28/13-97A 17201 Norwood Road
Sandy Spring, MP #28/13 (Norwood)

M-NCPPC

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

July 27, 1998

Miche Booz
208 Market Street
P.O. Box 347
Brookeville, MD 20833

Dear Mr. Booz: Miche :

Thank you for contacting the Historic Preservation Commission (HPC) to discuss the proposed changes to the HAWP at Norwood (Master Plan Site # 28/13) at 17201 Norwood Road in Sandy Spring.

The proposed changes involve a modified configuration of the second story windows on the rear facade, and a new design for the entrance into the left side of the carriage-house, as per the revised drawings.

The HPC reviewed the proposed changes at the July 8, 1998 meeting and agreed that the proposed changes are consistent with the overall HPC approved HAWP. As such, I am faxing over to you stamped concept drawings of the proposed revisions. These should be incorporated into the set of approved HPC drawings.

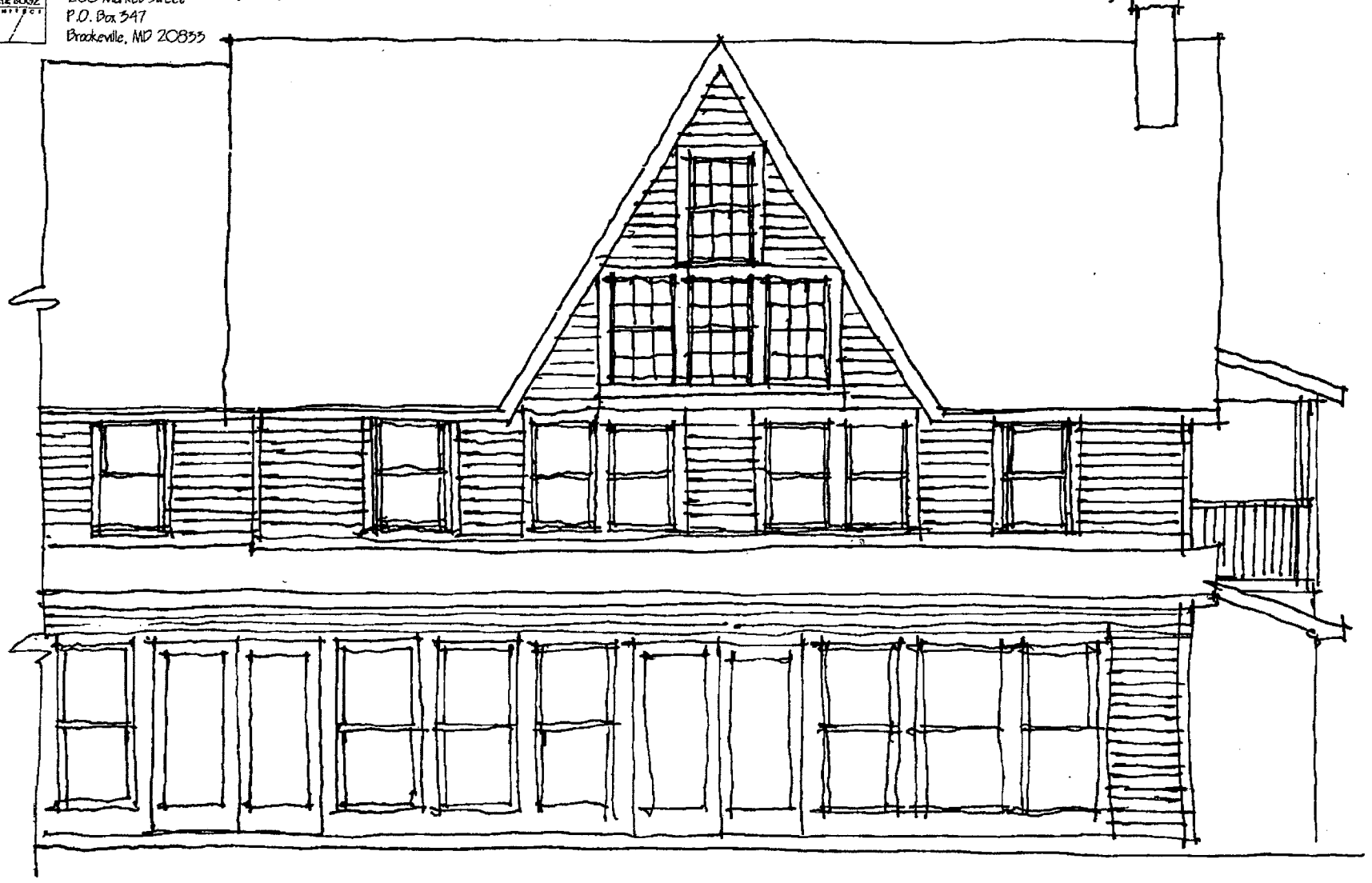
If you have any further questions, please do not hesitate to call me at (301)563-3400.

Sincerely,

Robin D. Ziek
Historic Preservation Planner

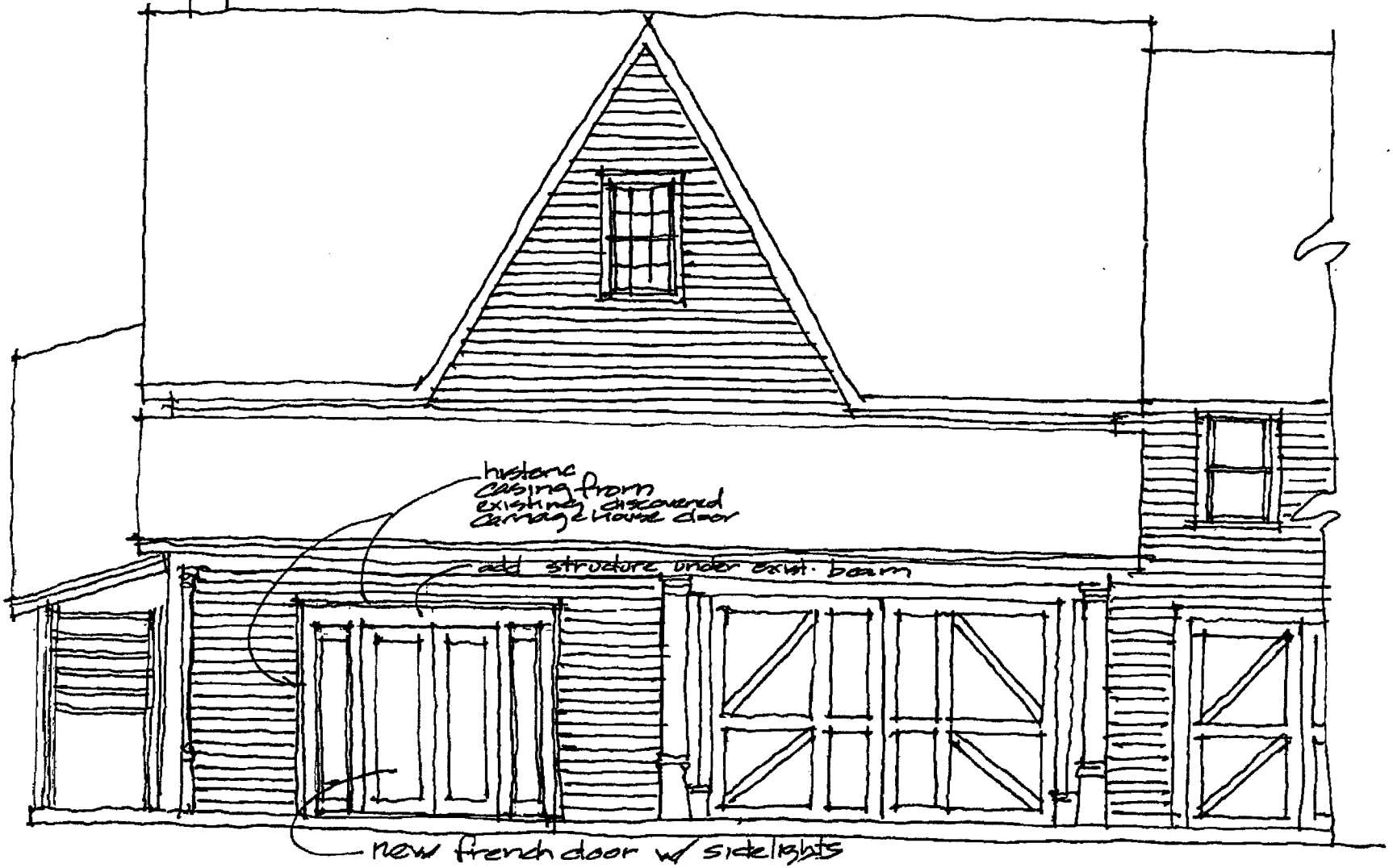
Miche Booz Architect
208 Market Street
P.O. Box 347
Brookeville, MD 20833

proposed elevation revision 7.17.98 · Schneider Carriage House



APPROVED
Montgomery County
Historic Preservation Commission
7/27/98

proposed revision to front elevation



APPROVED
Montgomery County
Historic Preservation Commission
7/27/98

M-NCPPC

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

FAX TRANSMITTAL SHEET

Historic Preservation Section
Department of Park & Planning

Telephone Number: (301) 563-3400 Fax Number: (301) 563-3412

TO: Michele Booz FAX NUMBER: 301. 774. 1908

FROM: Robin Ziek

DATE: 7.27.98

NUMBER OF PAGES INCLUDING THIS TRANSMITTAL SHEET: 4

NOTE:

FAX TRANSMITTAL

MICHE BOOZ ARCHITECT
208 MARKET ST.
BROOKEVILLE, MD 20833
phone: 301-774-6911
fax: 301-774-1908
e-mail: MICHEBOOZ@aol.com

Date: 7.17.98

To: Robin Ziek, Barry Van Ryper

From: Miche Booz

Subject: Schneider Carriage House Revisions

page 1 of 3

Message:

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	7201 Norwood Road Sandy Spring	Meeting Date:	8/13/97
Resource:	Norwood (Master Plan Site #28/13)	Review:	HAWP
Case Number:	28/13-97A	Tax Credit:	Partial
Public Notice:	7/30/97	Report Date:	8/6/97
Applicant:	Tom and Cynthia Schneider ~~(Miche Booz, Agent)~~ Hank Houdlee, Agent	Staff:	Robin D. Ziek
PROPOSAL:	Alterations to carriage house	RECOMMENDATIONS:	APPROVAL With CONDITIONS

PROJECT DESCRIPTION

RESOURCE: **Norwood** (Master Plan Site # 28/13) - c1750's, c1869

STYLE: Georgian Residence with Victorian carriage house, and granary, bank barn, sheds

The applicant has revised the application to respond to the comments of the HPC at the Preliminary Consultation last winter (2/26/97). The historic carriage house will be retained and repaired; the project has been somewhat reduced in scale.

PROPOSAL: Retain the original two-story carriage house. Remove the rear frame shed addition and the small concrete block garage. Rebuild the side stairs to provide access to the second story. Retain the existing front entrance, and add two additional windows adjacent to that doorway to provide light at the ground floor level. Retain the existing entry garage doors, and retain/repair/and repaint the standing seam roof.

A two-story addition will be built on the right side of the carriage house, replacing the concrete block garage. This will have two garage door openings at the ground floor, and windows above. The new structure will be offset from the original carriage house by approximately 10', and the roof line will be lower than that of the original carriage house.

A secondary one-story addition will be built along the entire length of the rear of the structure. This will have a low-sloping roof with standing-seam metal to match the original structure. The rear elevation of the carriage house will be modified at the second story with the addition of windows at a typical height above the floor, while retaining the existing windows which are high in the gable end. There is one window now at a typical height above the floor, and that

window will be replaced. There will be three entrances from the rear addition leading out to the grounds.

Materials:

Siding: The existing stucco siding will be removed from the carriage house, and the underlying lap siding will be restored. The structure was originally painted red, to match the other farm buildings. The present proposal is to paint the lap siding.

Windows: All but one of the existing windows will be retained (one on the rear elevation, second floor level will be replaced). The new windows will be wood. All but two of the proposed new windows will be 1/1 light. The two new windows at the front entrance to the carriage house will be 6/6 light "simulated divided light."

Doors: The new entry doors will all be wood, with full light, and thermal glazing. The new garage doors will match the existing garage doors on the front of the carriage house.

Finish: All of the new wood will be painted.

STAFF COMMENTS

The applicants have been responsive to HPC comments. They have redesigned the project so as to save the carriage house while still meeting their programmatic needs. The proposal utilizes the existing barn vocabulary, and yet is quite respectful of the original structure. Through the use of setbacks, and by reducing the building height for the proposed additions, the new construction will be clearly differentiated from the original structure.

All but one of the original windows will be retained. The one window which is proposed for replacement is at the rear of the structure, at the second floor level. Staff feels that the loss of this one window is minimized by the retention of all of the other existing windows, providing a record of the development of this structure through time. The proposed replacement windows will provide a bank of light at the second floor in one continuous strip.

STAFF RECOMMENDATION

Staff recommends that, **with the following conditions**, the Commission find this proposal consistent with the purposes of Chapter 24A-8(b)2:

> The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site, or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter;

and with Secretary of the Interior's Standards for Rehabilitation #9:

> New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

CONDITIONS:

1. All but one of the original windows (at the rear, second-story level) will be retained.
2. The new windows will be wood, with true divided light, or with integral muntins and shadow bar, as applicable.
3. The original siding will be retained to the maximum extent possible.
4. The new garage doors will match the existing garage doors.
5. All new wood surfaces will be painted.
6. The renovated exterior stairs will utilize a compatible wooden handrail, with inset pickets between cap and bottom rail.
7. Before application for a building permit at DPS, the applicant will provide detailed drawings of the proposed project for HPC staff to review and stamp.

Pay attention to proportions of windows as per Emily's comments.

and subject to the general condition that the applicant arrange for a field inspection by calling the Montgomery County Department of Environmental Protection (DEP), Field Services Office, five days prior to commencement of work and within two weeks following completion of work.

APPLICATION FOR
HISTORIC AREA WORK PERMIT

Contact Person: Michael Booz

Daytime Phone No.: 301-774-6911

Tax Account No.: _____

Name of Property Owner: Tom Schneider Daytime Phone No.: _____

Address: 17201 Norwood Rd. Sandy Spring MD 20860
Street Number *City* *State* *Zip Code*

Contractorr: _____ Phone No.: _____

Contractor Registration No.: _____

Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 17201 Street: Norwood Rd

Town/City: Sandy Spring Nearest Cross Street: DR. BIRD Rd.

Lot: _____ Block: _____ Subdivision: _____

Liber: 0833 Folio: 0021 Parcel: _____

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

☐ Construct ☑ Extend ☑ Alter/Renovate

☐ Move ☐ Install ☐ Wreck/Raze

☐ Revision ☐ Repair ☐ Revocable

CHECK ALL APPLICABLE:

☑ A/C ☑ Slab ☑ Room Addition ☐ Porch ☐ Deck ☐ Shed

☐ Solar ☐ Fireplace ☐ Woodburning Stove ☐ Single Family

☐ Fence/Wall (complete Section 4) ☐ Other: _____

1B. Construction cost estimate: $ _____

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

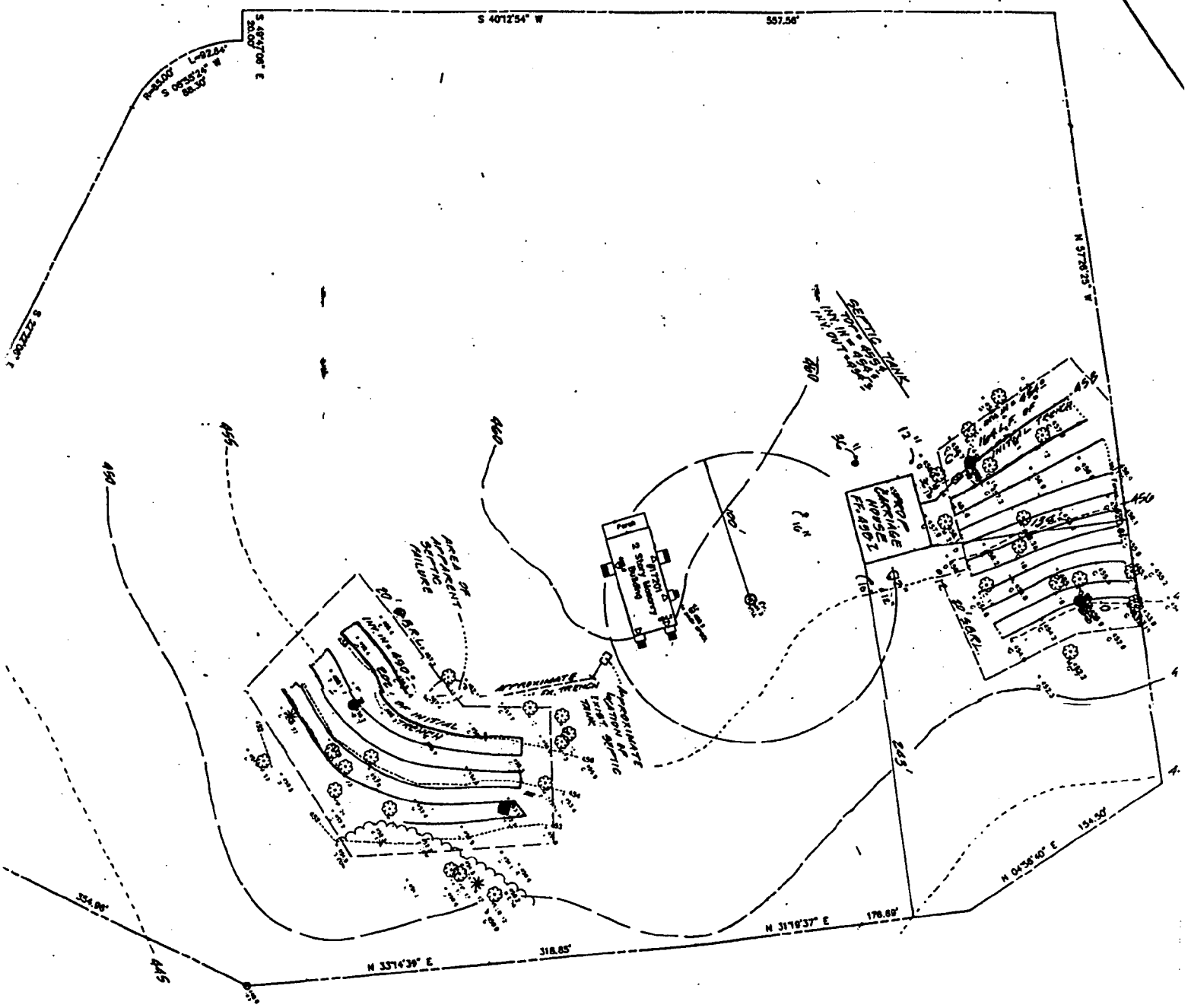
I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Michael M. Booz 7-23-97
Signature of owner or authorized agent *Date*

