERICK ROAD  
CLARKSBURG, MD

SHEET 2 OF 2



OWNER/APPLICANT  
VICTOR PEEKE  
P.O. BOX 489  
CLARKSBURG, MD 20871  
(301) 258-1000 PHONE  
(301) 258-1001 FAX



### TREE DATA

Tree No.	Species	D.B.H. (Inches)	Condition	Comments
1	SILVER MAPLE	18		
2	TREE OF HEAVEN	10		
3	SILVER MAPLE	8		
4	BLACK LOCUST	14		
5	WHITE MULBERRY	27		
6	DOGWOOD	12		
7	DOGWOOD	8		
8	DOGWOOD	4		
9	EASTERN WHITE PINE	14		
10	EASTERN WHITE PINE	14		
11	JAPANESE MAPLE (SMALL)	10		
12	JAPANESE MAPLE (SMALL)	12		
13	MAPLE	16		
14	SILVER MAPLE	32		
15	NORWAY SPRUCE	12		
16	SILVER MAPLE	18		
17	SILVER MAPLE	22		
18	BLACK LOCUST	18		
19	BLACK CHERRY	22		
20	SILVER MAPLE	24		
21	BLACK CHERRY	12		
22	SILVER MAPLE	12		
23	TREE OF HEAVEN	7		
24	TREE OF HEAVEN	11		
25	SILVER MAPLE	8		
26	WHITE MULBERRY	24		
27	TREE OF HEAVEN (DWARF)	12		
28	WHITE MULBERRY	14		
29	TREE OF HEAVEN	12		
30	TREE OF HEAVEN	12		
31	TREE OF HEAVEN	12		
32	TREE OF HEAVEN	12		
33	BLACK CHERRY	22		
34	TREE OF HEAVEN	12		
35	BLACK CHERRY	8		
36	BLACK LOCUST	12		
37	SILVER MAPLE	12		
38	TREE OF HEAVEN	6		
39	TREE OF HEAVEN	6		
40	TREE OF HEAVEN	8		
41	TREE OF HEAVEN	7		
42	TREE OF HEAVEN	8		
43	BLACK CHERRY	8		
44	TREE OF HEAVEN	8		
45	BLACK LOCUST	12		
46	BLACK LOCUST	12		
47	BLACK CHERRY	11		
48	BLACK CHERRY	10		
49	WHITE MULBERRY	10		
50	WHITE MULBERRY	13		
51	BLACK LOCUST	12		
52	TREE OF HEAVEN	8		
53	BLACK CHERRY	14		
54	BLACK CHERRY	8		
55	BLACK LOCUST	14		
56	TREE OF HEAVEN	14		
57	TREE OF HEAVEN	10		
58	BLACK CHERRY	16		
59	NORWAY SPRUCE	14		
60	NORWAY SPRUCE	12		
61	NORWAY SPRUCE	12		
62	EASTERN WHITE PINE	12		
63	EASTERN WHITE PINE	12		
64	SILVER MAPLE (TRN)	3.33		
65	NORWAY SPRUCE (TRN)	7.12		
66	NORWAY SPRUCE	12		
67	BLACK CHERRY	12		
68	BLACK CHERRY	12		
69	NORWAY SPRUCE	7		
70	BLACK CHERRY	12		
71	NORWAY SPRUCE	8		
72	TREE OF HEAVEN	11		
73	SILVER MAPLE	8		
74	BLACK CHERRY	8		
75	NORWAY SPRUCE	12		
76	NORWAY SPRUCE	12		
77	NORWAY SPRUCE	12		
78	NORWAY SPRUCE	9		
79	NORWAY SPRUCE	13.11		
80	NORWAY SPRUCE	12		
81	NORWAY SPRUCE	12		
82	BLACK LOCUST	12		
83	TREE OF HEAVEN	12		
84	TREE OF HEAVEN	12		
85	BLACK LOCUST	7		
86	BLACK CHERRY	14		
87	SILVER MAPLE	7		
88	SILVER MAPLE	18		
89	BLACK CHERRY	33		
90	PEAR	18		
91	BUTTERNUT	18		
92	BUTTERNUT	17		
93	BUTTERNUT	15		
94	NORWAY SPRUCE	24		
95	AMERICAN BASSWOOD	36		
96	LOCKE CHRISTMANS	22		
97	NORWAY SPRUCE	28		
98	NORWAY SPRUCE	28		
99	EASTERN HEMLOCK	18		
100	TREE OF HEAVEN	20		
101	SILVER MAPLE	20		
102	WHITE MULBERRY (TRN)	25		
103	SILVER MAPLE	36		
104	WHITE MULBERRY (TRN)	40		
105	WHITE MULBERRY	28		

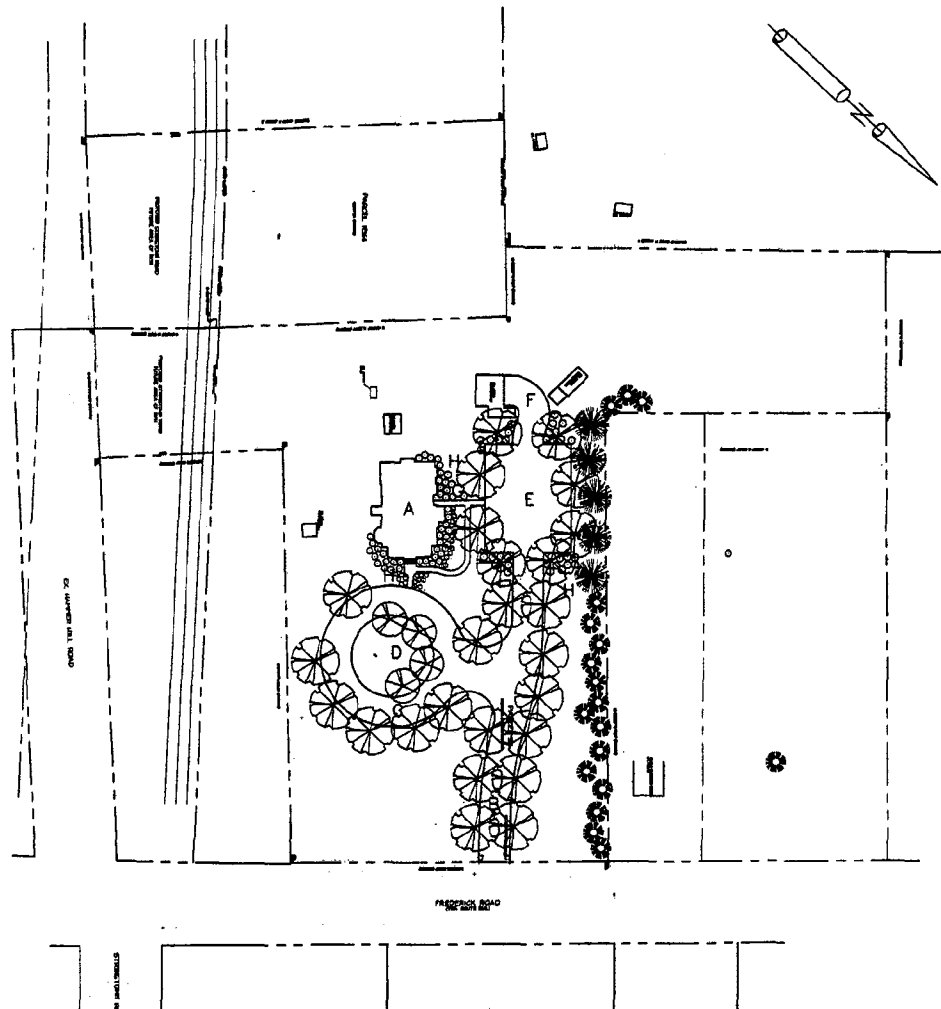
- KEY**
- A EXISTING HOUSE WITH PROPOSED ADDITION
  - B PROPOSED WIDENED ENTRANCE TO ACCOMMODATE TWO CARS
  - C CIRCLE DRIVE TO ACCOMMODATE TWO CARS
  - D PROPOSED PLANTING AREA & PRESERVATION OF EXISTING TREE
  - E PROPOSED PARKING
  - F PROPOSED ACCESS TO TRACTOR STORAGE
  - G PROPOSED WALKS TO HOUSE ENTRANCES
  - H PROPOSED LANDSCAPE PLANTINGS