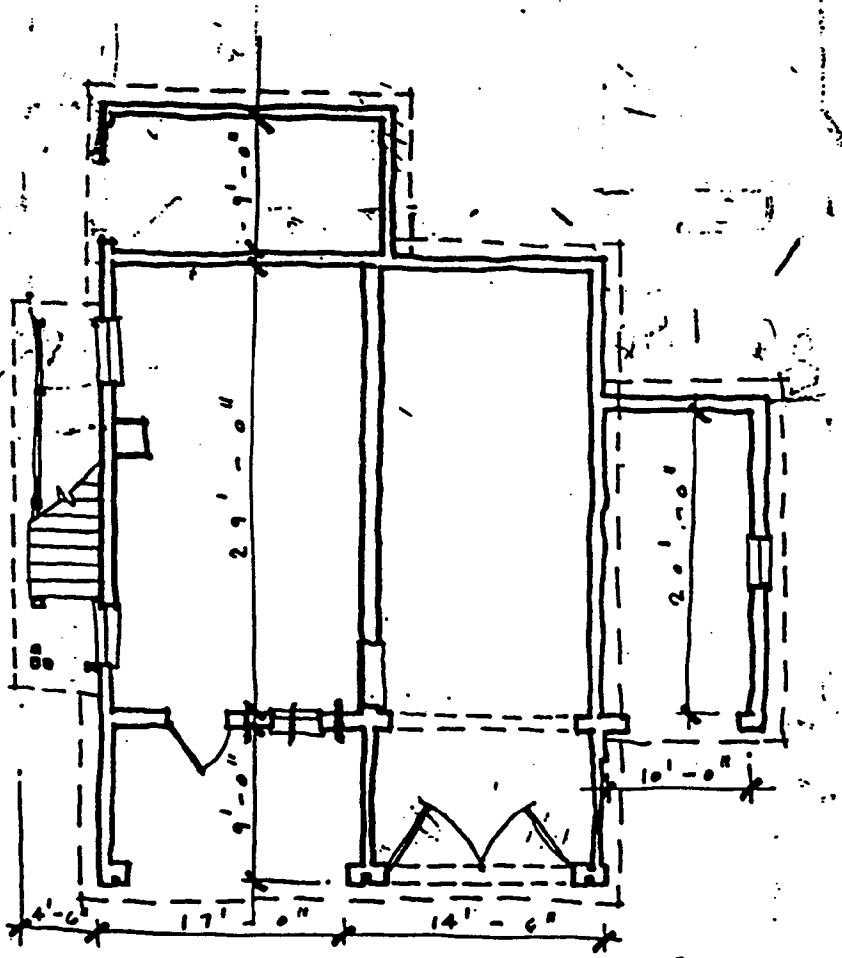
Approved: _____ *For Chairperson, Historic Preservation Commission*

(4)

Norwood rd.


S 40°12'54" W
557.56'
S 49°47'06" E
200.00'
R=84.00'
L=82.54'
S 06°56'24" W
82.30'
N 37°28'25" W
SEPTIC TANK
INVT. OUT = 452.2'
INVT. IN = 452.4'
12" C.I.P.
INVT. = 452.2'
164 L.F. 4" PERF. PIPE
INVT. = 451.8'
OLD CARRIAGE HOUSE FF. 459.2
Pond
2 Story Masonry Building
FF. 461.20
AREA OF APPARENT SEPTIC FAILURE
20' @ 5.5' Lin. = 490 Sq. Ft. Eff. Area
INVT. = 451.8'
APPROXIMATE LOCATION OF TRENCH
APPROXIMATE LOCATION OF SEPTIC TANK
8" SAN.
8" W.
663'
N 04°56'40" E
154.30'
N 31°19'37" E
178.69'
N 33°14'39" E
318.85'
354.98'
445
450
455
460
465
470
475
480
485
490
495

S



First floor. - Existing Building.

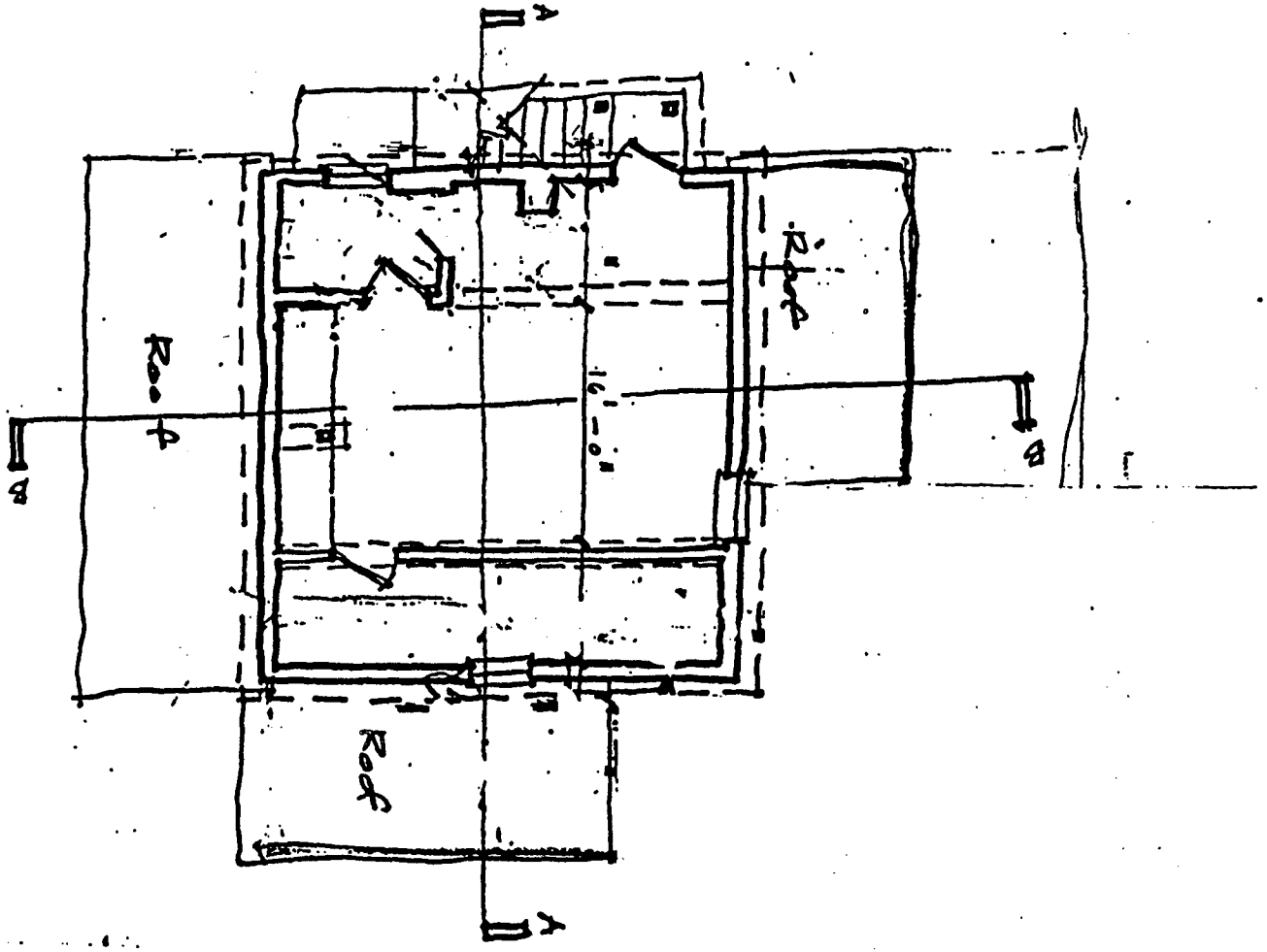
1/8" - 1'0"

20

SCHNEIDER CARRIAGE HOUSE
17401 NORWOOD ROAD
SANDY SPRING, MARYLAND

RILL & DECKER ARCHITECTS, P.C.
4901 FAIRMONT AVENUE
BETHESDA, MD

Second Floor Plan - Existing Building



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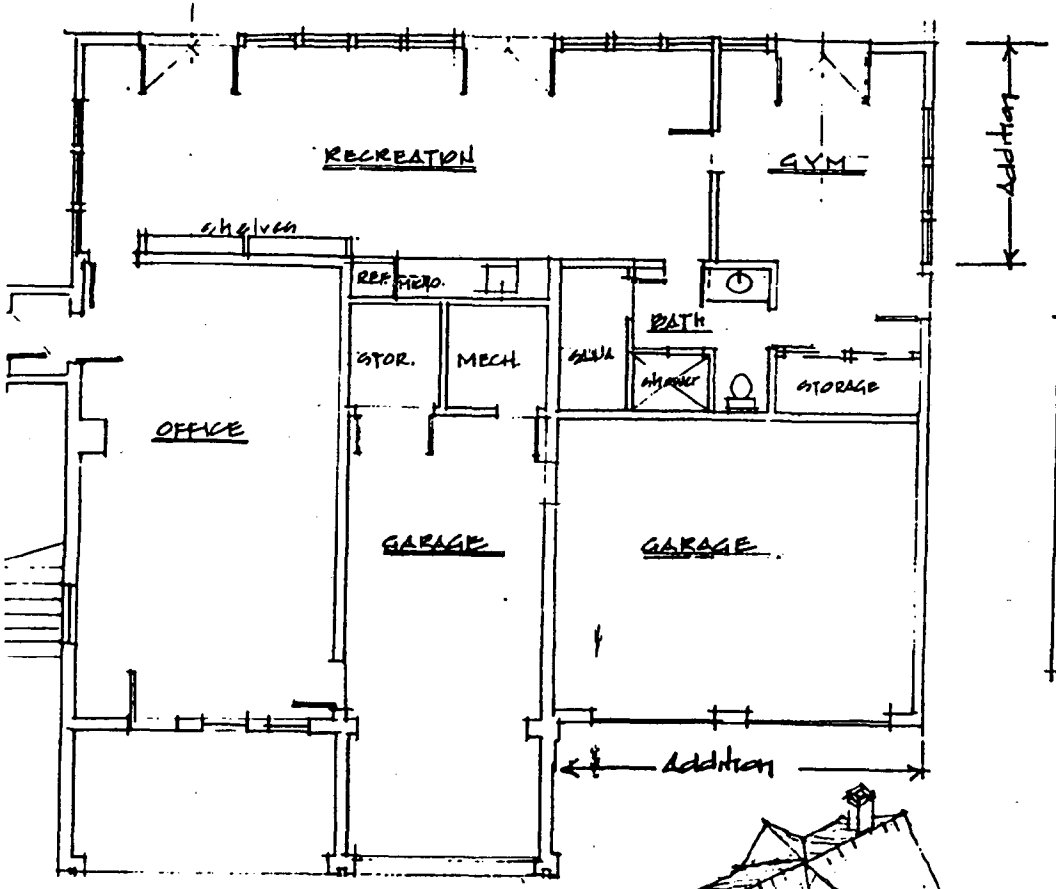
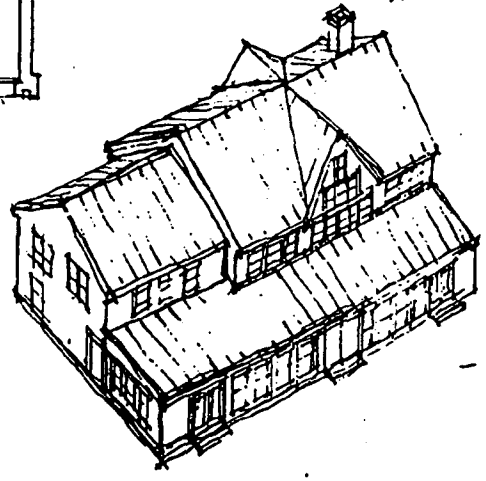
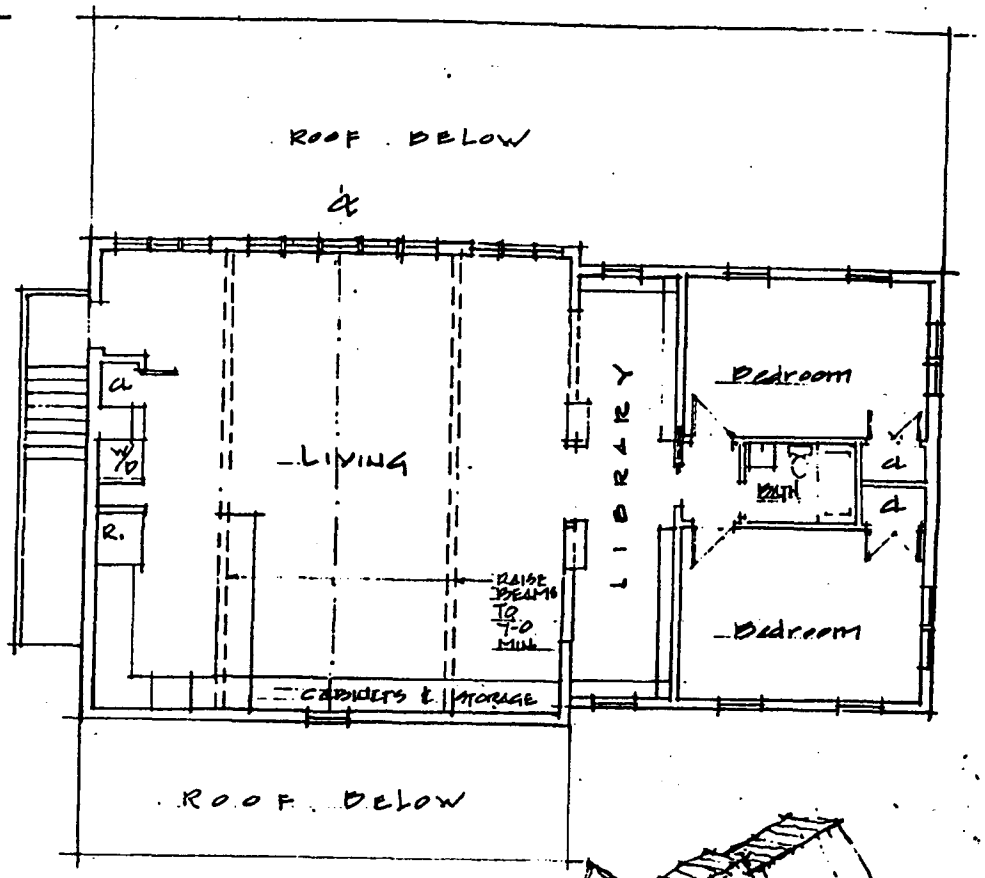
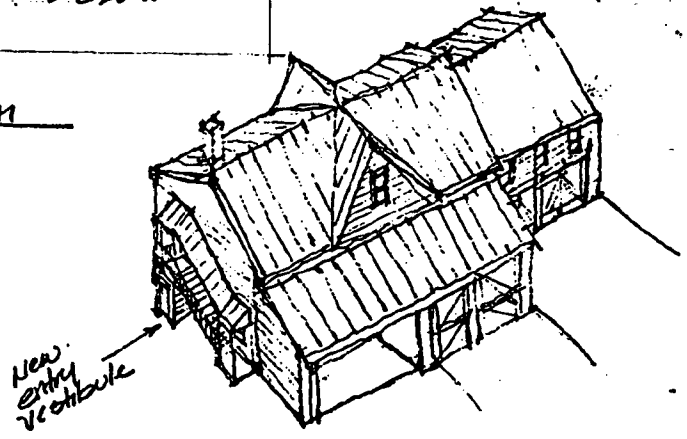


① 1st Fl. plan
1/8" - 1'-0"