### GENERAL NOTES

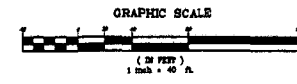
- 1) WATER CATEGORY - 1 (PSH & NS66) SEWER CATEGORY - 3 (PSH), 4 (NS66)
- 2) BOUNDARY INFORMATION SHOWN HEREON BASED ON A SURVEY PERFORMED BY CAS ENGINEERING, DATED MARCH, 2004.
- 3) 2-FOOT CONTOUR DATA BASED ON A SURVEY PERFORMED BY CAS ENGINEERING, DATED MARCH, 2004.
- 4) TOTAL LOT AREA PARCEL 311 = 5.08 AC, PARCEL NS66 = 43,360 S.F.
- 5) PROPERTY SHOWN ON TAX MAP E4, PARCEL 311 & NS64, CLARKSBURG HIGHLANDS.
- 6) PROPERTY SHOWN ON NSCC 200' SHEET 232 N4 IS.
- 7) PROPERTY SHOWN ON MONTGOMERY COUNTY SOILS SURVEY MAP NO. 7, SOIL TYPE(S) - 4B, 4C, 1B8.
- 8) FLOOD ZONE 1C1 PER H.U.D. FORM MAPS, COMMUNITY PANEL NO. 240049 0050 B.
- 9) SITE IS LOCATED IN THE LITTLE SENECA CREEK WATERSHED.
- 10) LOCAL UTILITIES INCLUDE:  
WATER & SEWER - WASHINGTON SUBURBAN SANITARY COOPERATION  
ELECTRIC - PEPCO  
TELEPHONE - VERIZON  
GAS - WASHINGTON GAS
- 11) ALL DOWNSPOUTS TO BE DIRECTED AWAY FROM ALL STRUCTURES AND TOWARDS STREET.

### ZONING DATA

- 1) ZONING: R-200  
MIN. LOT AREA = 20,000 SF  
LOT WIDTH AT R/L = 25 FT  
LOT WIDTH AT B.R.L. = 100 FT
- FRONT B.R.L. = 40.0 FT (OR ESTABLISHED)  
REAR B.R.L. = 30 FT  
SIDE B.R.L. = 12 FT MIN. EACH SIDE,  
25 FT MIN. TOTAL