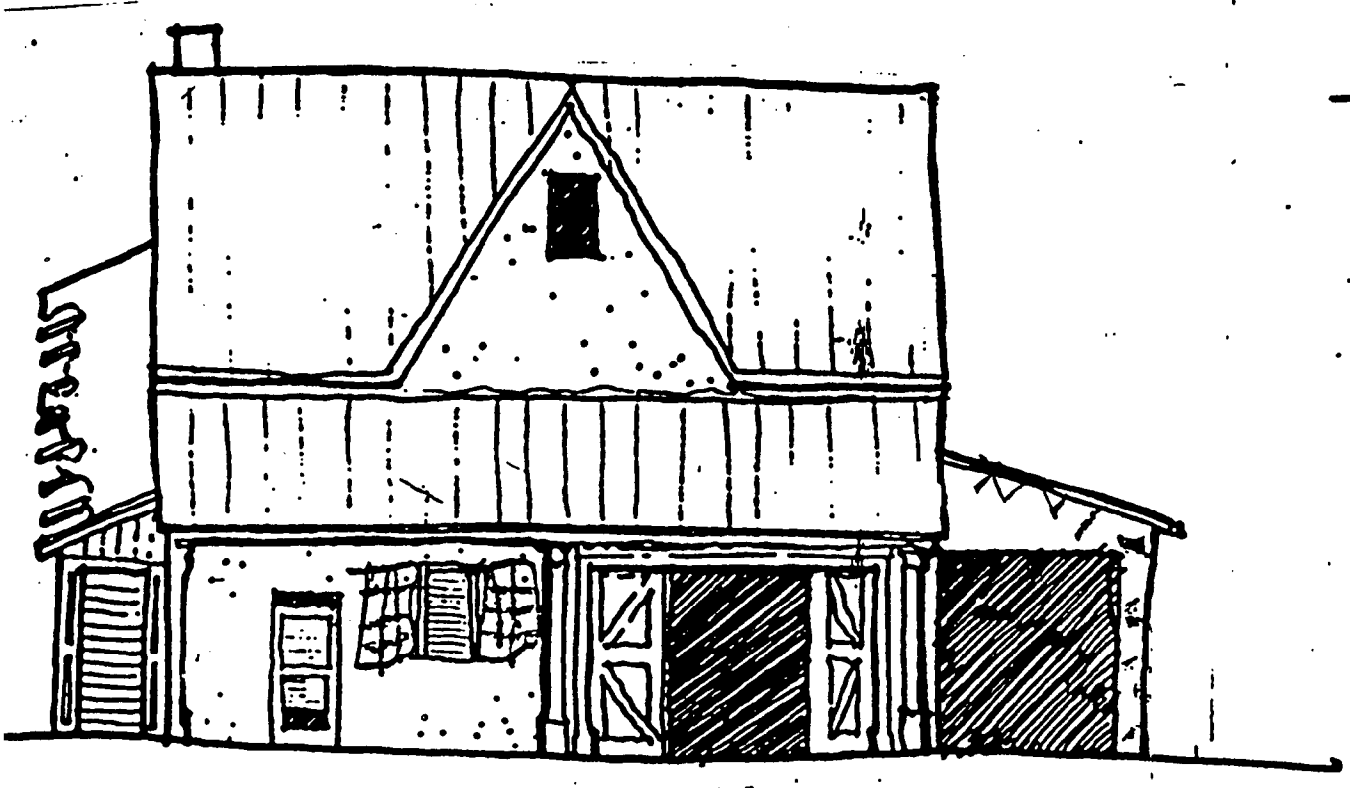


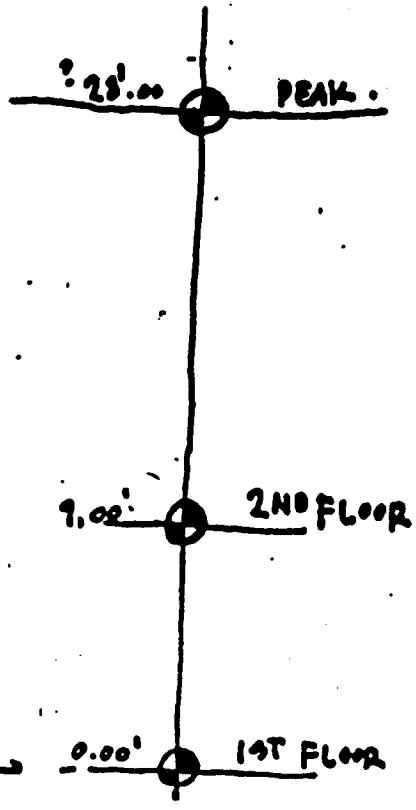
② 2nd Fl Plan
1/8" = 1'-0



Schneider Carriage House

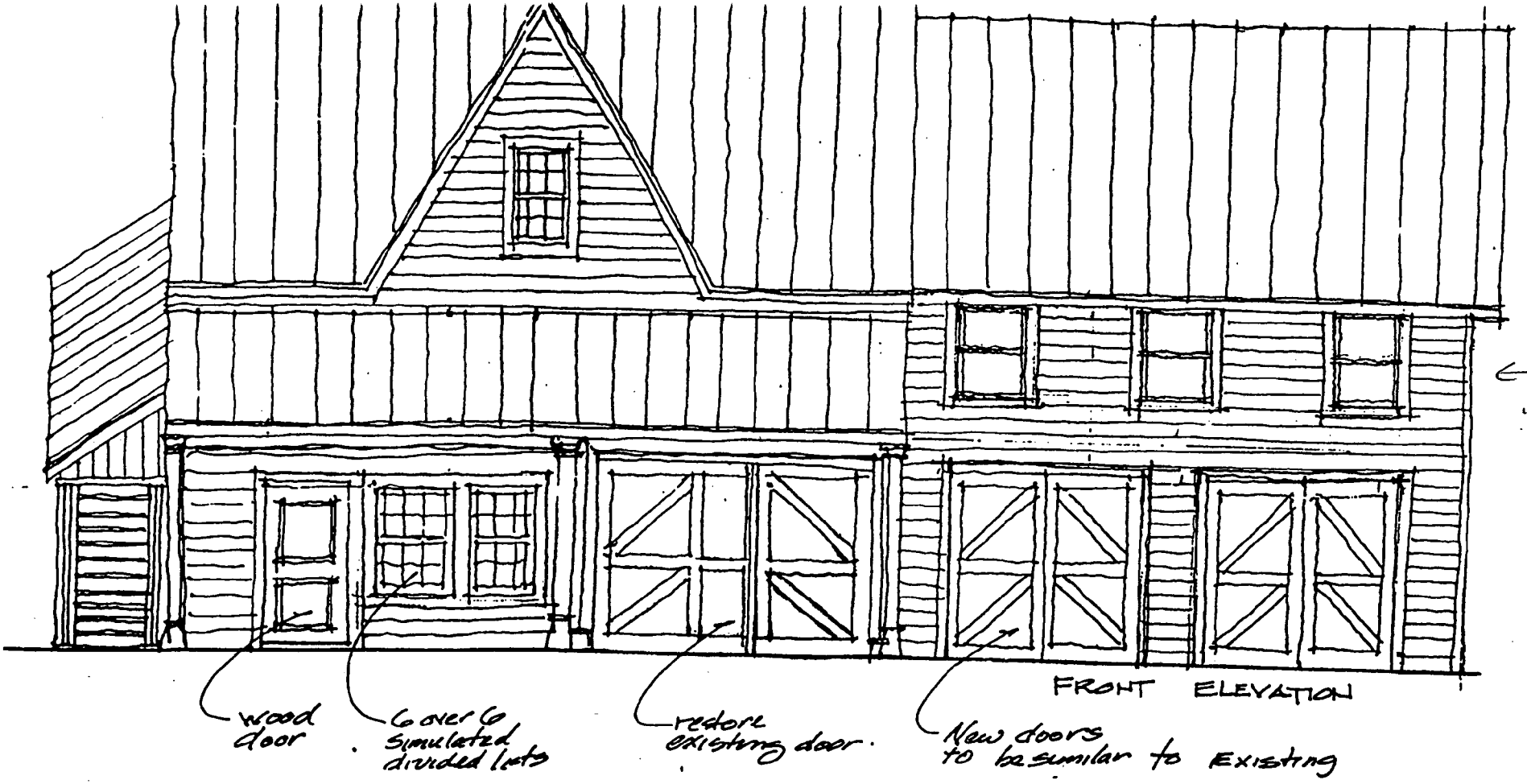
(9)





SOUTH ELEVATION

1/4" = 1'-0"



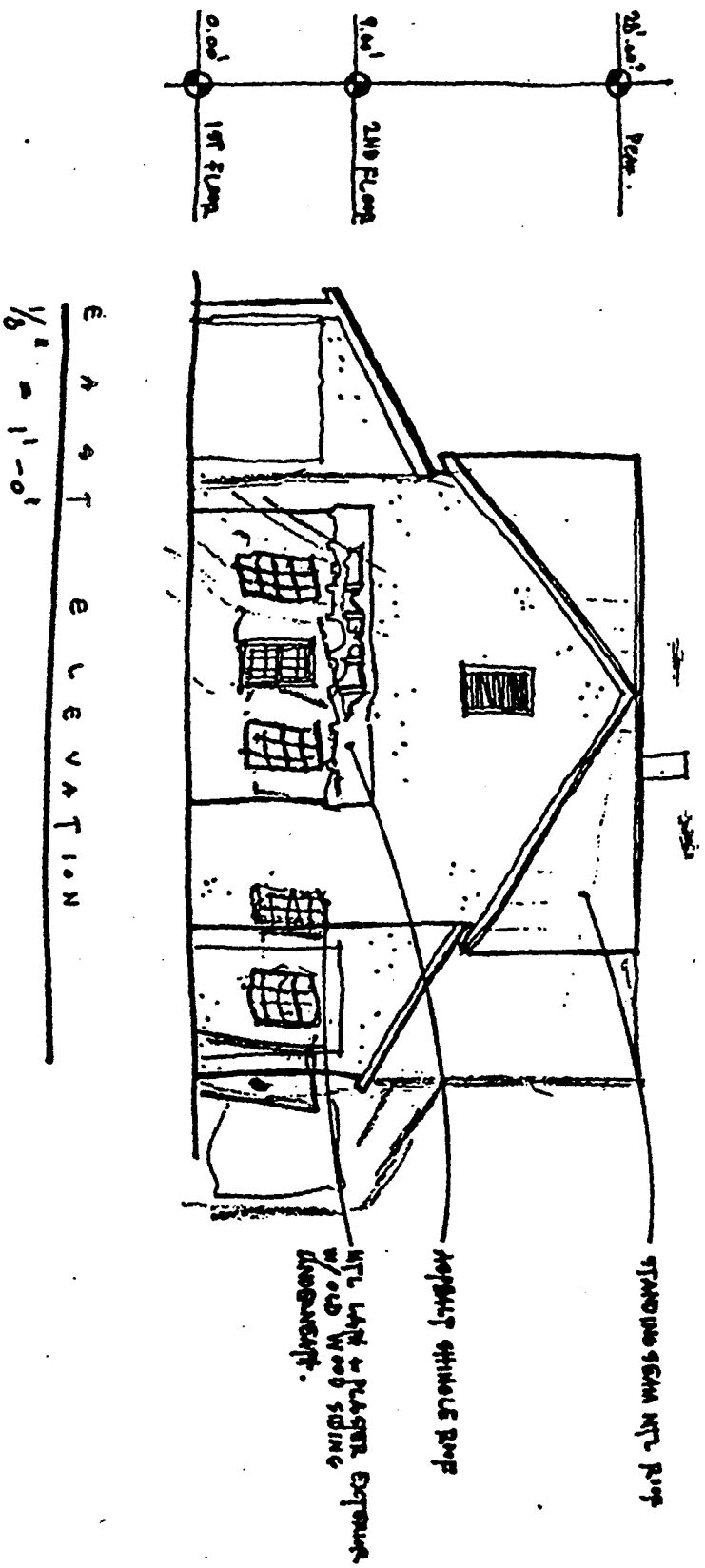
AUG-05-97 TUE 02:52 PM

P.02

01

PROPOSED FRONT ELEVATION

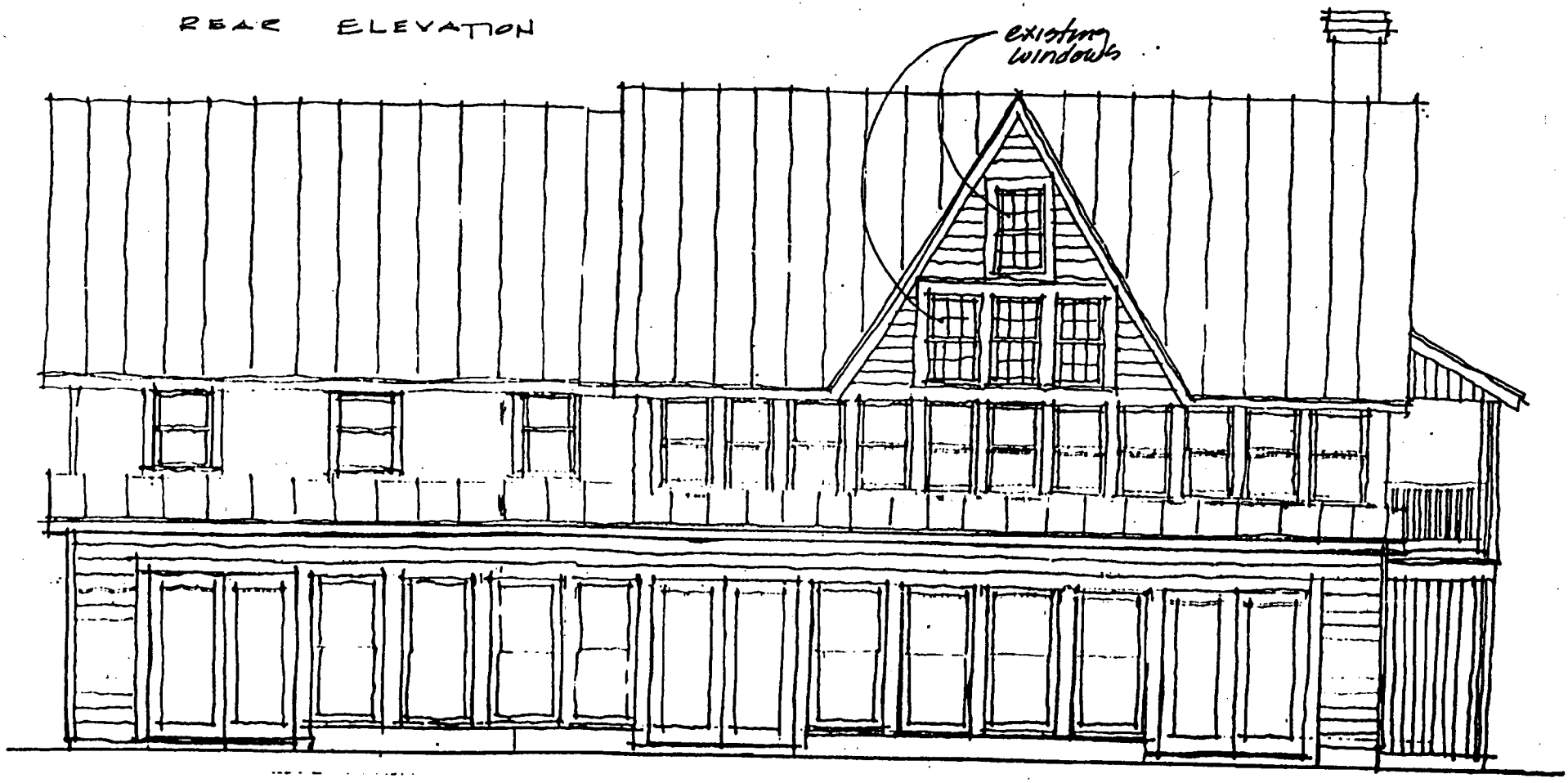
(11)



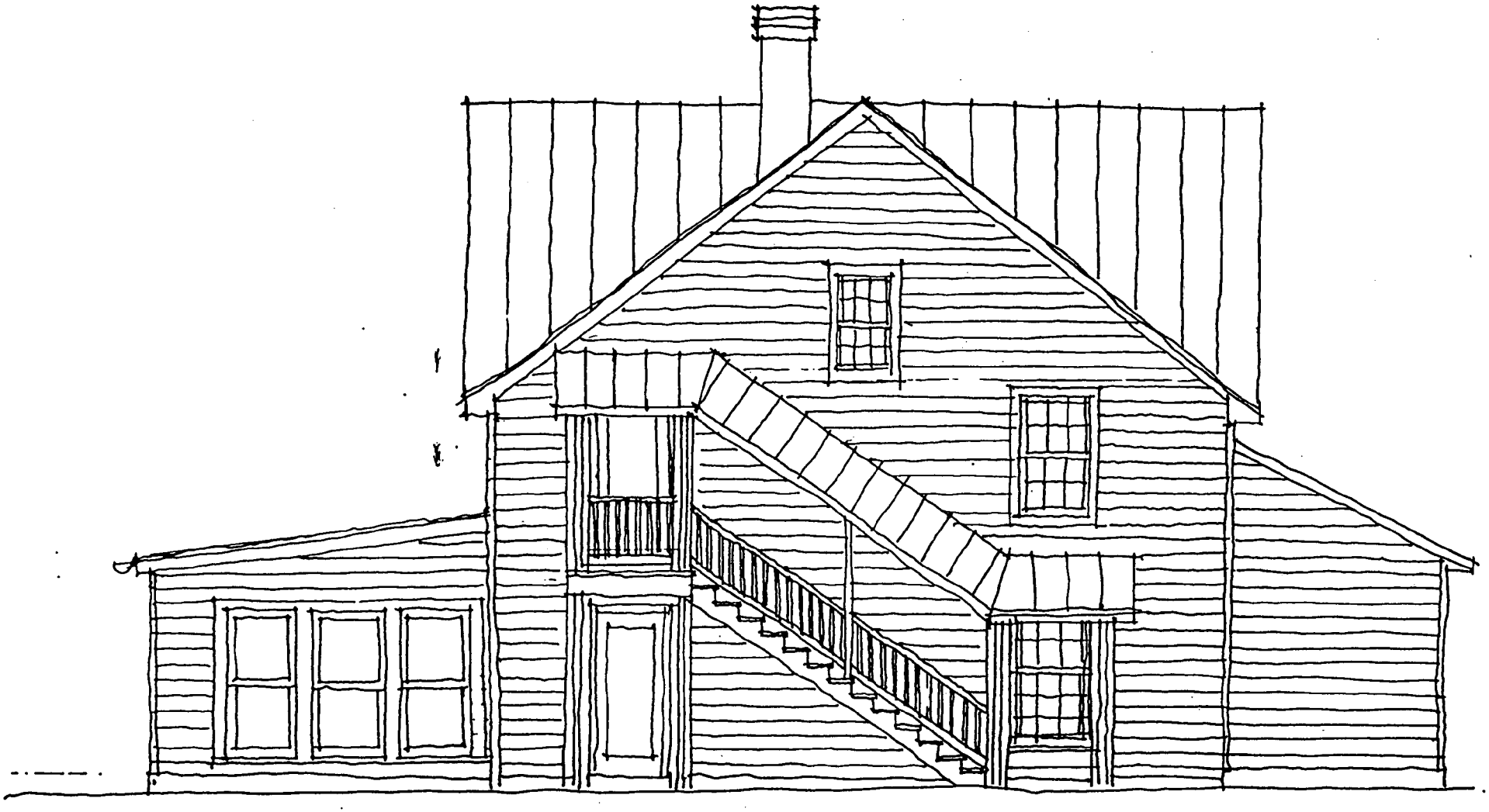
SCHNEIDER CARRIAGE HOUSE	RILL & DECKER ARCHITECTS, P.C.
17201 NORWOOD ROAD SANDY SPRING, MARYLAND	4901 FAIRMONT AVENUE BETHESDA, MD 20814

(17)