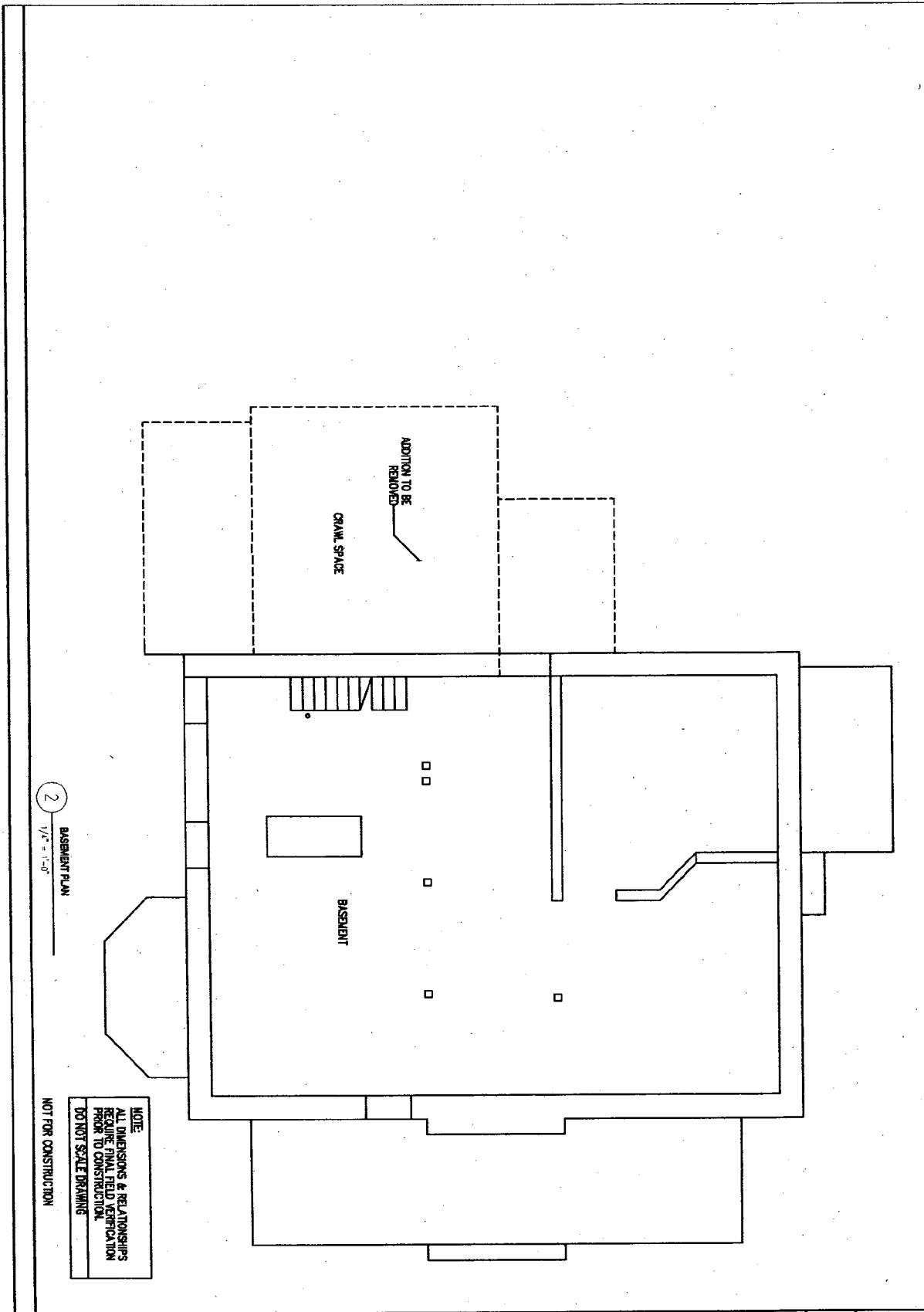


<b>SCHEMATIC SITE PLAN</b>									
<b>PROJECT</b> HAMMERHILL FREDERICK ROAD CLARKSBURG, MD									
<b>PREPARED FOR</b> VICTOR PEEKE P.O. BOX 400 CLARKSBURG, MD 20871 (301) 268-1000 PHONE (301) 268-1000 FAX									
<b>HAINES LAND DESIGN</b> BILL RUSSELL AVENUE SUITE 202 CLARKSBURG, MD 20879 FAX: (301) 268-1000 TEL: (301) 268-0850 E-MAIL: HAINESLANDDESIGN.COM									
<b>REVISIONS</b>									
<table border="0"> <tr> <td>OWNER: UNNAMED</td> <td>DATE: FEB 2005</td> <td>PROJECT NO: 04-036</td> <td>SHEET NO: L-1</td> </tr> <tr> <td>DATE: FEB 2005</td> <td>SCALE: 1" = 40'</td> <td>PROJ: 04-036</td> <td>DATE: FEB 2005</td> </tr> </table>		OWNER: UNNAMED	DATE: FEB 2005	PROJECT NO: 04-036	SHEET NO: L-1	DATE: FEB 2005	SCALE: 1" = 40'	PROJ: 04-036	DATE: FEB 2005
OWNER: UNNAMED	DATE: FEB 2005	PROJECT NO: 04-036	SHEET NO: L-1						
DATE: FEB 2005	SCALE: 1" = 40'	PROJ: 04-036	DATE: FEB 2005						



21


22



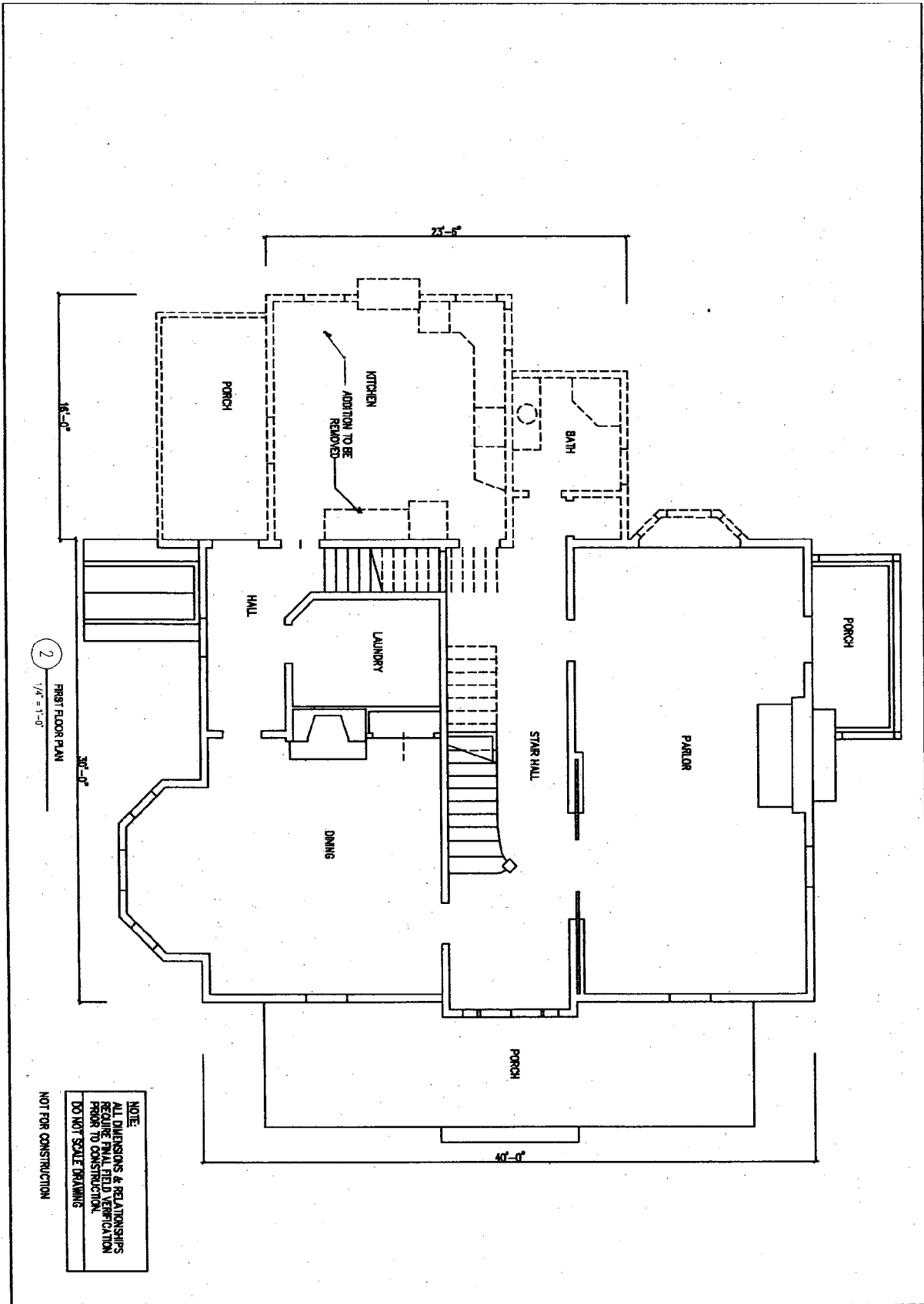
2  
 1/2" = 1'-0"  
 BASEMENT PLAN

NOTE:  
 ALL DIMENSIONS & RELATIONSHIPS  
 FROM FINAL FIELD VERIFICATION  
 PRIOR TO CONSTRUCTION.  
 DO NOT SCALE DRAWING