REAR ELEVATION

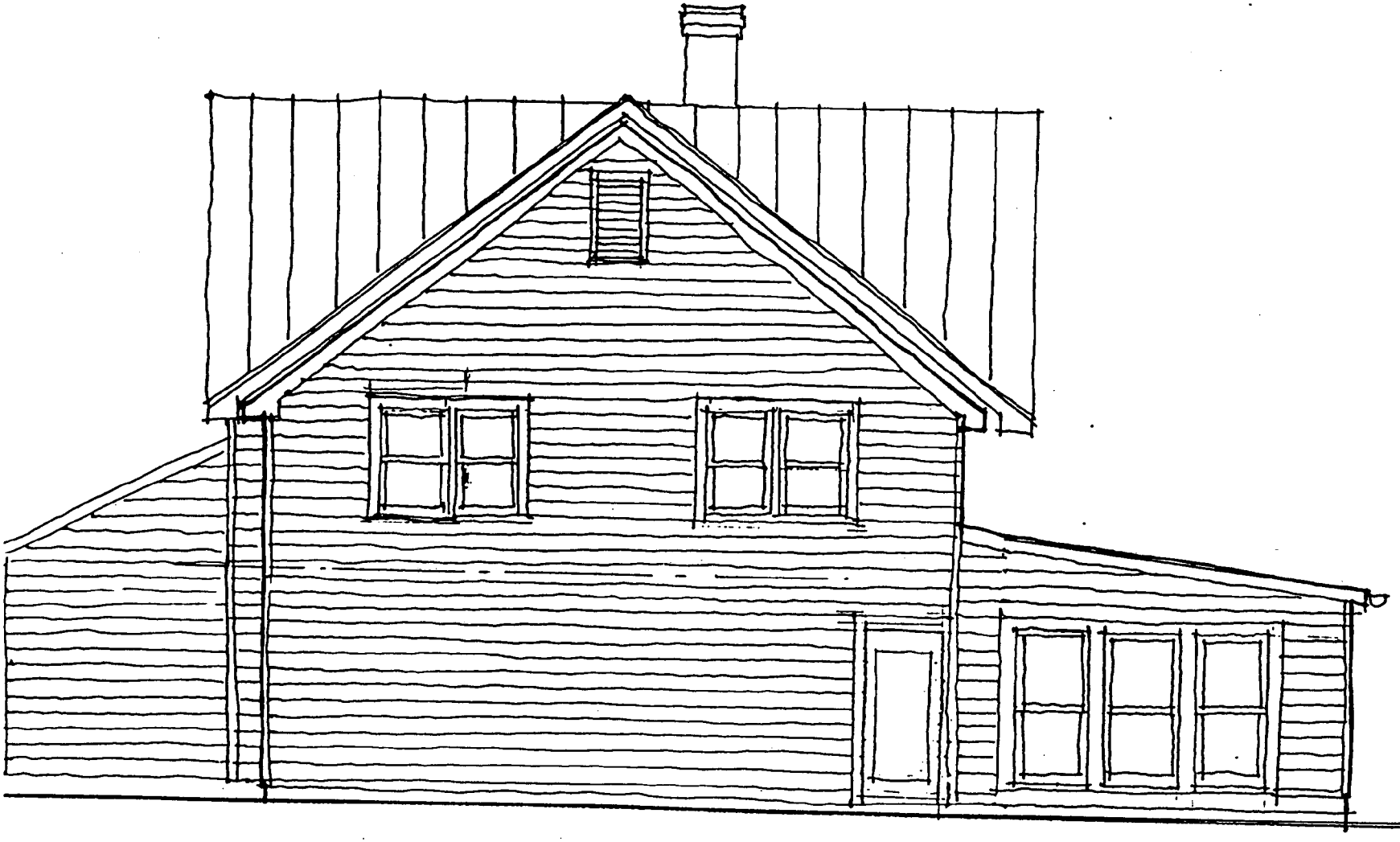


PROPOSED REAR ELEVATION

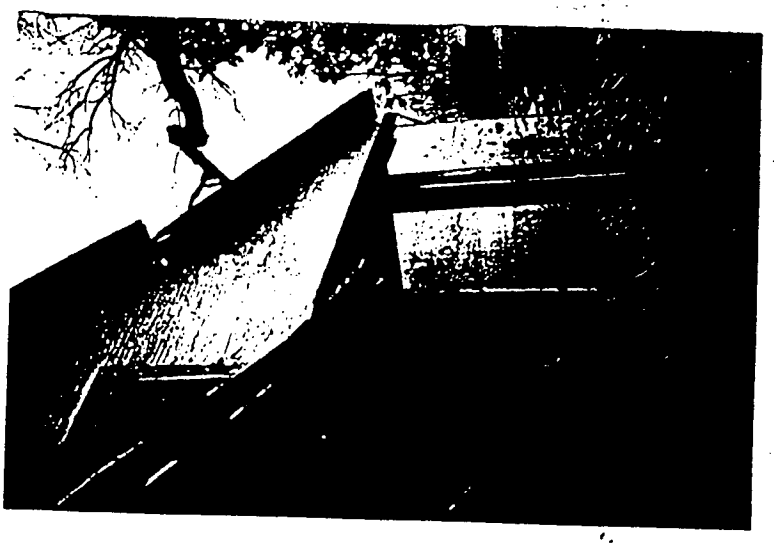


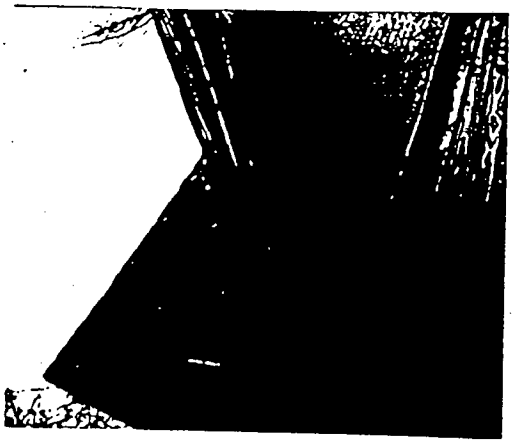
SIDE ELEVATION
1/4" = 1'-0"

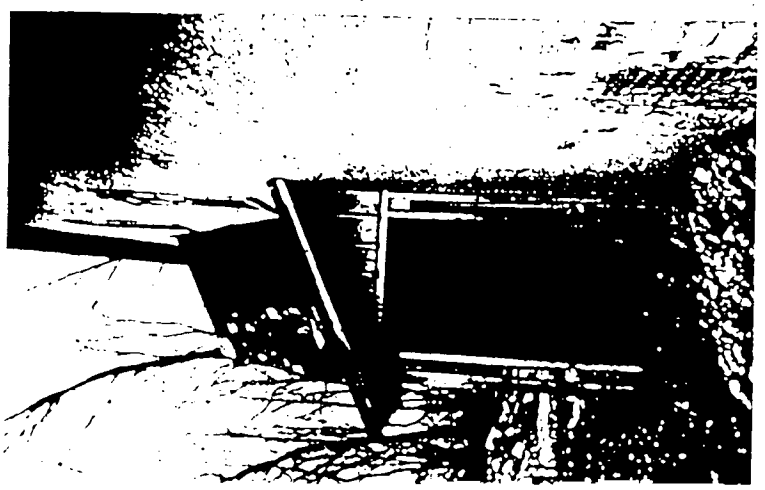
(3)



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







FRONT ELEVATION

SIDE ELEVATION FACING NORWOOD RD.

SIDE ELEVATION

FACING TOWARDS OTHER OUT-BUILDINGS

28/13-97A

Mr. & Mrs. Schneider
17201 Norwood Road
Sandy Spring, MD 20860

The Hoopers
17214 Norwood Road
Sandy Spring, MD 20860

Occupant
1301 Hennessey Terrace
Sandy Spring, MD 20860

Friends House Retirement Community
17340 Quaker Lane
Sandy Spring, MD 20860

Friends Nursing Home
17401 Norwood Road
Sandy Spring, MD 20860

Occupant
Pen-y-Bryn
17417 Dr. Bird Road
Sandy Spring, MD 20860

Miche Booz
c/o Miche Booz, Architect
208 Market Street
Brookeville, MD 20833

Hank Handler
Oak Grove Design
5815 Laytonsville Road
Laytonsville, MD 20882

MICHE BOOZ
ARCHITECT
15

frame in existing window

1/15 **FRONT ELEVATION**

1/4" = 1' - 0

APPROVED
Montgomery County
Historic Preservation Commission
10/8/97

MICHE BOOZ
ARCHITECT
16

1/16 BACK ELEVATION

1/4" = 1' - 0

APPROVED
Montgomery County
Historic Preservation Commission
12/8/97

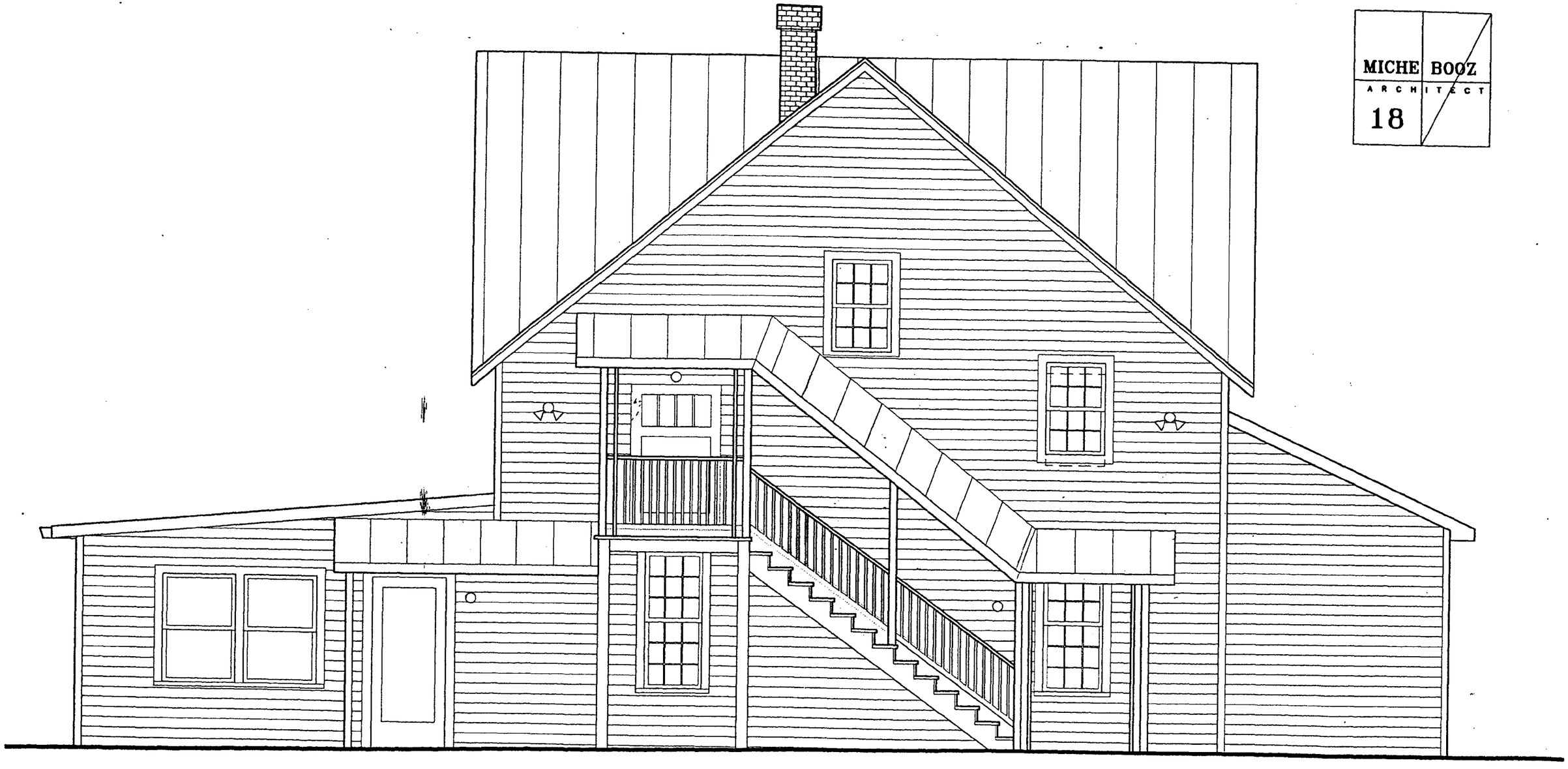
MICHE	BOOZ
ARCHITECT	
17	

1/17 SIDE ELEVATION

1/4" = 1' - 0

APPROVED
Montgomery County
Historic Preservation Commission
12/8/97

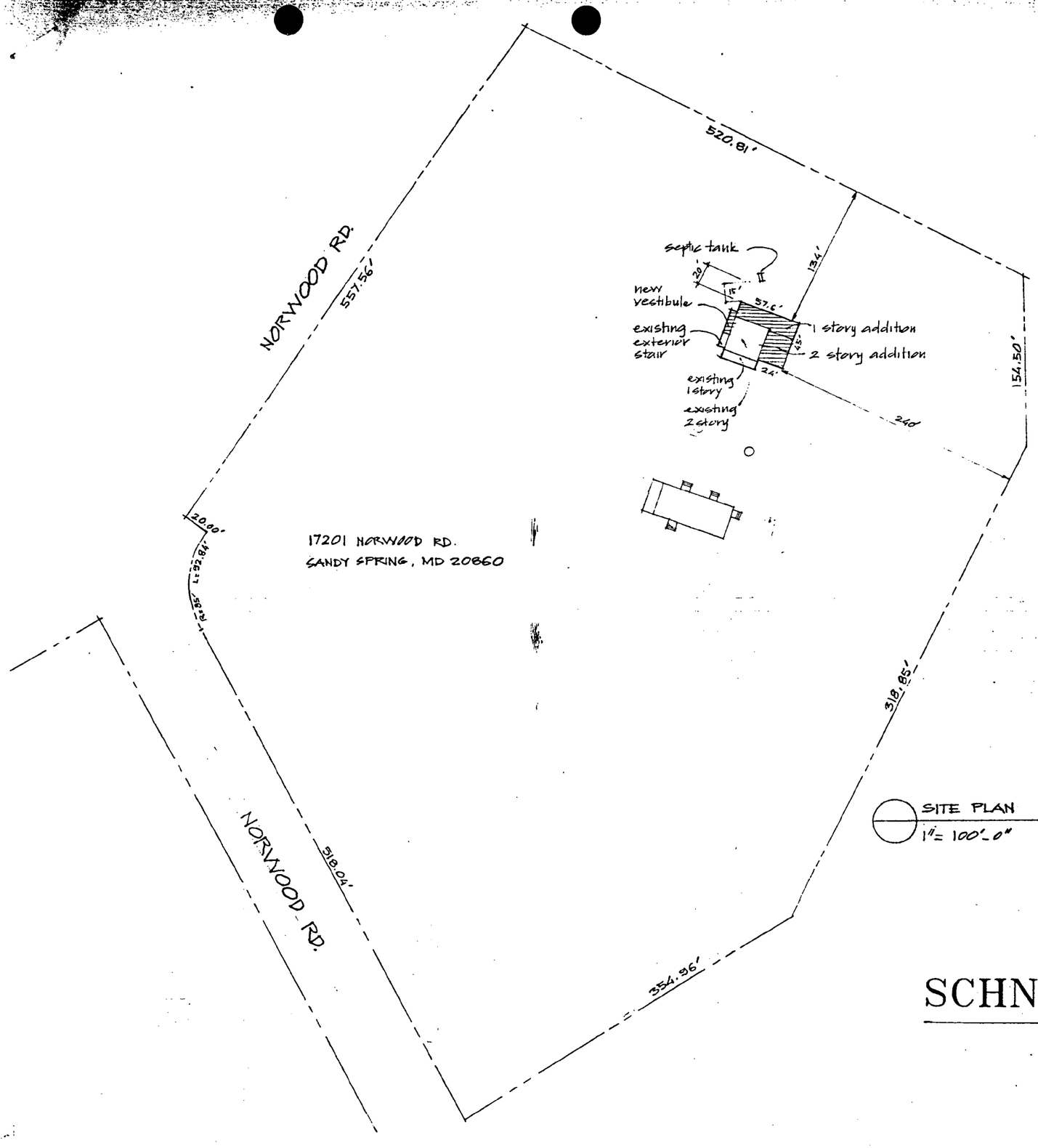
MICHE BOOZ
ARCHITECT
18



1/18 SIDE ELEVATION

1/4" = 1' - 0

APPROVED
Montgomery County
Historic Preservation Commission
12/8/97



SITE PLAN
1"= 100'-0"

APPROVED
Montgomery County
Historic Preservation Commission
10/8/97

SCHNEIDER CARRIAGE HOUSE

MICHE BOOZ
ARCHITECT

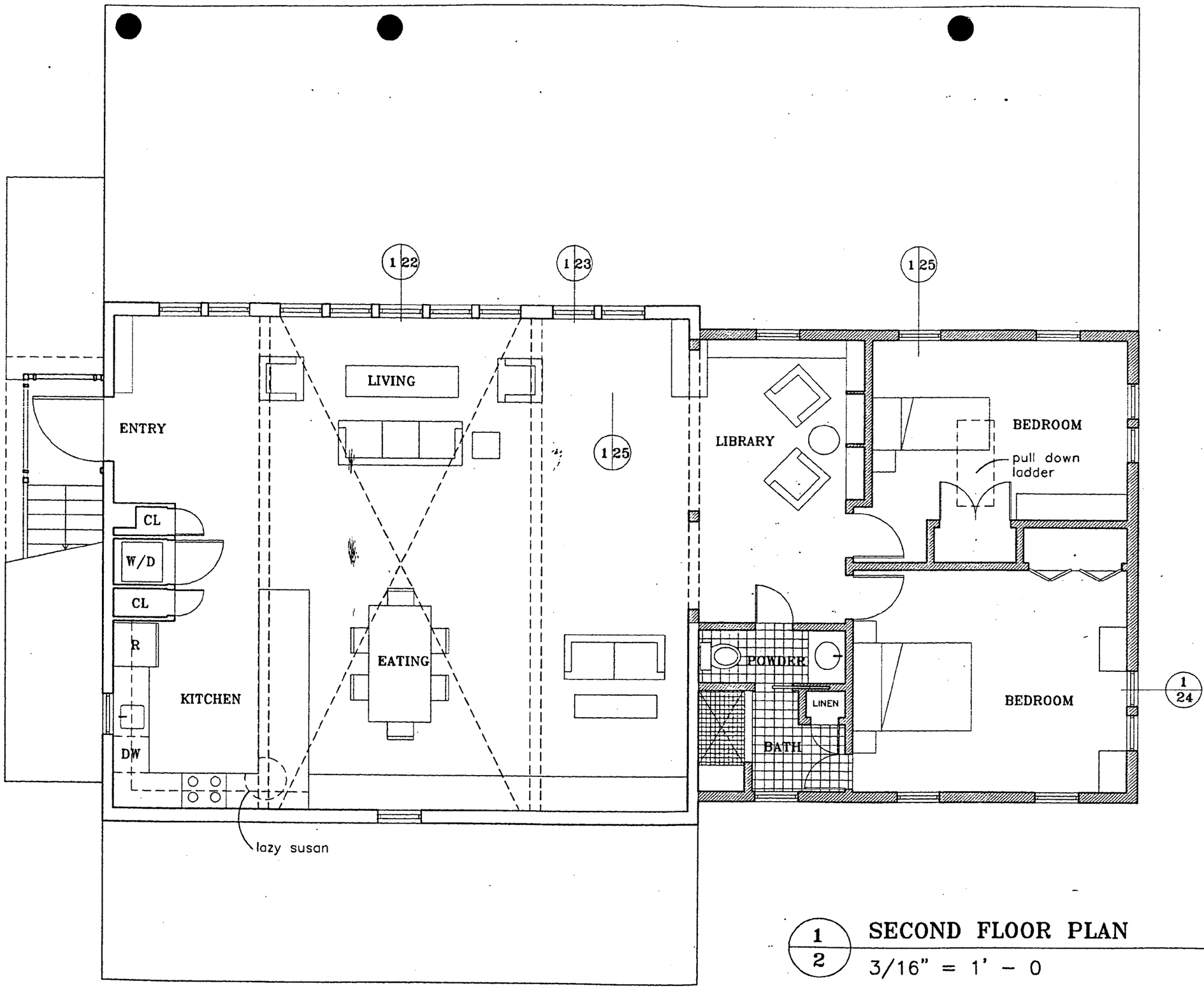
MICHE BOOZ
ARCHITECT
1

RECREATION
GYM
MUD ROOM
OFFICE
STORAGE
STORAGE
MECHANICAL
SAUNA
BATH
STORAGE
GARAGE
GARAGE
UP
NEW BASEMENT HATCH DOORS OVER EXISTING STAIRS
beam above
eq
1 12
1 14
1 13
1 19 / 2
1 25
1 24
1 19
1 / 11
1 / 10
R

1/1 FIRST FLOOR PLAN
3/16" = 1' - 0

new wall

MICHE BOOZ
ARCHITECT
2



1/2 SECOND FLOOR PLAN

3/16" = 1' - 0

MICHE BOOZ
ARCHITECT
7

1/7 FRONT ELEVATION

1/4" = 1' - 0

HPC says OK to changes.