NOT FOR CONSTRUCTION


Drawing Number <b>EX 1.1</b>	HAMMERHILL FREDERICK ROAD CLARKSBURG, MARYLAND	Date: 9.17.2004	Revisions
		Drawing Title	EXISTING AS BUILTS
		 ARCHITECTS 200 BOWLING GREEN WASHINGTON, DC 20004 TEL: 202.331.1100 FAX: 202.331.1101 WWW: JTA.COM	

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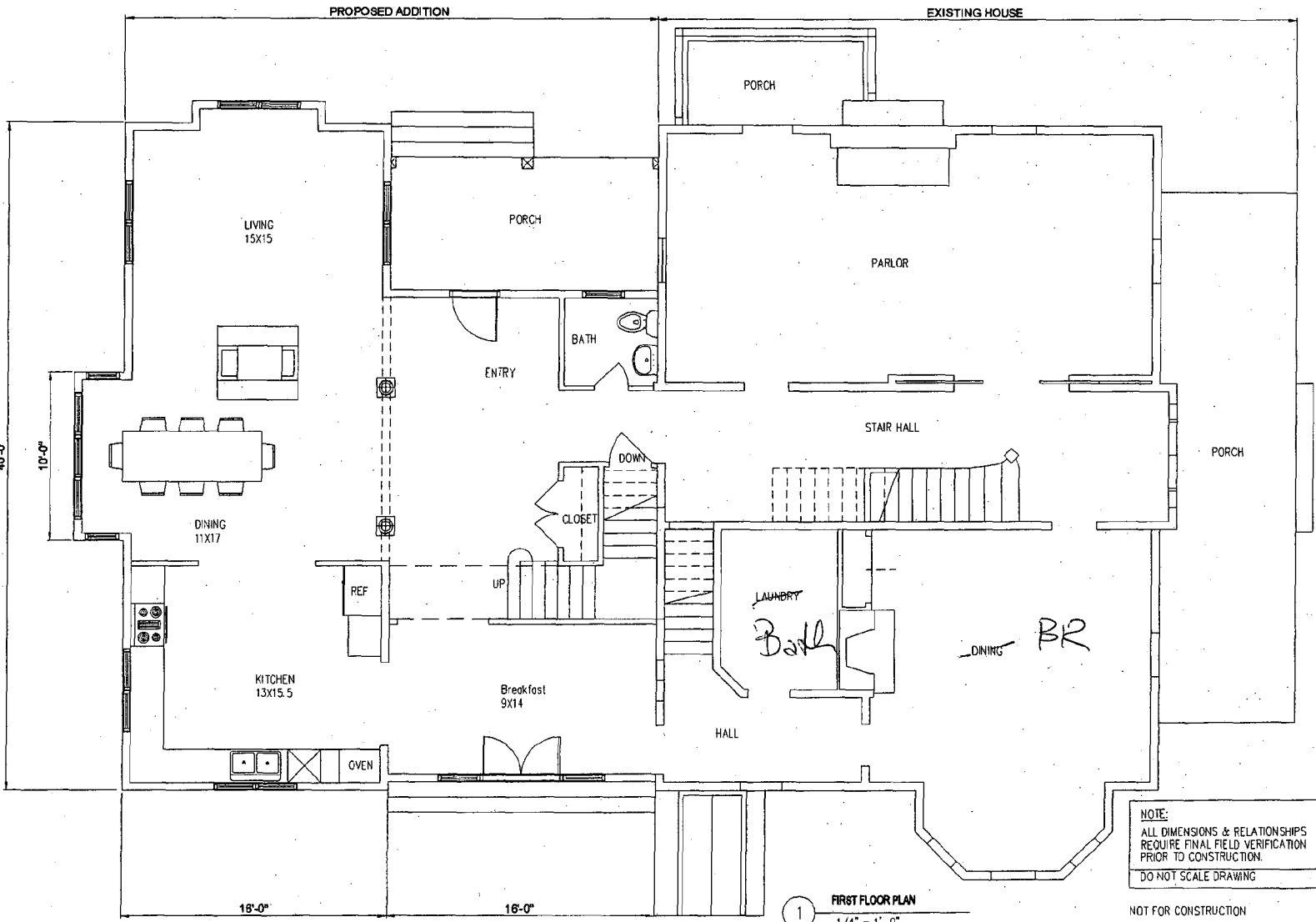


2 FIRST FLOOR PLAN  
1/4" = 1'-0"

**NOTE:**  
ALL DIMENSIONS & RELATIONSHIPS  
REQUIRE FINAL FIELD VERIFICATION  
PRIOR TO CONSTRUCTION.  
DO NOT SCALE DRAWING.  
NOT FOR CONSTRUCTION

Drawing Number <b>EX 12</b>	HAMMERHILL FREDERICK ROAD CLARKSBURG, MARYLAND	Revisions Drawing Title <b>EXISTING AS BUILTS</b>	Date: 8.17.2004	 <p> <b>J.T. ASSOCIATES, INC.</b>          ARCHITECTS          2000 W. MARKET STREET          CLARKSBURG, MD 21710          301.946.1107       </p>
				PROJECT NO. 04-001

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NOTE:  
 ALL DIMENSIONS & RELATIONSHIPS  
 REQUIRE FINAL FIELD VERIFICATION  
 PRIOR TO CONSTRUCTION.  
 DO NOT SCALE DRAWING

1 FIRST FLOOR PLAN  
 1/4" = 1'-0"

NOT FOR CONSTRUCTION

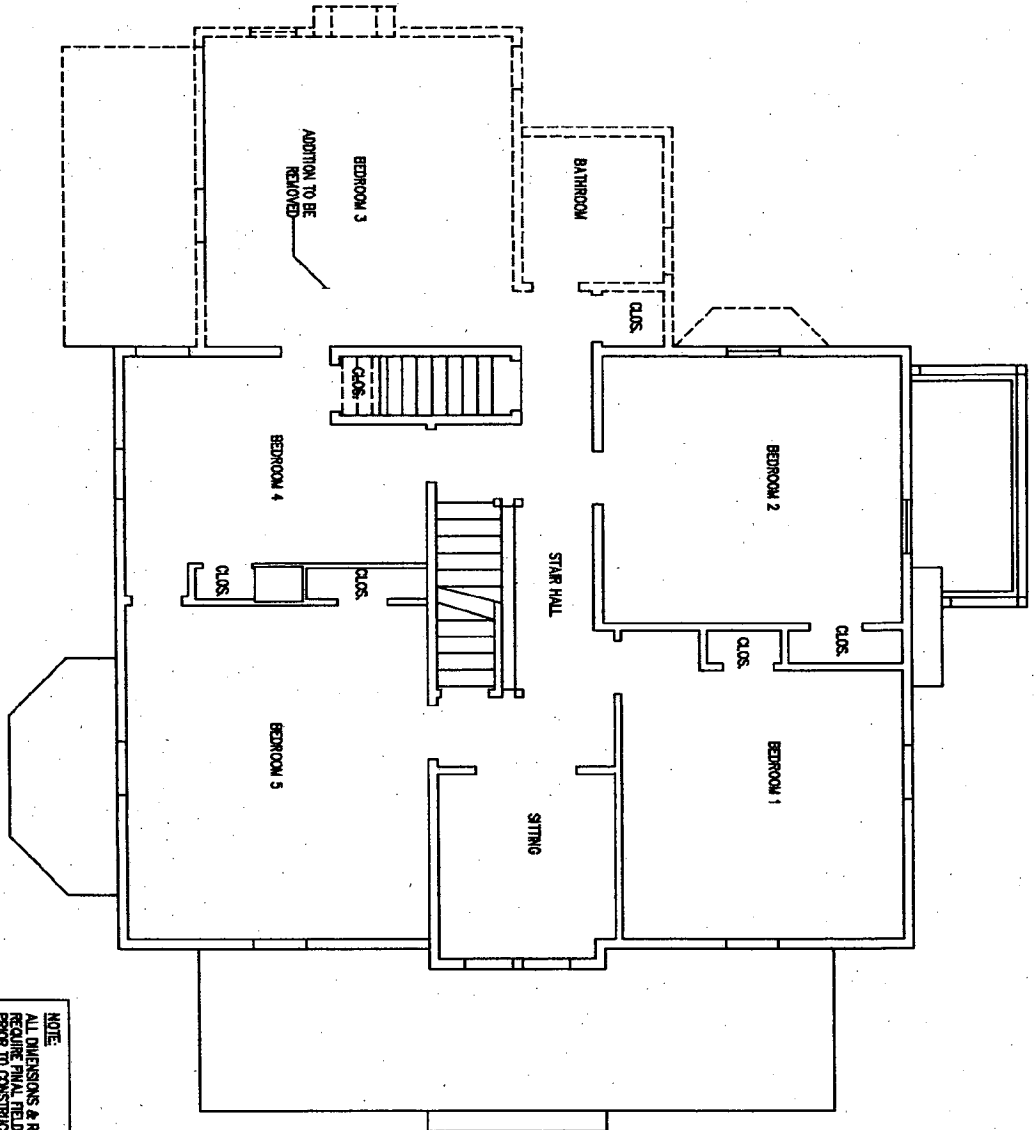


Revisions  
 Drawing Title: SCHEMATIC PLANS  
 Date: 2.8.2005

HAMMERHILL  
 FREDERICK ROAD  
 CLARKSBURG, MARYLAND

Drawing Number  
 A11

25



2 SECOND FLOOR PLAN  
1/4" = 1'-0"

**NOTE:**  
ALL DIMENSIONS & RELATIONSHIPS  
REQUIRE FINAL FIELD VERIFICATION  
PRIOR TO CONSTRUCTION.  
DO NOT SCALE DRAWING.  
NOT FOR CONSTRUCTION

EX 1.3  
Drawing Number

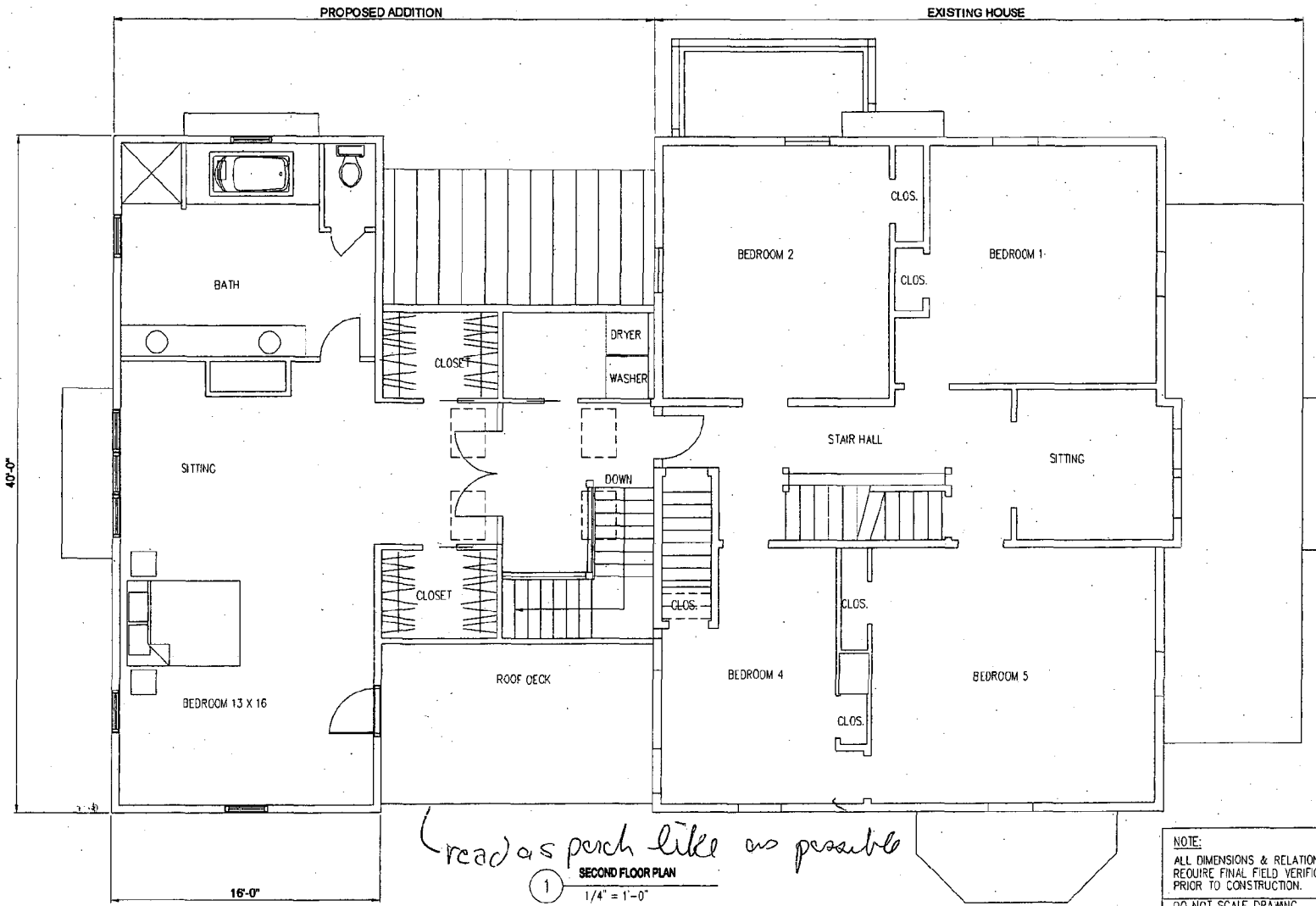
HAMMERHILL  
FREDERICK ROAD  
CLARKSBURG, MARYLAND

Date: 8/17/2004

Revisors  
Drawing Title

EXISTING AS BUILTS

**JT**  
ARCHITECTS  
P.L.L.C.  
1000 W. MARKET STREET  
FREDERICK, MD 21734  
301.441.1177



*read as porch like as possible*

1 SECOND FLOOR PLAN  
1/4" = 1'-0"

NOTE:  
ALL DIMENSIONS & RELATIONSHIPS  
REQUIRE FINAL FIELD VERIFICATION  
PRIOR TO CONSTRUCTION.  
DO NOT SCALE DRAWING