They should show up in CD's.

9/10/97

RDZ

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

DATE: 8/14/97

MEMORANDUM

TO: Robert Hubbard, Acting Director
Department of Permitting Services

FROM: Gwen Wright, Historic Preservation Coordinator
Montgomery County Department of Park and Planning

SUBJECT: Historic Area Work Permit

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

_____ Approved _____ Denied

__X__ Approved with Conditions:

(1) All but one of the original windows (rear, 2nd-story) will be retained.

(2) New windows will be wood, TDL or w/ integral mountins + shadow bar.

(3) Original siding shall be maintained to the maximum extent possible.

(4) New garage doors shall matching existing doors

(5) All new wood surfaces will be painted.

(6) Renovated stairs will utilize compatible wood handrail, with inset pickets between cap & bottom rail.

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

Applicant: Tom & Cynthia Schneider

Address: 17201 Norwood Road, Sandy Spring, MD 20860

THE APPLICANT MUST ARRANGE FOR A FIELD INSPECTION BY CALLING THE DEPARTMENT OF PERMITTING SERVICES AT 217-6240 FIVE DAYS PRIOR TO COMMENCEMENT OF WORK AND WITHIN TWO WEEKS FOLLOWING COMPLETION OF WORK.

(7) HPC Staff to stamp permit set prior to application for building permit.

DEPARTMENT OF PERMITTING SERVICES
250 HUNGERFORD DRIVE, ROCKVILLE, MARYLAND 20850
301/217-6370

DPS - #8

HISTORIC PRESERVATION COMMISSION

301/495-4570

APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Person: Michele Boose

Daytime Phone No.: 301-774-6911

Tax Account No.:

Name of Property Owner: Tom Schneider Daytime Phone No.:

Address: 17201 Norwood Rd Sandy Spring MD 20860
Street Number City Staet Zip Code

Contractor: Phone No.:

Contractor Registration No.:

Agent for Owner: Daytime Phone No.:

LOCATION OF BUILDING/PREMISE

House Number: 17201 Street: Norwood Rd

Town/City: Sandy Spring Nearest Cross Street: DR. BIRD Rd.

Lot: Block: Subdivision:

Liber: 0833 Folio: 0021 Parcel:

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

☐ Construct ☑ Extend ☑ Alter/Renovate ☐ Move ☐ Install ☐ Wreck/Raze ☐ Revision ☐ Repair ☐ Revocable

CHECK ALL APPLICABLE:

☑ A/C ☑ Slab ☑ Room Addition ☐ Porch ☐ Deck ☐ Shed ☐ Solar ☐ Fireplace ☐ Woodburning Stove ☐ Single Family ☐ Fence/Wall (complete Section 4) ☐ Other:

1B. Construction cost estimate: $

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.

Signature of owner or authorized agent Date 7-23-97

Approved: For Chairperson, Historic Preservation Commission

Disapproved: Signature: Date: 8/11/97

Application/Permit No.: 970723080 Date Filed: 7-23-97 Date Issued:

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.

PLEASE STAY WITHIN THE OUTLINED AREA WHEN TYPING. DO NOT PRINT DIRECTLY ONTO MAILING LABELS.

SEE REVERSE SIDE FOR INSTRUCTIONS

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

DATE: 8/14/97

MEMORANDUM

TO: Historic Area Work Permit Applicants

FROM: Gwen Marcus, Historic Preservation Coordinator
Design, Zoning, and Preservation Division
M-NCPPC

SUBJECT: Historic Area Work Permit Application - Approval of Application/ Release of Other Required Permits

---

Enclosed is a copy of your Historic Area Work Permit application, approved by the Historic Preservation Commission at its recent meeting, and a transmittal memorandum stating conditions (if any) of approval.

You may now apply for a county building permit from the Department of Environmental Protection (DEP), at 250 Hungerford Drive, Second Floor, in Rockville. Please note that although your work has been approved by the Historic Preservation Commission, it must also be approved by DEP before work can begin.

When you file for your building permit at DEP, you must take with you the enclosed forms, as well as the Historic Area Work Permit that will be mailed to you directly from DEP. These forms are proof that the Historic Preservation Commission has reviewed your project. For further information about filing procedures or materials for your county building permit review, please call DEP at 217-6370.

If your project changes in any way from the approved plans, either before you apply for your building permit or even after the work has begun, please contact the Historic Preservation Commission staff at 495-4570.

Please also note that you must arrange for a field inspection for conformance with your approved HAWP plans. Please inform DEP/Field Services at 217-6240 of your anticipated work schedule.

Thank you very much for your patience and good luck with your project!

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	7201 Norwood Road Sandy Spring	Meeting Date:	8/13/97
Resource:	Norwood (Master Plan Site #28/13)	Review:	HAWP
Case Number:	28/13-97A	Tax Credit:	Partial
Public Notice:	7/30/97	Report Date:	8/6/97
Applicant:	Tom and Cynthia Schneider (~~Miche Booz~~, Agent) Hank Handler	Staff:	Robin D. Ziek
PROPOSAL:	Alterations to carriage house	RECOMMENDATIONS:	APPROVAL With CONDITIONS

PROJECT DESCRIPTION

RESOURCE: **Norwood** (Master Plan Site # 28/13) - c1750's, c1869

STYLE: Georgian Residence with Victorian carriage house, and granary, bank barn, sheds

The applicant has revised the application to respond to the comments of the HPC at the Preliminary Consultation last winter (2/26/97). The historic carriage house will be retained and repaired; the project has been somewhat reduced in scale.

PROPOSAL: Retain the original two-story carriage house. Remove the rear frame shed addition and the small concrete block garage. Rebuild the side stairs to provide access to the second story. Retain the existing front entrance, and add two additional windows adjacent to that doorway to provide light at the ground floor level. Retain the existing entry garage doors, and retain/repair/and repaint the standing seam roof.

A two-story addition will be built on the right side of the carriage house, replacing the concrete block garage. This will have two garage door openings at the ground floor, and windows above. The new structure will be offset from the original carriage house by approximately 10', and the roof line will be lower than that of the original carriage house.

A secondary one-story addition will be built along the entire length of the rear of the structure. This will have a low-sloping roof with standing-seam metal to match the original structure. The rear elevation of the carriage house will be modified at the second story with the addition of windows at a typical height above the floor, while retaining the existing windows which are high in the gable end. There is one window now at a typical height above the floor, and that

window will be replaced. There will be three entrances from the rear addition leading out to the grounds.

Materials:

Siding: The existing stucco siding will be removed from the carriage house, and the underlying lap siding will be restored. The structure was originally painted red, to match the other farm buildings. The present proposal is to paint the lap siding.

Windows: All but one of the existing windows will be retained (one on the rear elevation, second floor level will be replaced). The new windows will be wood. All but two of the proposed new windows will be 1/1 light. The two new windows at the front entrance to the carriage house will be 6/6 light "simulated divided light."

Doors: The new entry doors will all be wood, with full light, and thermal glazing. The new garage doors will match the existing garage doors on the front of the carriage house.

Finish: All of the new wood will be painted.

STAFF COMMENTS

The applicants have been responsive to HPC comments. They have redesigned the project so as to save the carriage house while still meeting their programmatic needs. The proposal utilizes the existing barn vocabulary, and yet is quite respectful of the original structure. Through the use of setbacks, and by reducing the building height for the proposed additions, the new construction will be clearly differentiated from the original structure.

All but one of the original windows will be retained. The one window which is proposed for replacement is at the rear of the structure, at the second floor level. Staff feels that the loss of this one window is minimized by the retention of all of the other existing windows, providing a record of the development of this structure through time. The proposed replacement windows will provide a bank of light at the second floor in one continuous strip.

STAFF RECOMMENDATION

Staff recommends that, **with the following conditions**, the Commission find this proposal consistent with the purposes of Chapter 24A-8(b)2:

> The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site, or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter;

and with Secretary of the Interior's Standards for Rehabilitation #9:

> New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

CONDITIONS:

1. All but one of the original windows (at the rear, second-story level) will be retained.
2. The new windows will be wood, with true divided light, or with integral muntins and shadow bar, as applicable.
3. The original siding will be retained to the maximum extent possible.
4. The new garage doors will match the existing garage doors.
5. All new wood surfaces will be painted.
6. The renovated exterior stairs will utilize a compatible wooden handrail, with inset pickets between cap and bottom rail.
7. Before application for a building permit at DPS, the applicant will provide detailed drawings of the proposed project for HPC staff to review and stamp.

and subject to the general condition that the applicant arrange for a field inspection by calling the Montgomery County Department of Environmental Protection (DEP), Field Services Office, five days prior to commencement of work and within two weeks following completion of work.

APPLICATION FOR
HISTORIC AREA WORK PERMIT

Contact Person: Michele Boose

Daytime Phone No.: 301-774-6911

Tax Account No.: _____

Name of Property Owner: Tom Schneider Daytime Phone No.: _____

Address: 17201 Norwood Rd. Sandy Spring MD 20860
Street Number *City* *State* *Zip Code*

Contractorr: _____ Phone No.: _____

Contractor Registration No.: _____

Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 17201 Street: Norwood Rd

Town/City: Sandy Spring Nearest Cross Street: DR. BIRD Rd.

Lot: _____ Block: _____ Subdivision: _____

Liber: 0833 Folio: 0021 Parcel: _____

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

☐ Construct ☑ Extend ☑ Alter/Renovate ☐ Move ☐ Install ☐ Wreck/Raze ☐ Revision ☐ Repair ☐ Revocable

CHECK ALL APPLICABLE:

☑ A/C ☑ Slab ☑ Room Addition ☐ Porch ☐ Deck ☐ Shed ☐ Solar ☐ Fireplace ☐ Woodburning Stove ☐ Single Family ☐ Fence/Wall (complete Section 4) ☐ Other: _____

1B. Construction cost estimate: $ _____

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

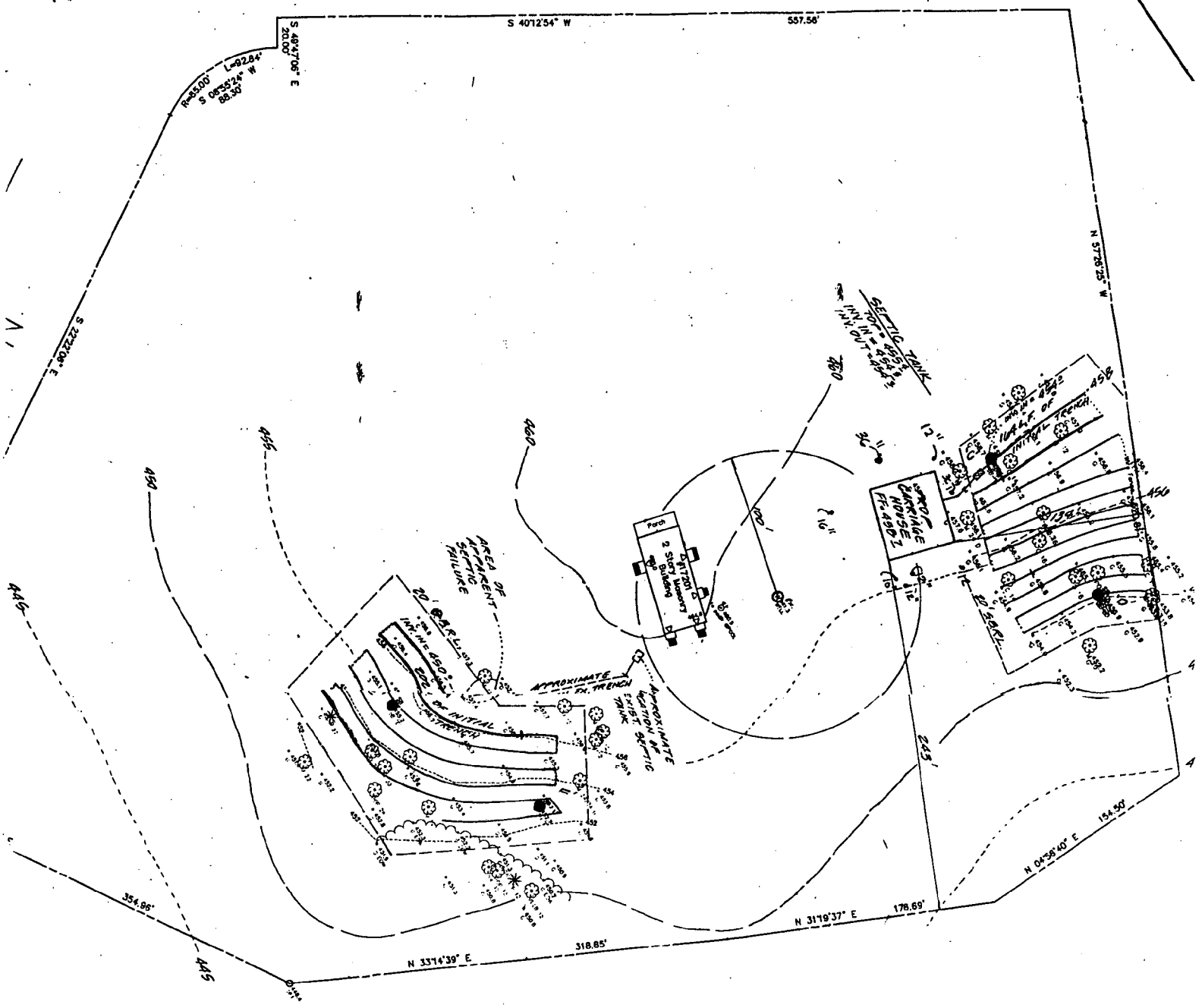
I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Michele M. Boose 7-23-97
Signature of owner or authorized agent *Date*

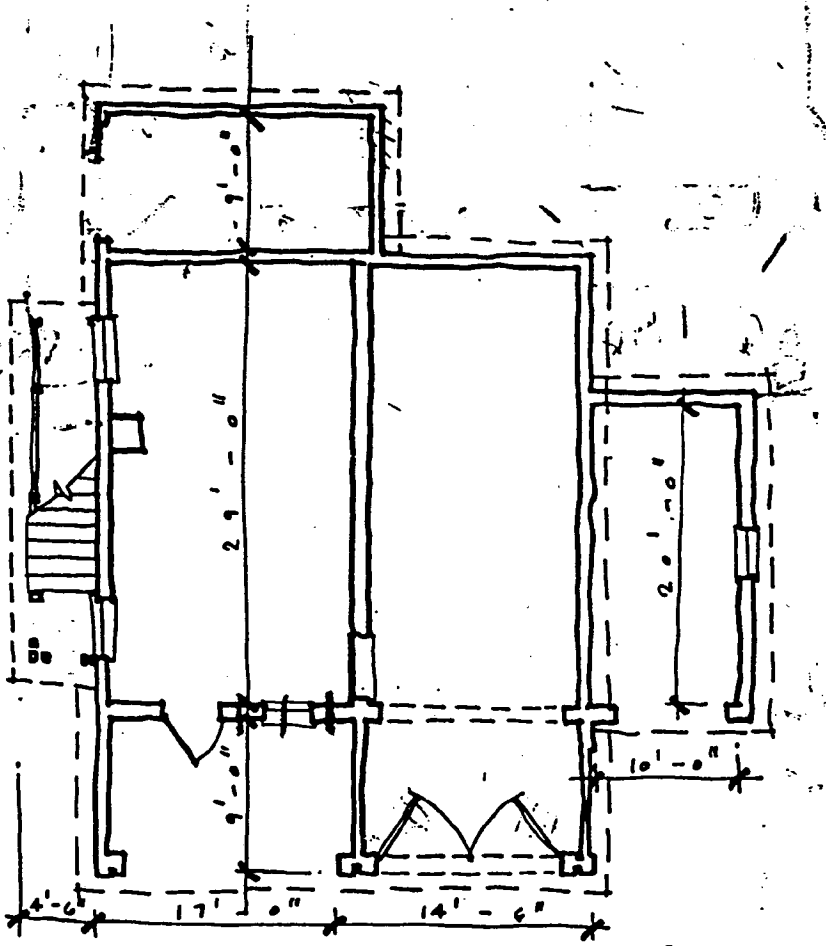
Approved: _____ *For Chairperson, Historic Preservation Commission*

4

Norwood rd.


S 40°12'54" W
557.56'
S 49°47'06" E
20.00'
R=55.00'
L=82.84'
S 08°35'24" W
88.30'
S 22°20'E
N 57°26'25" W
SEPTIC TANK
TOP = 455.54
INV. IN = 454.54
INV. OUT = 454.44
460
455
450
445
440
PROP. CARRIAGE HOUSE FF=459.2
HALF OF INITIAL TRENCH
456
150
100'
Porch
2 Story Masonry Building
FF=460.0
AREA OF APPARENT SEPTIC FAILURE
20' BARRIER
APPROXIMATE LOCATION OF INITIAL TRENCH
APPROXIMATE LOCATION OF EXIST. SEPTIC TANK
12' SERV.
245'
154.50'
N 04°36'40" E
178.69'
N 31°19'37" E
318.85'
N 33°14'39" E
354.86'

S



First floor. - Existing Building.