NOT FOR CONSTRUCTION



THOMAS & TRUHL  
ARCHITECT, INC.  
301 AND 1947

Revisions  
Drawing Title  
SCHEMATIC PLANS

Date: 2.8.2005

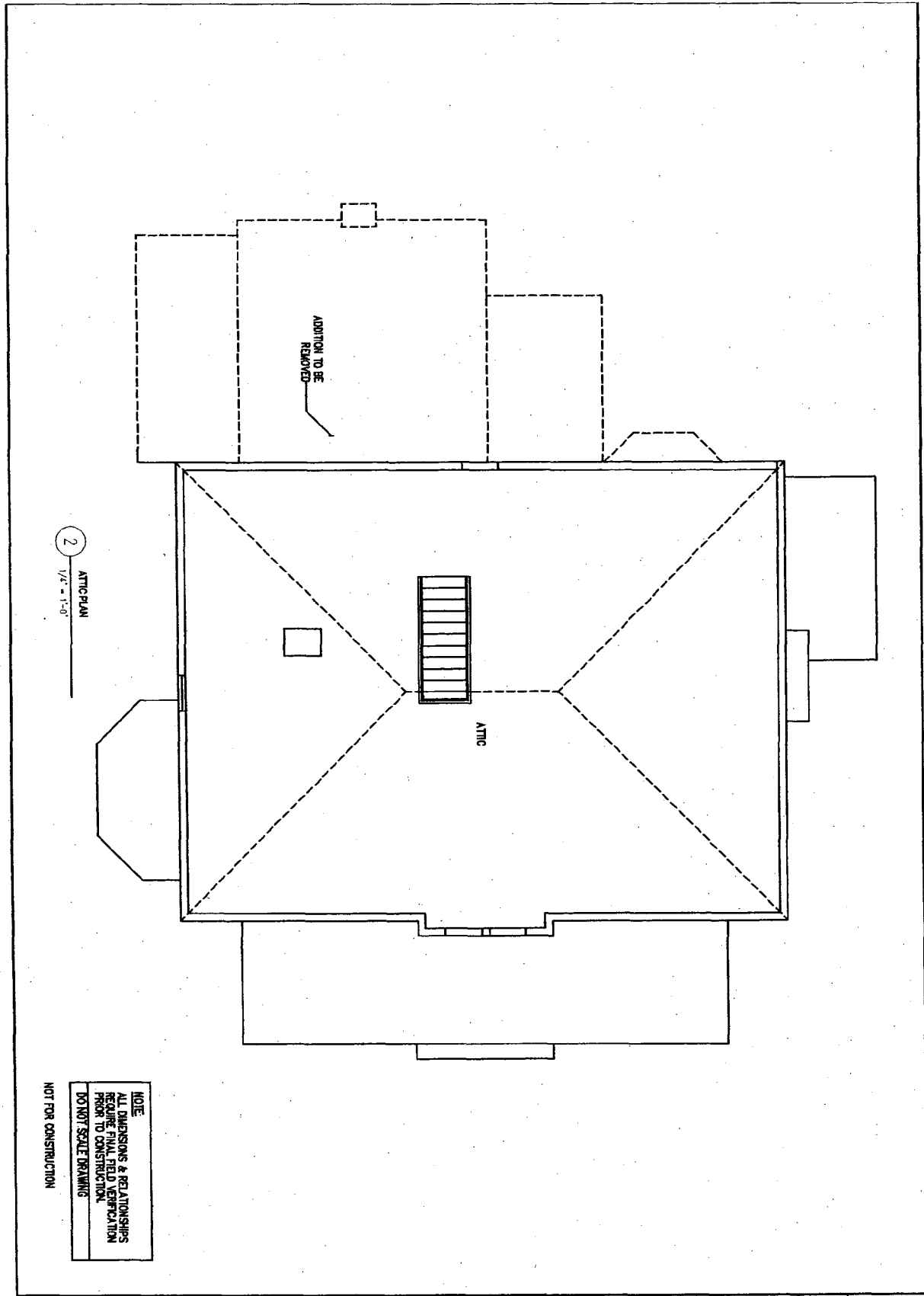
HAMMERRILL  
FREDERICK ROAD  
CLARKSBURG, MARYLAND

Drawing Number

A12

26


tlp



2 ATTIC PLAN  
1/4" = 1'-0"

**NOTE:**  
ALL DIMENSIONS & RELATIONSHIPS  
REQUIRE FINAL FIELD VERIFICATION  
PRIOR TO CONSTRUCTION.  
DO NOT SCALE DRAWING.

NOT FOR CONSTRUCTION

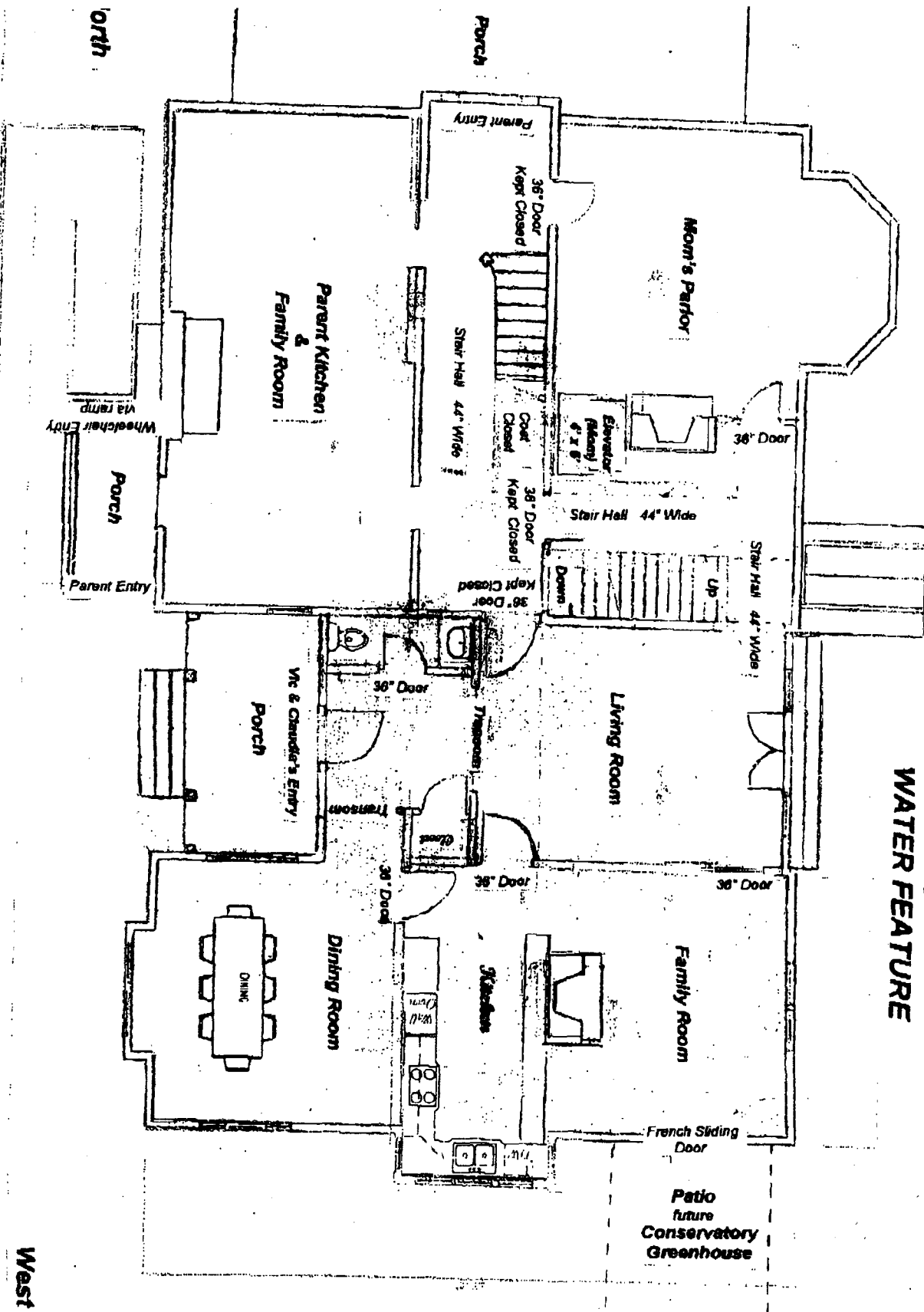
<b>EX 1.4</b> Drawing Number	<b>HAMMERHILL</b> FREDERICK ROAD CLARKSBURG, MARYLAND	Revisions Date: 8.17.2004	
	Drawing Title <b>EXISTING AS BUILTS</b>	Drawing Title	

East

# VICTORIAN GARDENS

## WATER FEATURE

South



North

West

Applicant's Program - 1st Floor

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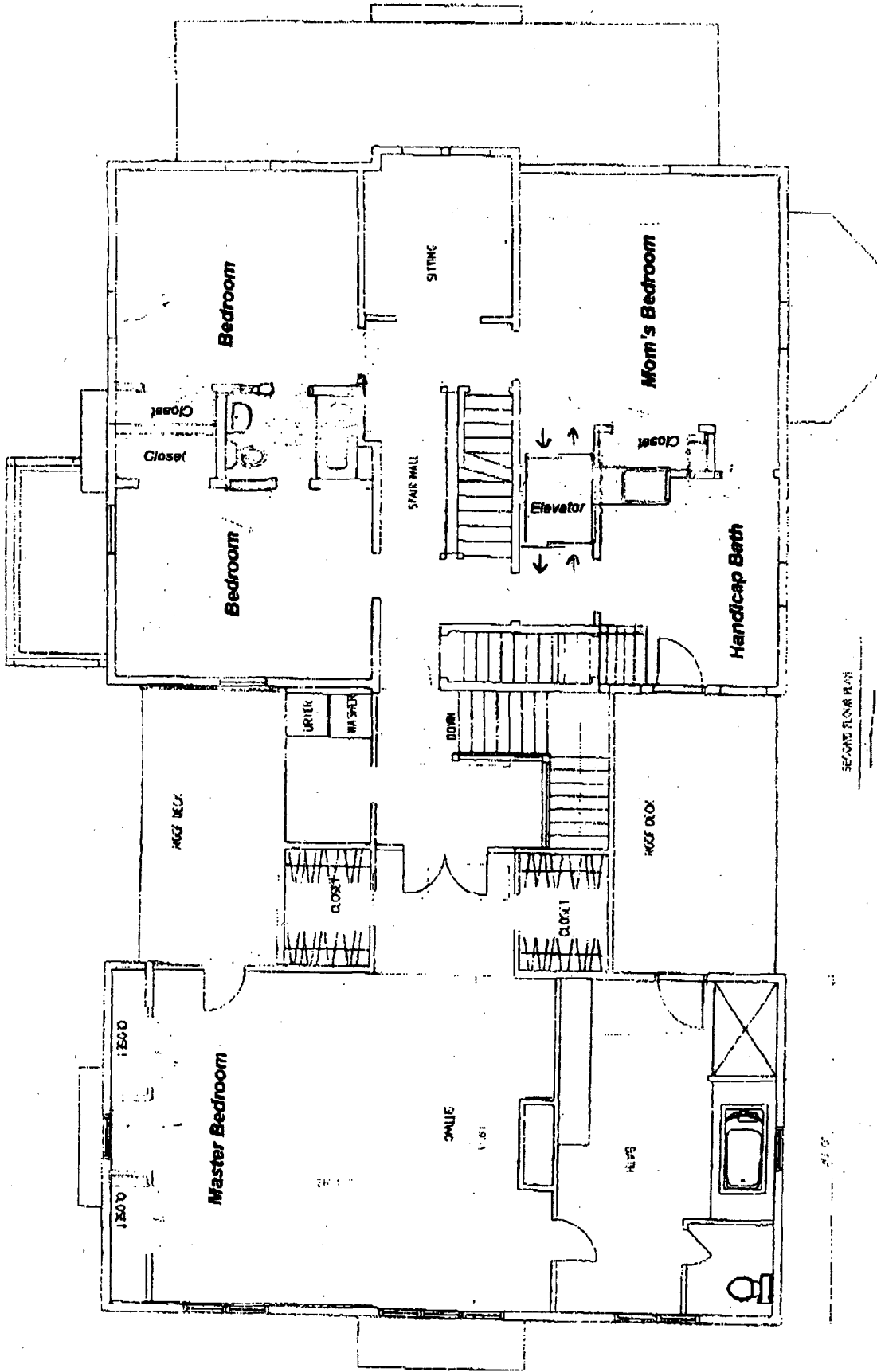
401-977-6282

1415011



EXISTING HOUSE

EXISTING HOUSE




2/24/05 T.M.