1/8" = 1'0"

20

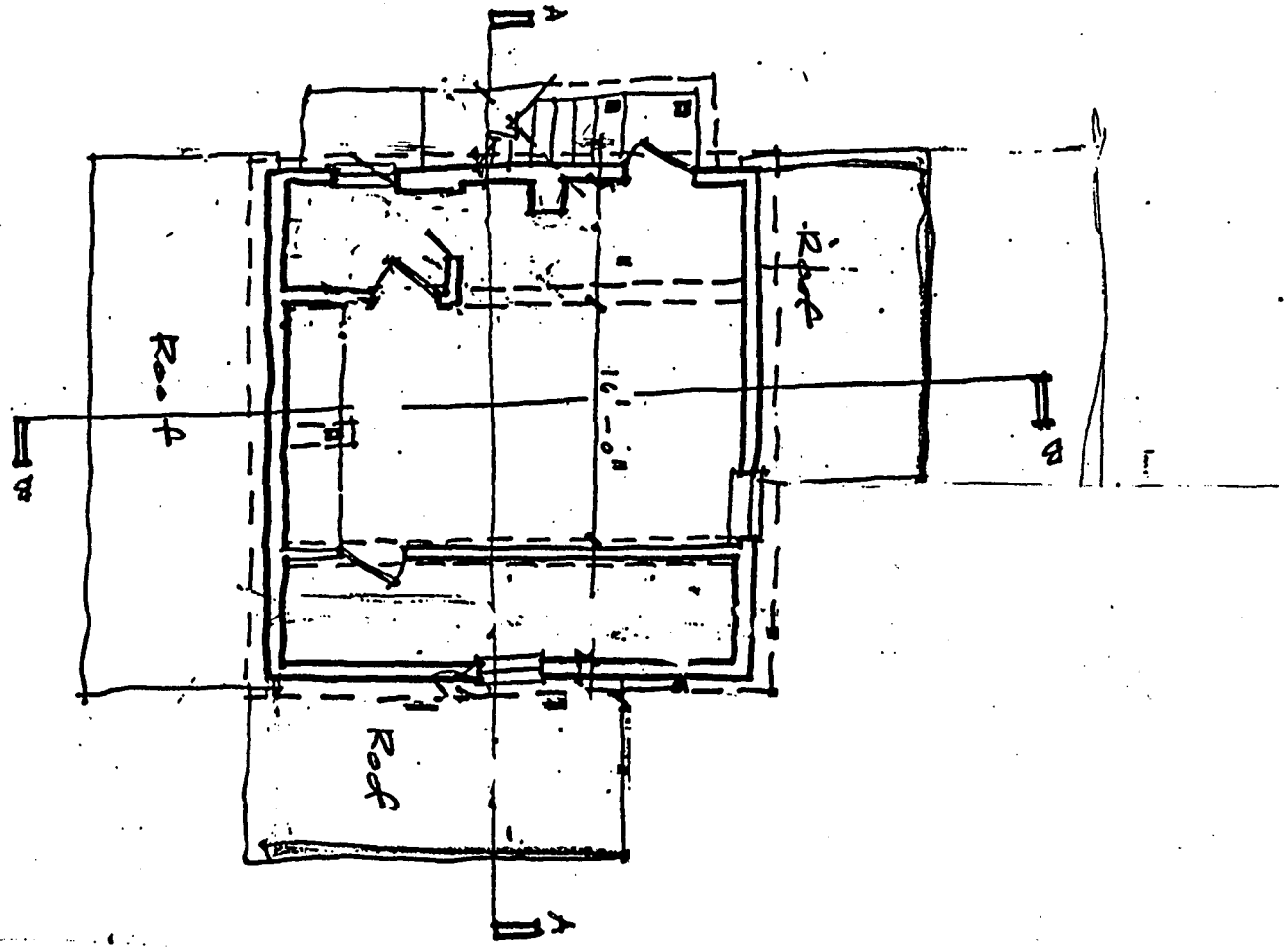
SCHNEIDER CARRIAGE HOUSE

17201 NORWOOD ROAD
SANDY SPRING, MARYLAND

RILL & DECKER ARCHITECTS, P.C.

4901 FAIRMONT AVENUE
BETHESDA, MD

Second Floor Plan - Existing Structure



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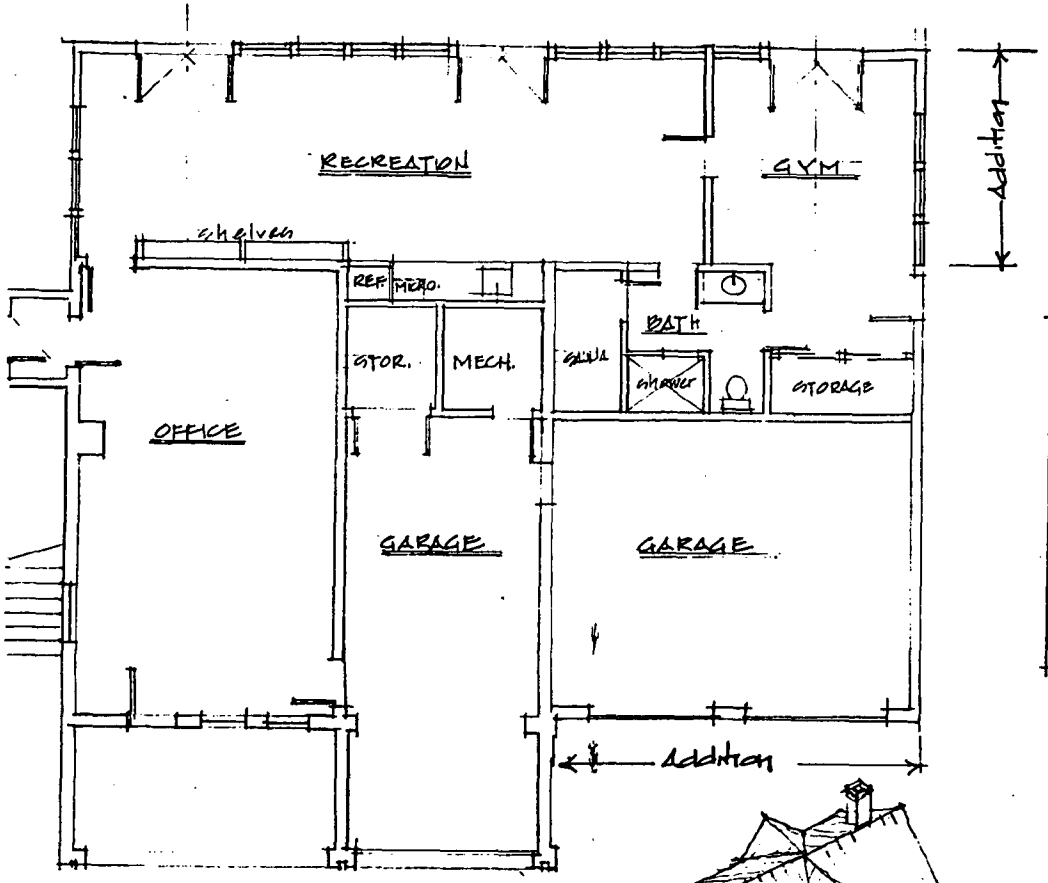
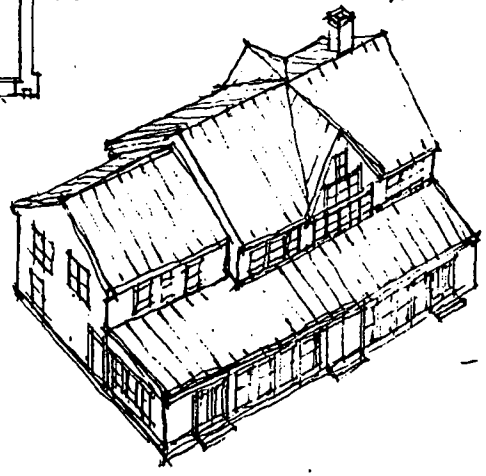
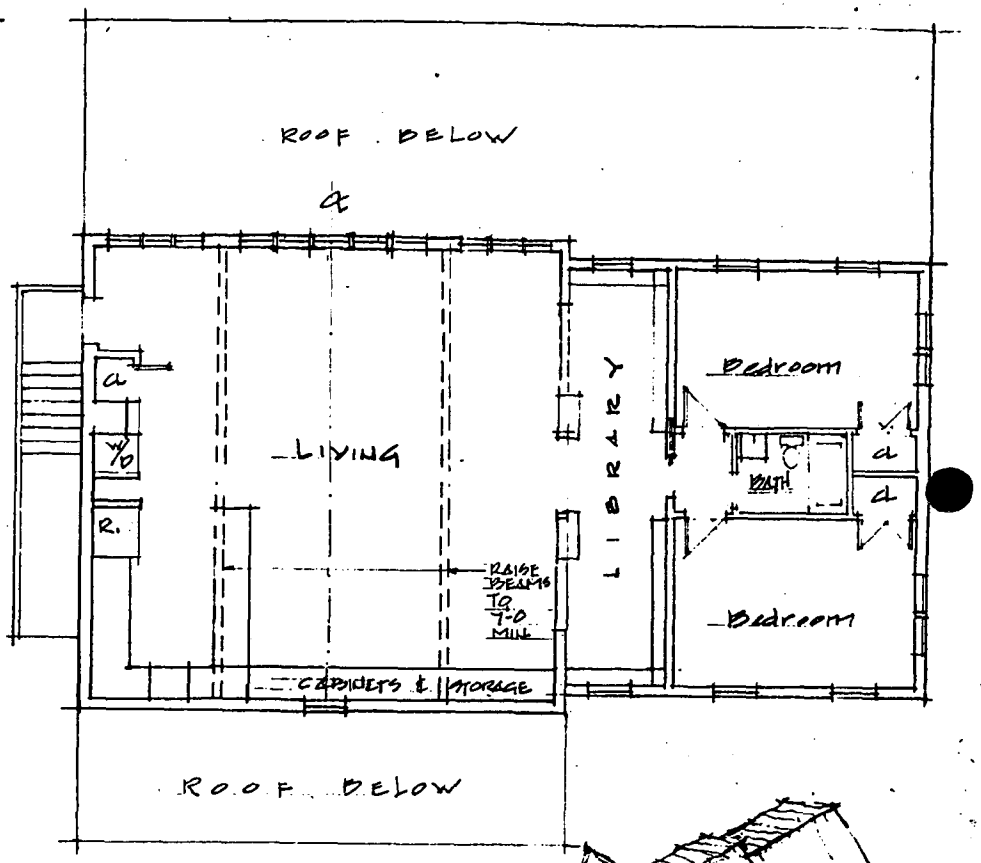
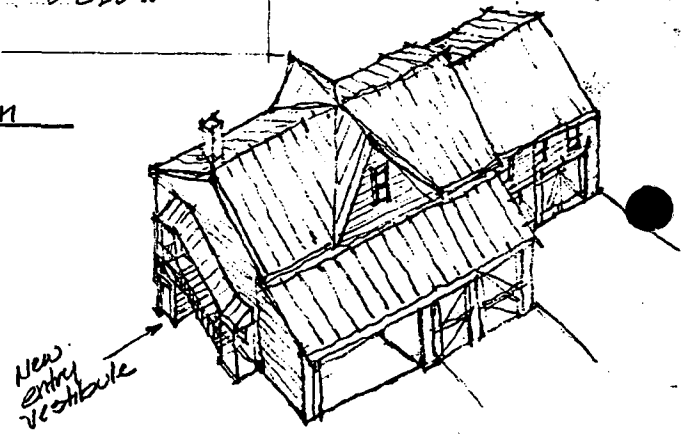


① 1st Fl. plan
1/8" = 1'-0"



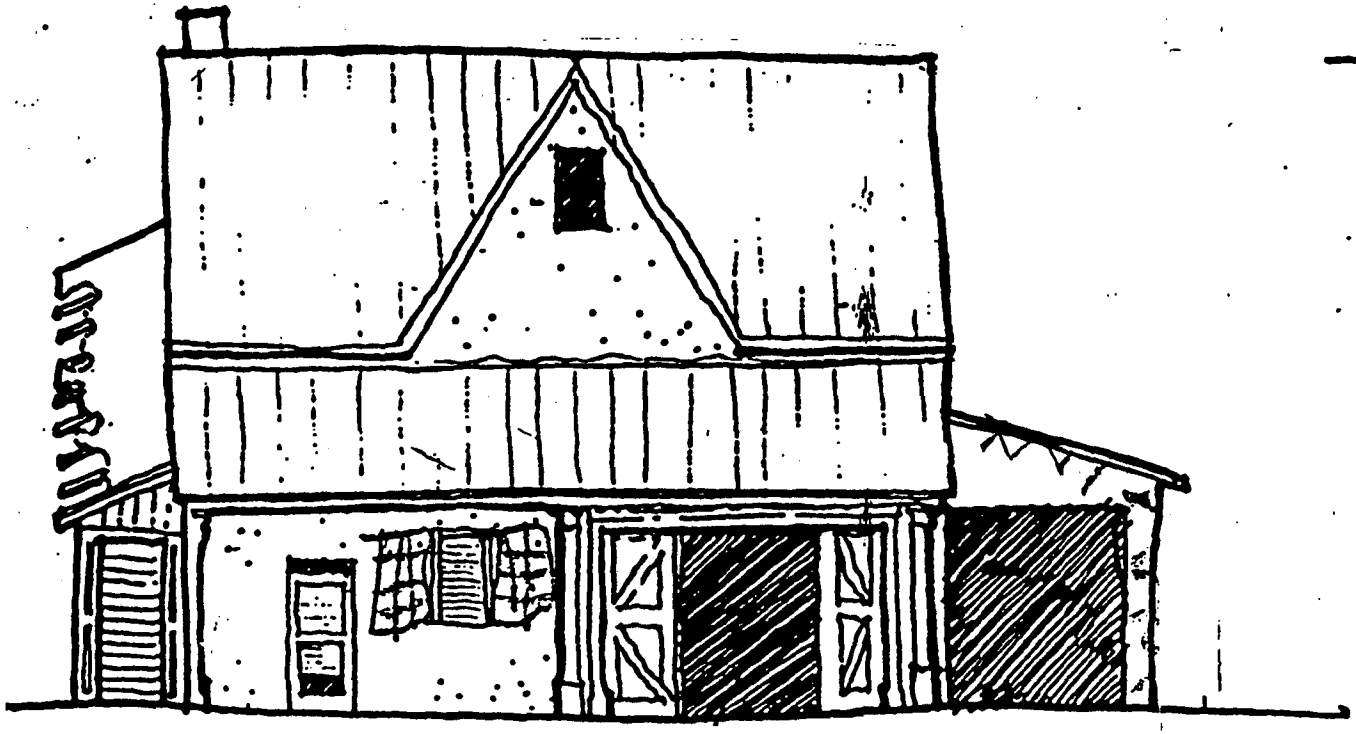


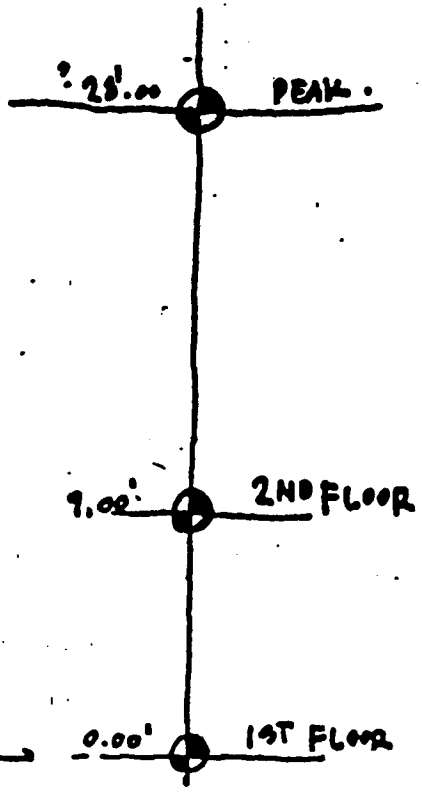
② 2nd Fl. plan
1/8" = 1'-0"



Schneider Carriage House

(9)

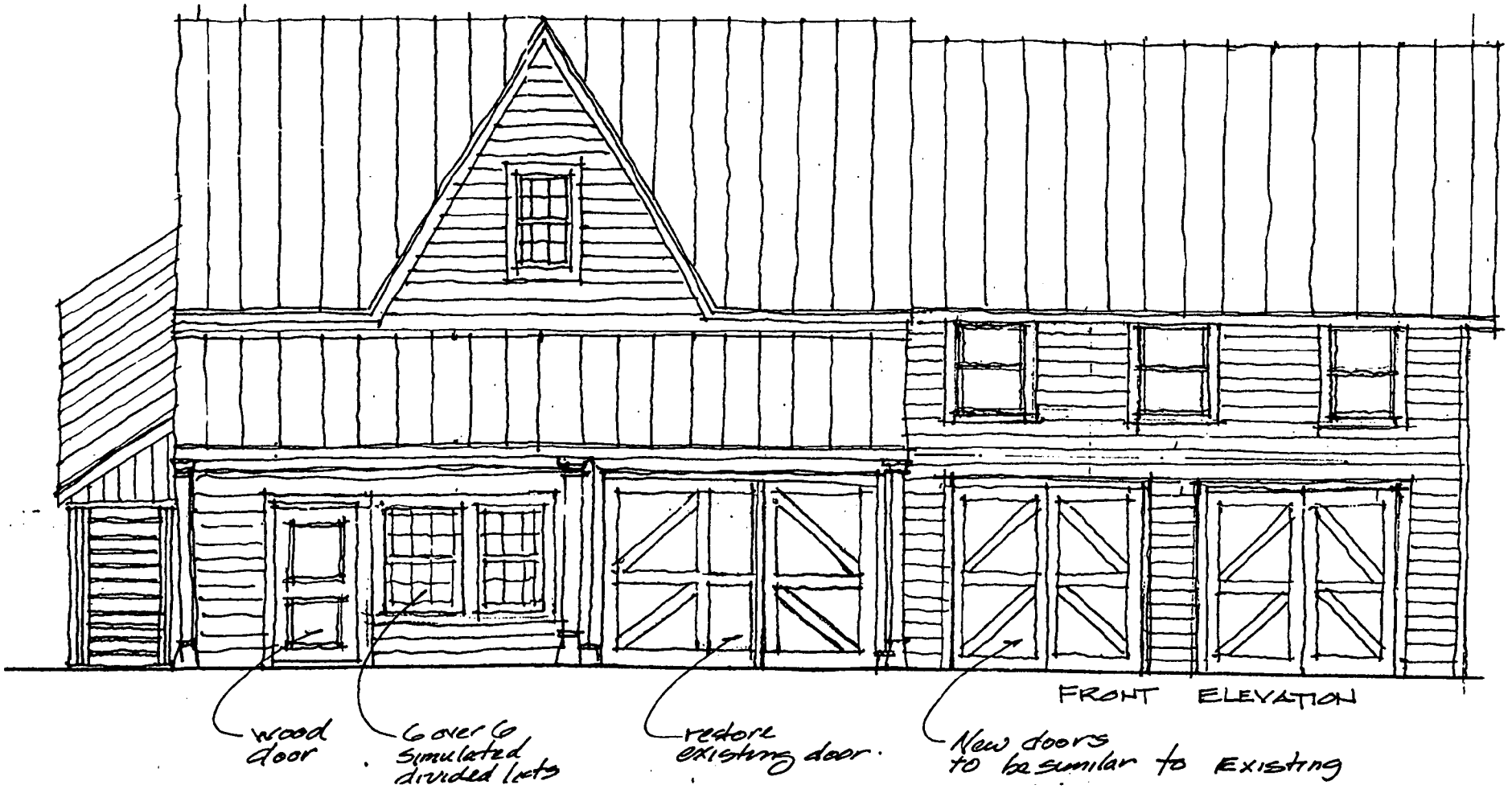




(6)

SOUTH ELEVATION

1/4" = 1'-0"



FRONT ELEVATION

01

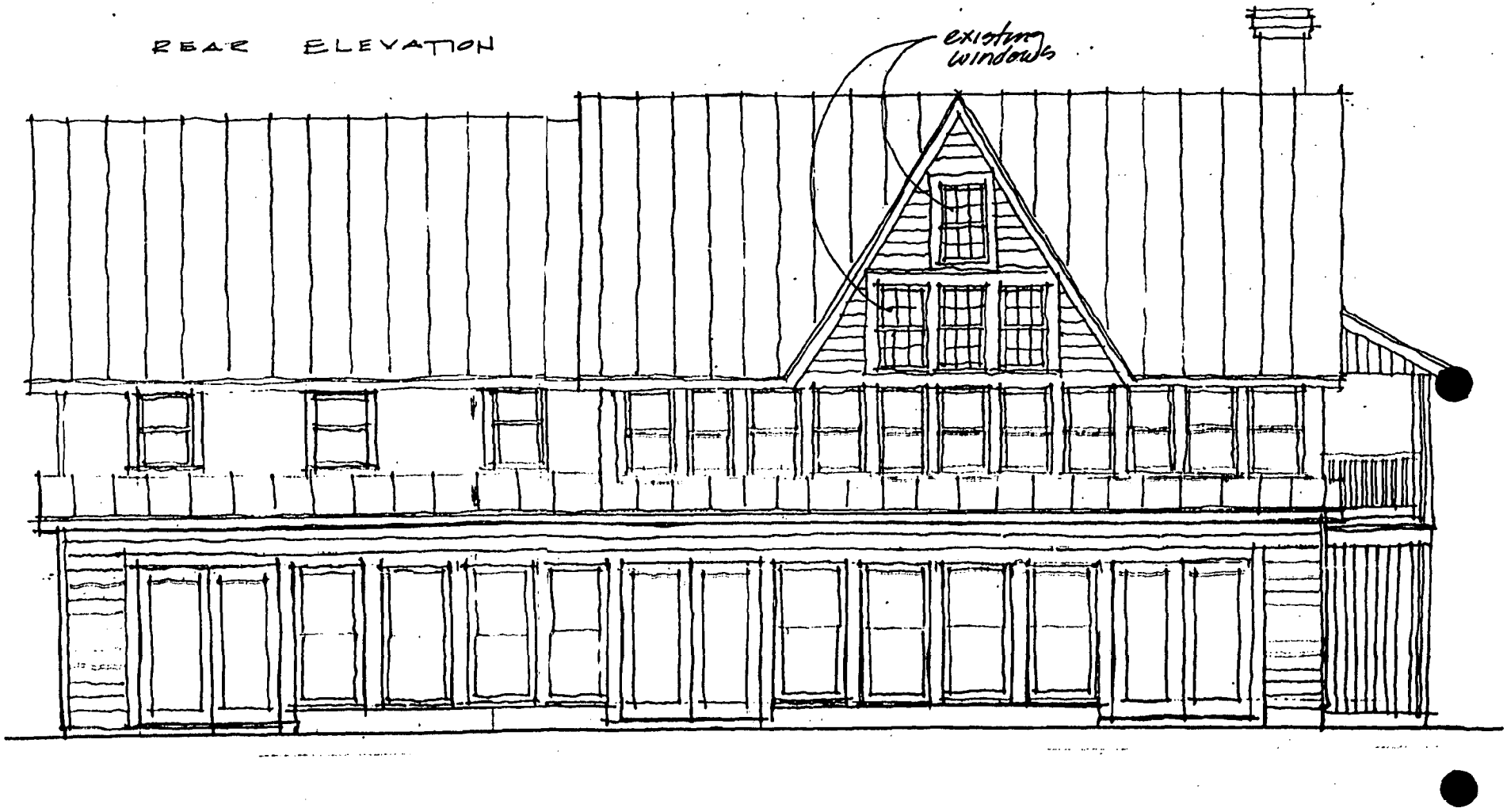
PROPOSED FRONT ELEVATION

(11)

SCHNEIDER CARRIAGE HOUSE	RILL & DECKER ARCHITECTS, P.C.
17201 NORWOOD ROAD SANDY SPRING, MARYLA	4901 FAIRMONT AVENUE BETHESDA, MD 20814

(17)

REAR ELEVATION

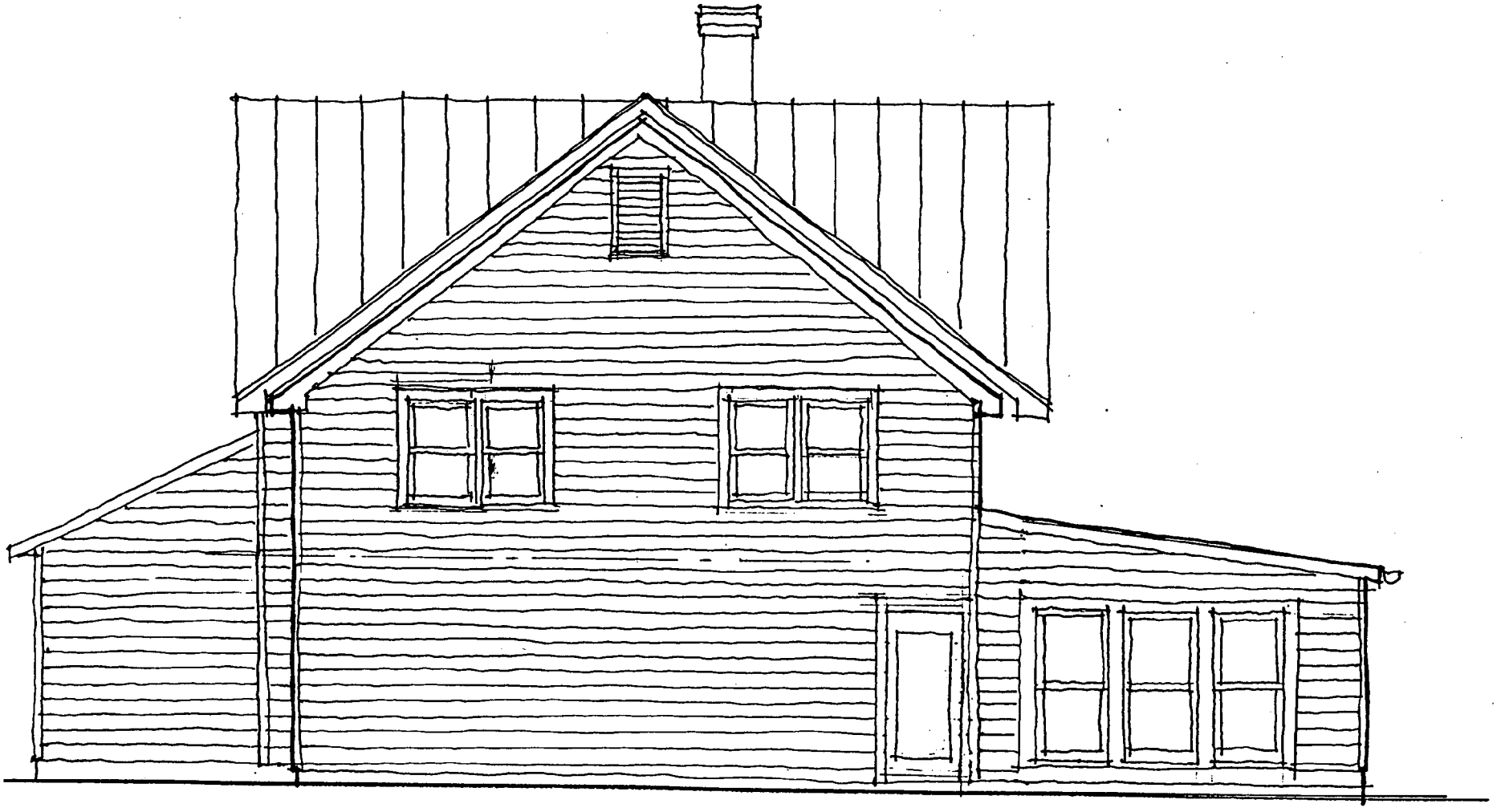


PROPOSED REAR ELEVATION

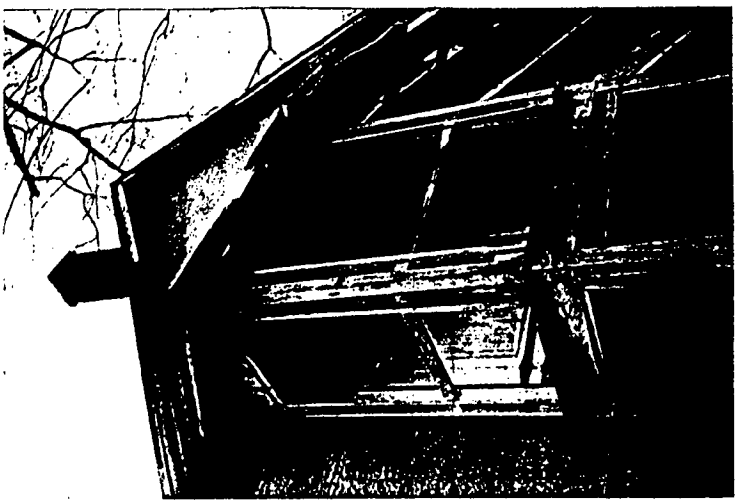
R

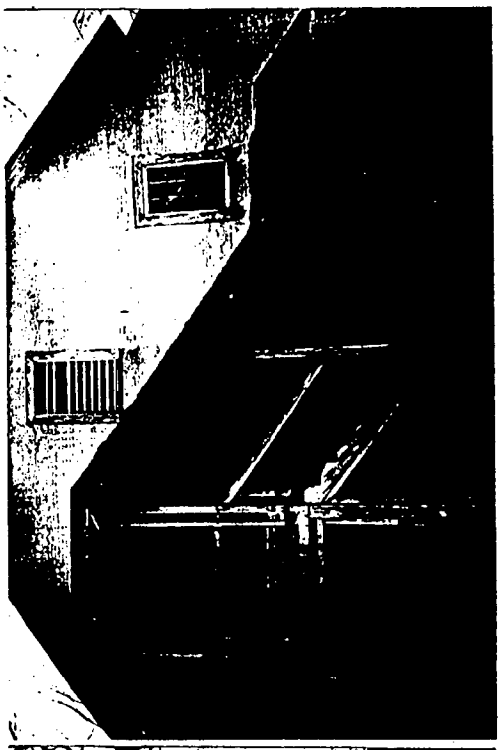
SIDE ELEVATION
1/4" = 1'-0"

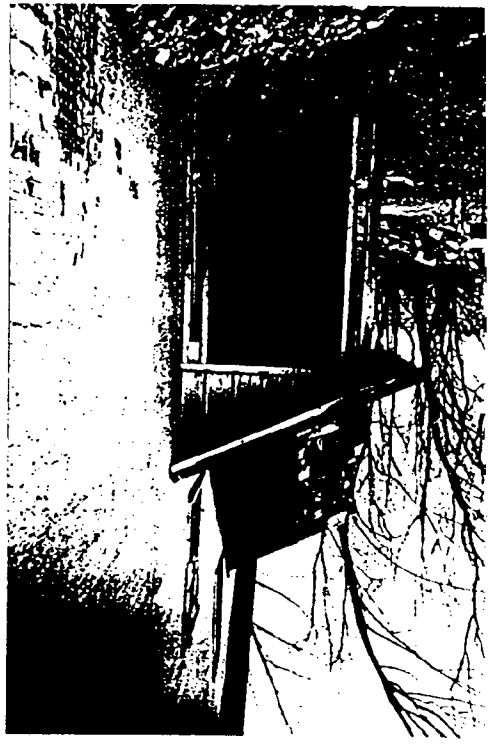
(13)

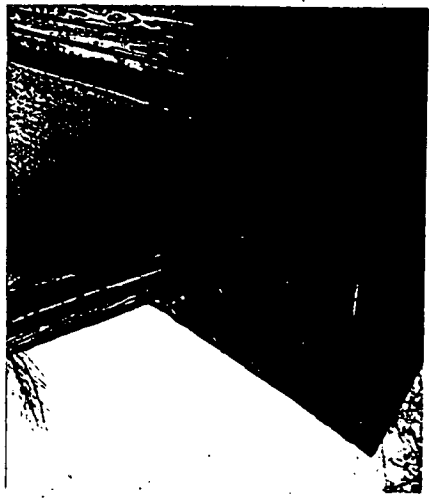


SIDE ELEVATION
1/4" = 1'-0"









FRONT ELEVATION

SIDE ELEVATION: FACING NORWOOD RD.

SIDE ELEVATION

FACING TOWARDS OTHER OUTBUILDINGS

28/13-97A
Mr. & Mrs. Schneider
17201 Norwood Road
Sandy Spring, MD 20860

The Hoopers
17214 Norwood Road
Sandy Spring, MD 20860

Occupant
1301 Hennessey Terrace
Sandy Spring, MD 20860

Friends House Retirement Community
17340 Quaker Lane
Sandy Spring, MD 20860

Friends Nursing Home
17401 Norwood Road
Sandy Spring, MD 20860

Occupant
Pen-y-Bryn
17417 Dr. Bird Road
Sandy Spring, MD 20860

Miche Booz
c/o Miche Booz, Architect
208 Market Street
Brookeville, MD 20833

Hank Handler
Oak Grove Design
5815 Laytonsville Road
Laytonsville, MD 20882

FRONT ELEVATION

SIDE ELEVATION: FACING NORWOOD RD.

South (side) Elevation

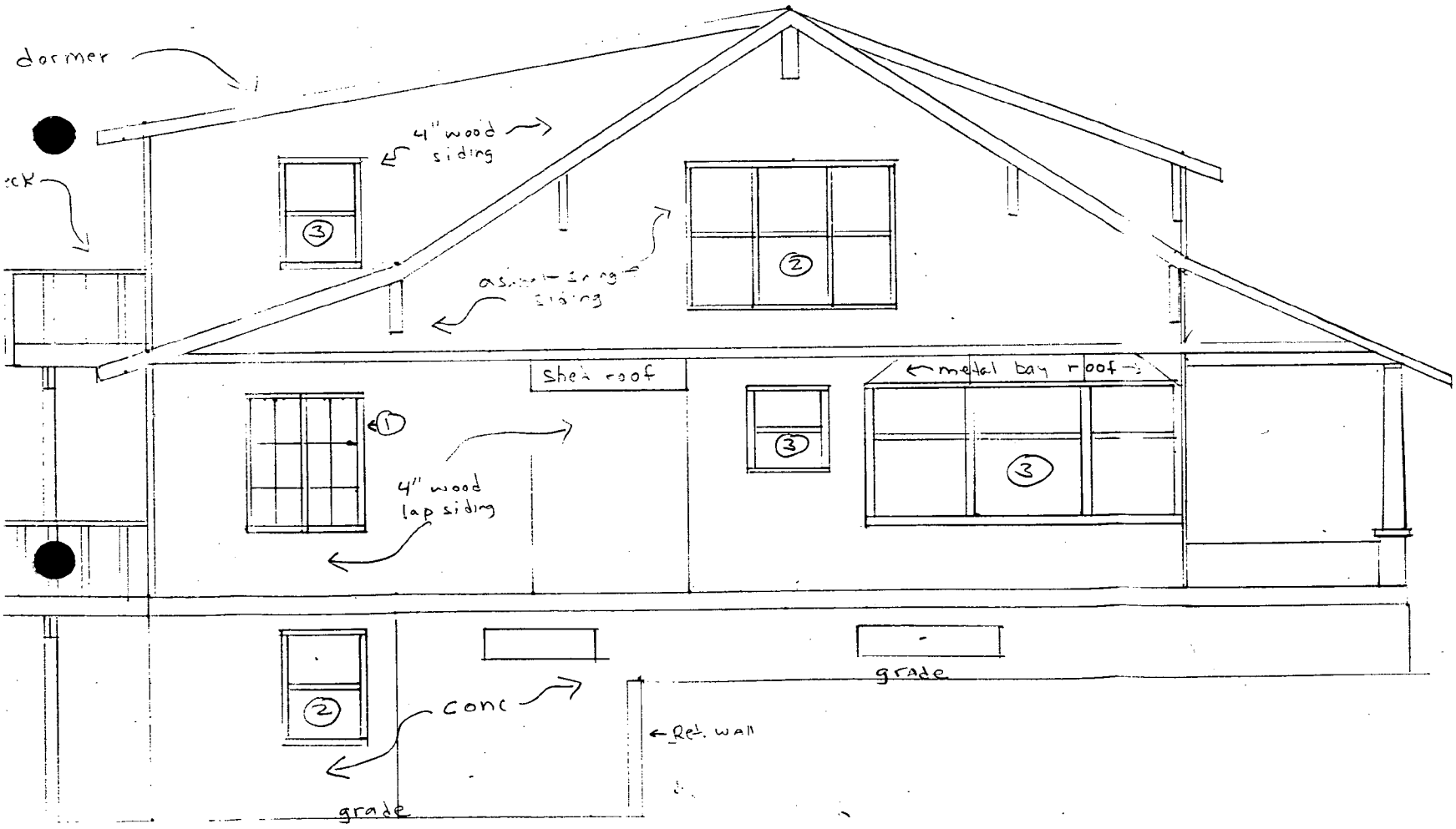
indow Schedual
single glazed casement
single glazed double hung
double glazed double hung

ill Lancelot Residence
100 Sycamore

North (side) Elevation

SIDE ELEVATION

FACING TOWARDS OTHER OUTBUILDINGS



South (side) Elevation

Woodlawn

Check files for Hs to Norwood Carriage House

Biggs Farm 11/15
~~Garage~~

Harris House 12/2
2 story Gothic revival with center gable
barn/carriage house

Byrne/Warfield ... 13/24
garage

Tanglewood 15/37
Stone Spring Gothic Rev. Cottage
Small gable roof outbldgs.

The Mansion 16/10
stable

Darby 17/38 carriage hse

Waters Hse 19/13
Carriage hse.

Hargett Barns 19/35
Mortise & Tenon barn pegged.

Greenwood 23/46
Carriage house

Bardley's choice 23/66
house/stable

Holland Farm 23/81
Carriage house

Berry-MacKall 23/104
Carpenter Gothic Carriage h

Hyatt-Jones 23/107
Carriage house

Shaw Hse 23/111 C

Dr. Bird Hse 23/121
Center gable carriage hse, stables.

Darby-K. 24/2 C.H.?

Garrett Hse 25/2 C.H.

Jones 25/23 - CH

Rock Sp. 27/1 CH?