110' x 160'

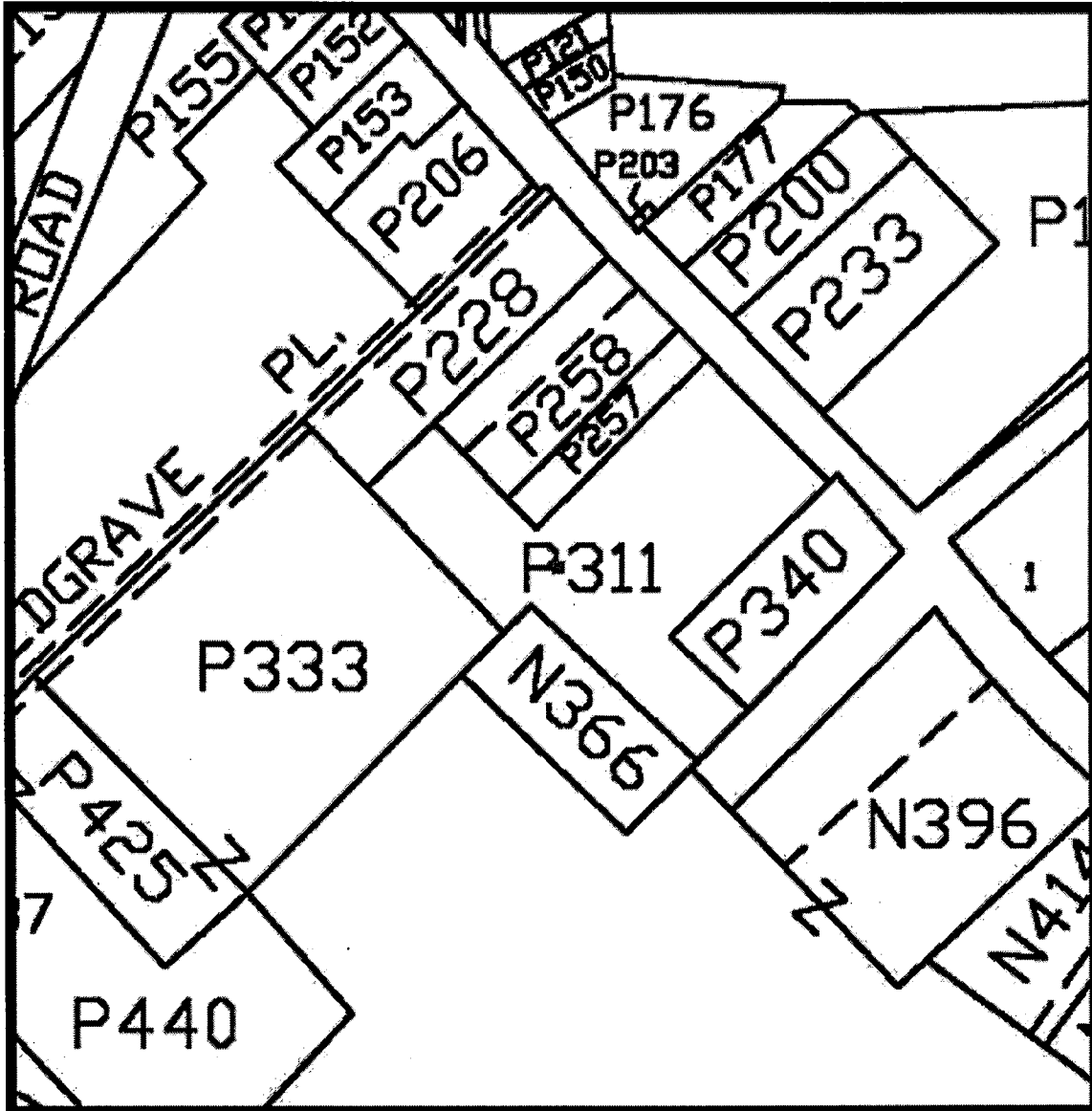
SECOND FLOOR PLAN

Applicant's Program - 2nd Floor

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	<b>Maryland Department of Assessments and Taxation</b> <b>MONTGOMERY COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
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District - 02 Account Number - 00021673



Property maps provided courtesy of the Maryland Department of Planning ©2001 - 2002.  
For more information on electronic mapping applications, visit the Maryland Department of Planning  
web site at [www.mdp.state.md.us/webcom/index.html](http://www.mdp.state.md.us/webcom/index.html)

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**MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION**

301-563-3400

**WEDNESDAY**

**March 9, 2005**

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MRO AUDITORIUM

8787 GEORGIA AVENUE

SILVER SPRING, MARYLAND 20910

**PLEASE NOTE: The HPC agenda is subject to change any time after printing or during the commission meeting. Please contact the Historic Preservation Commission at the number above to obtain current information. If your application is included on this agenda, you or your representative is expected to attend.**

I. HPC WORKSESSION - 7:00 p.m. in Third Floor Conference Room

II. MASTER PLAN DESIGNATION – 7:30 P.M. in MRO Auditorium

HPC Public Hearing, Worksession, and Action on the (Preliminary) Draft Amendment to the *Master Plan for Historic Preservation*: COMSAT Laboratories, 22300 Comsat Drive, Clarksburg.

III. HISTORIC AREA WORK PERMITS - 8:30 p.m. in MRO Auditorium

- A. Bonnie Thomson and Eugene Tillman (Greg Wiedemann, Architect) for rear addition, new driveway and landscaping at 5808 Warwick Place, Chevy Chase (HPC Case No. 35/36-05A)(Somerset Historic District).
- B. Jerry and Lisa Weed for rear sunroom addition at 3907 Washington Street, Kensington (HPC Case No. 31/06-05B) (Kensington Historic District).
- C. Thomas and Barbara Albrecht for new driveway at 4117 Jones Bridge Road, Bethesda (HPC Case No. 35/54-05A)(Hawkins Lane Historic District).

IV. PRELIMINARY CONSULTATION - 9:30 p.m. in MRO Auditorium

- A. Carl Mahaney for renovation and addition to 10245 Capitol View Avenue, Silver Spring (Capitol View Park Historic District).
- B. Victor Peek (Thomas J. Taltavull, Architect) for rear addition and landscaping at 23310 Frederick Road, Clarksburg (Clarksburg Historic District).

V. MINUTES

- A. February 9, 2005

VI. OTHER BUSINESS

- A. Commission Items
- B. Staff Items

VII. ADJOURNMENT