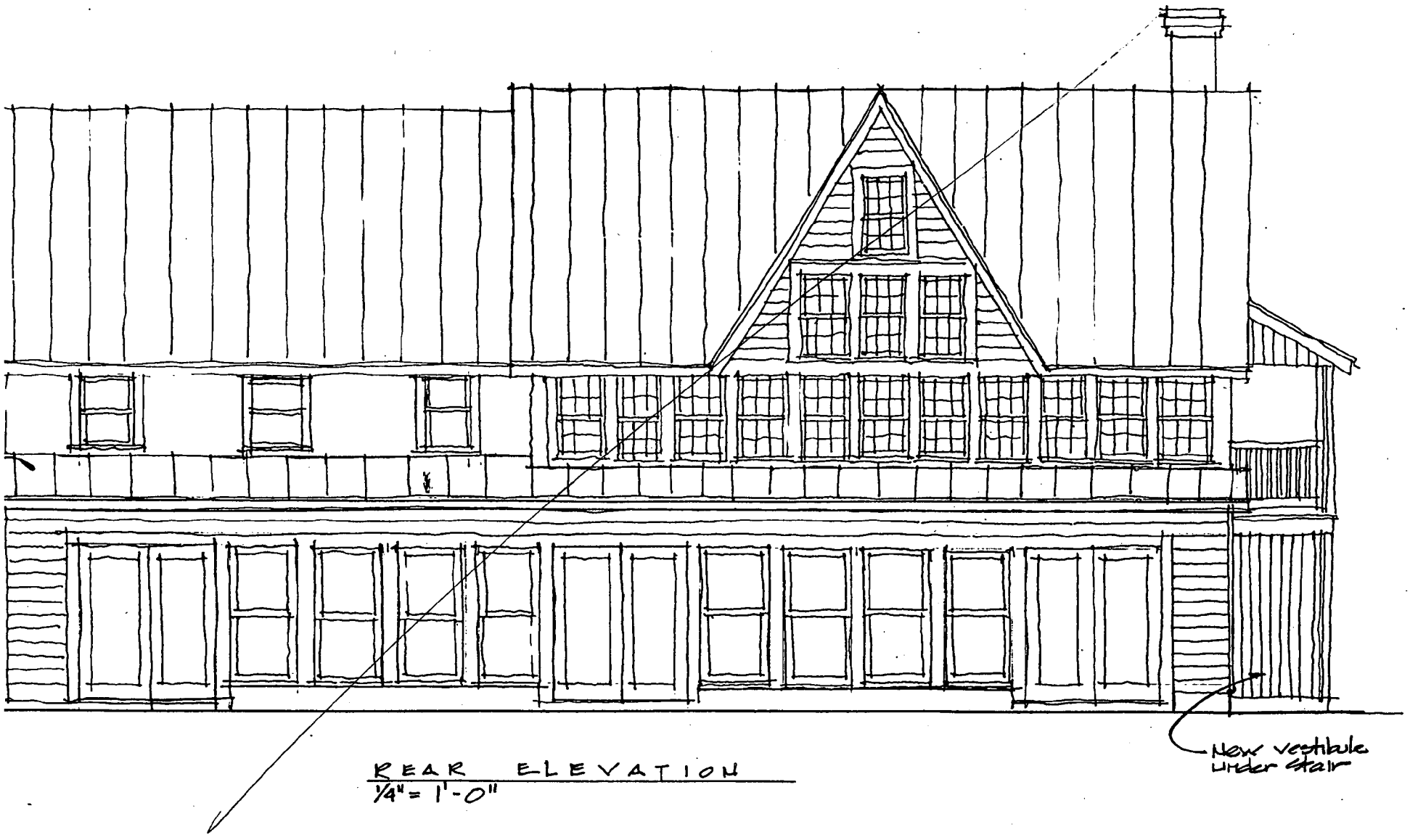
Cashell 27/6
CH/dwelling?

Chambers 28/1 garage?

Wilkins 30/1

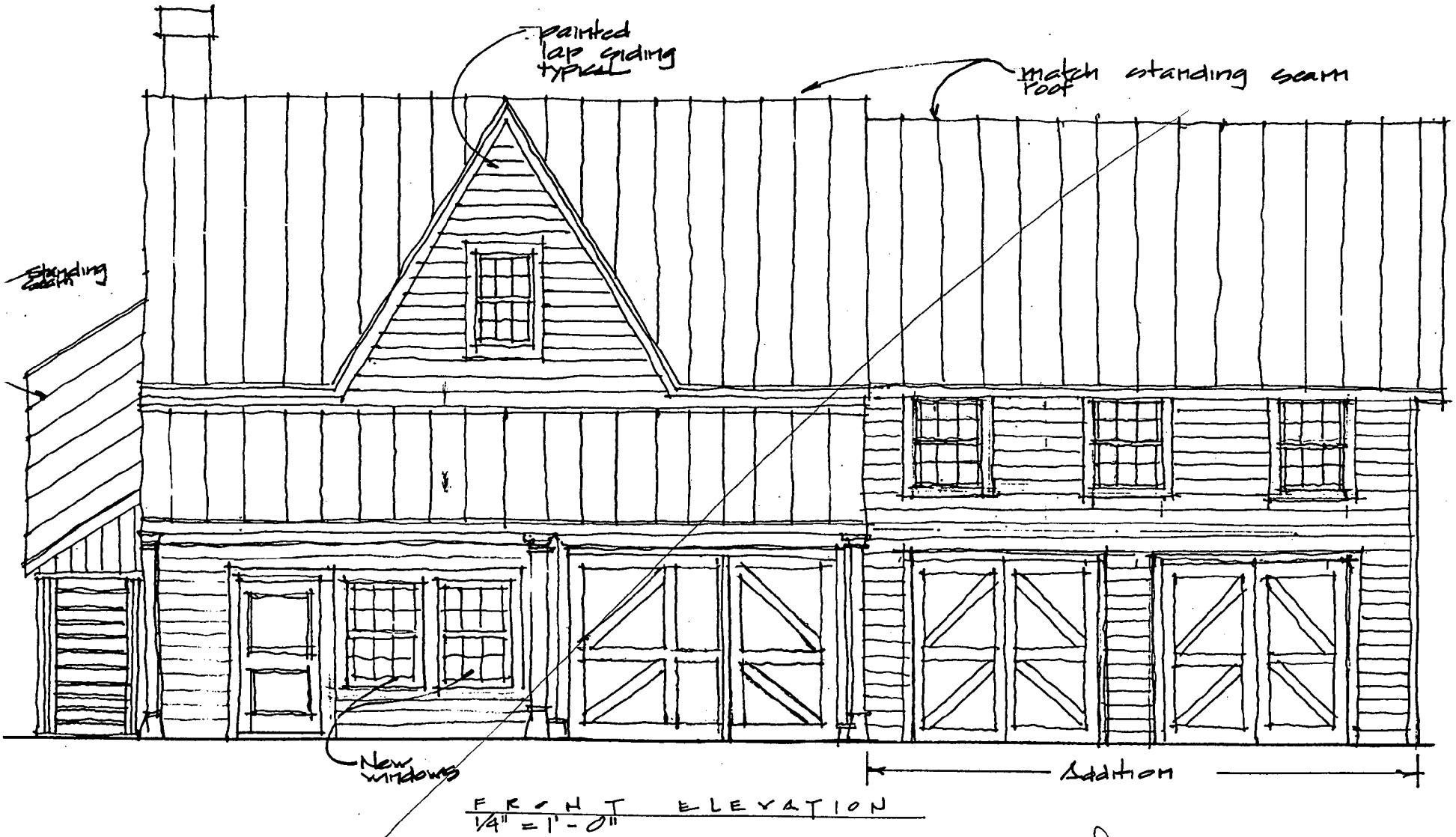
Start w/ #912 Record

Hayes Manor 35/10
early cross-gable bank barn



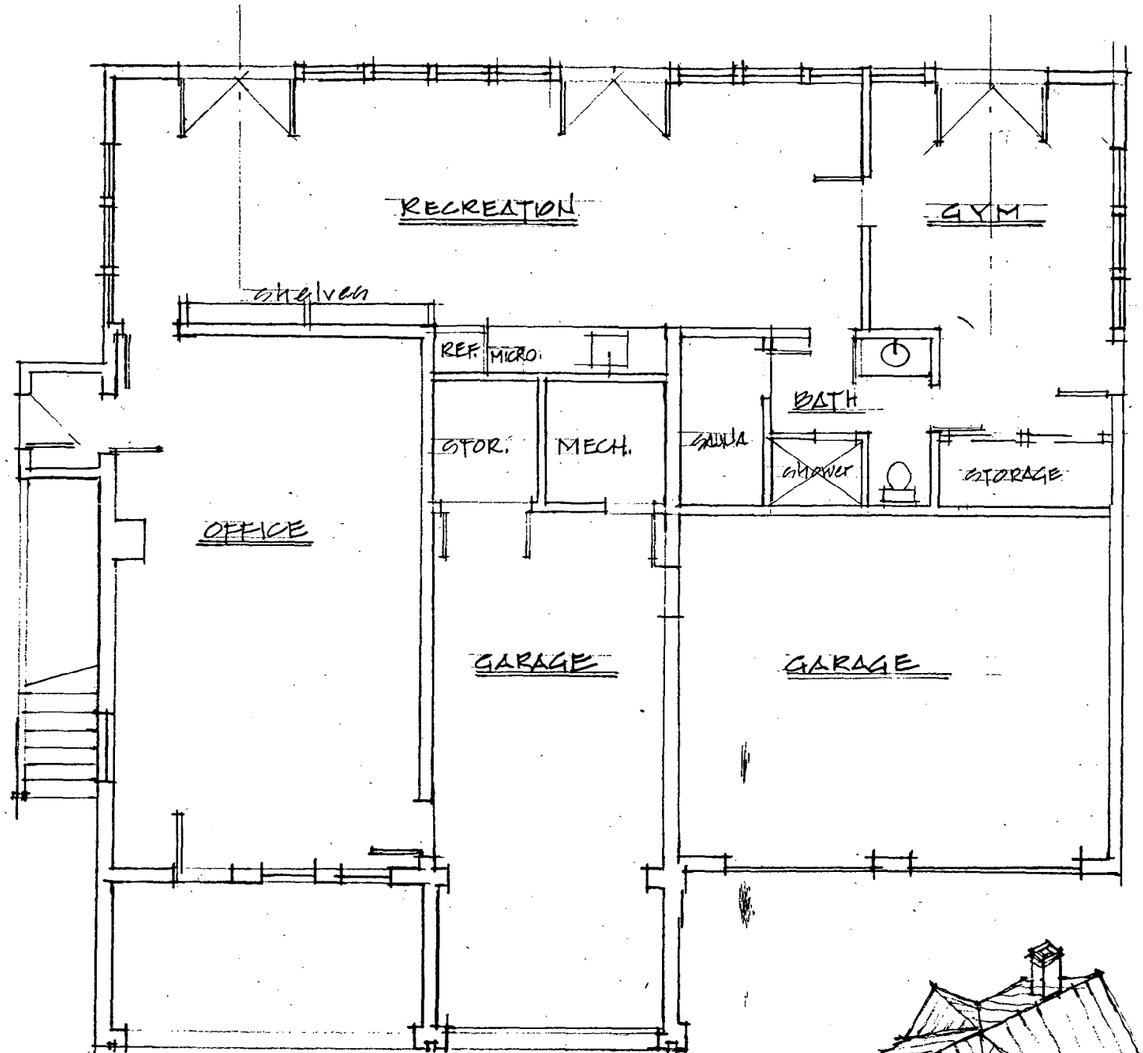
REAR ELEVATION
1/4" = 1'-0"

Revised

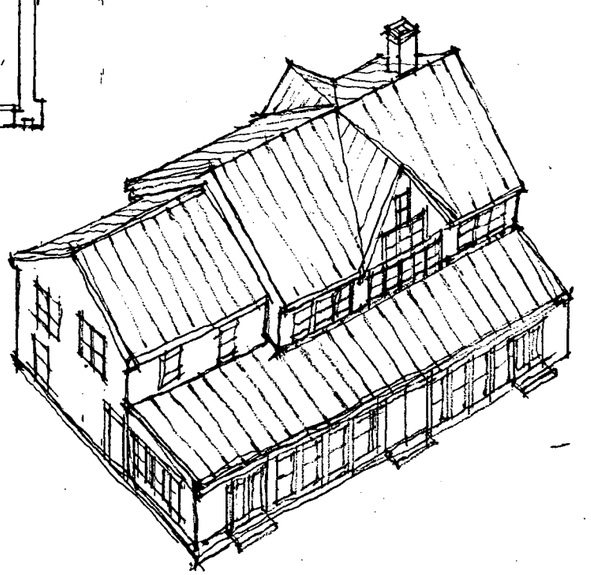


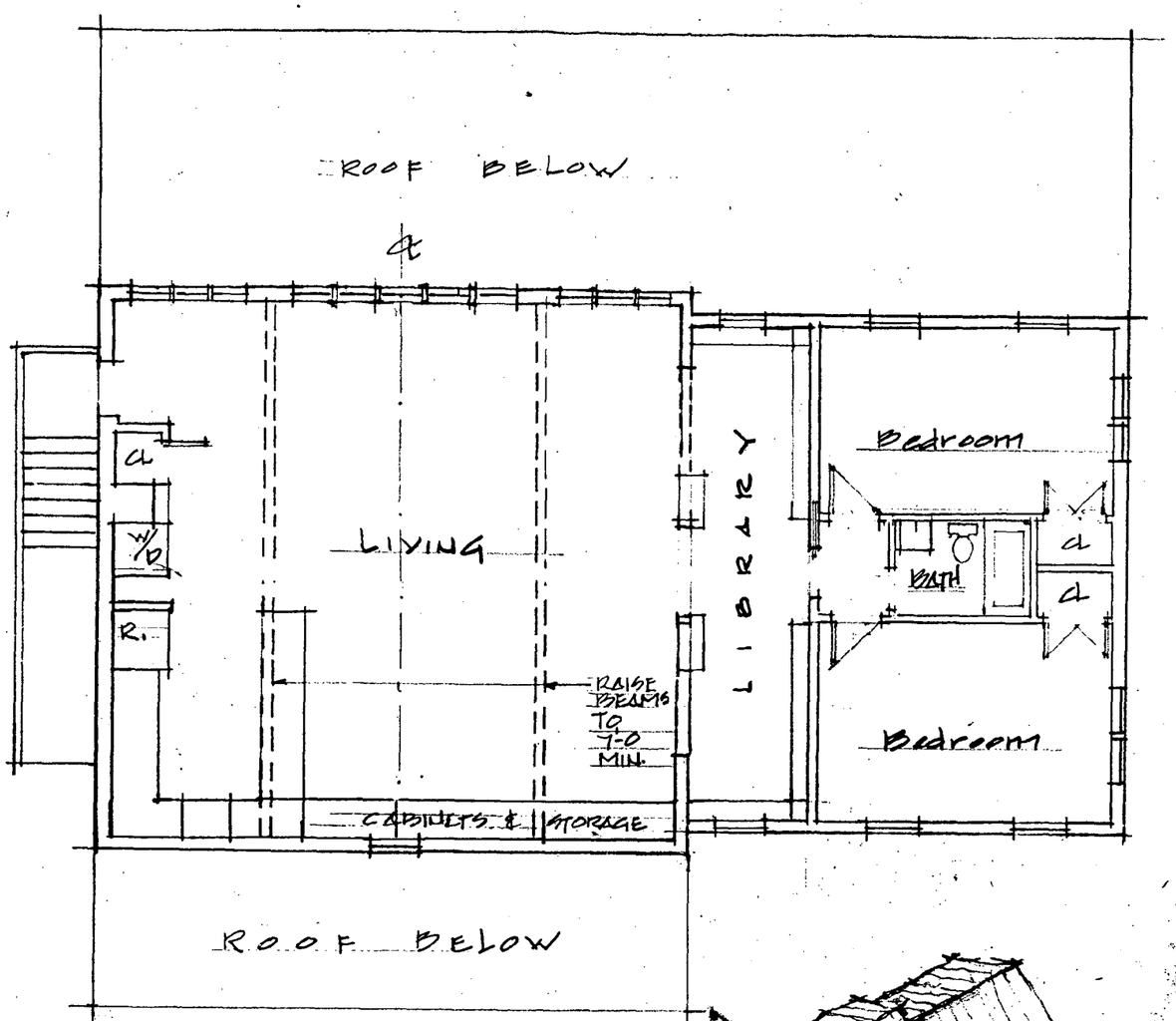
FRONT ELEVATION
1/4" = 1'-0"

Revised

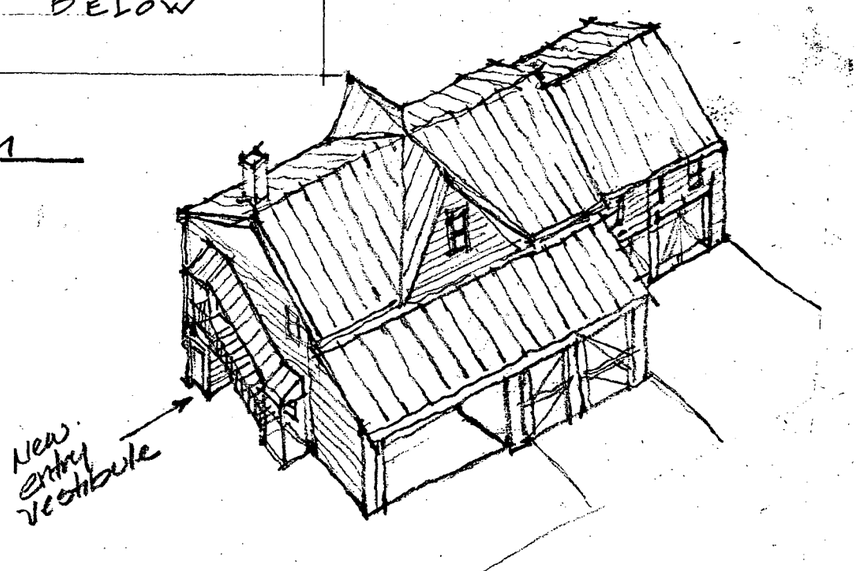


1 1st Fl. plan
1/8" = 1'-0"





2 2nd Fl. plan
1/8" = 1'-0



Schneider Carriage House
7.15.97

Garages and Outbuildings

A number of original garages and smaller outbuildings, and even a few carriage houses, survive in the historic district. Many echo the materials, the details, and the roof form of the main house on the site and contribute to the architectural character of the district. Through their siting and relationship to the houses, the streets, and the alleys, the accessory buildings contribute to the historic character of the district as well.

Early garages were typically single-bay structures located in the rear yard at the end of the driveway. Early storage buildings and sheds were usually small frame structures sited toward the back of the rear yard and were generally not visible from the street.

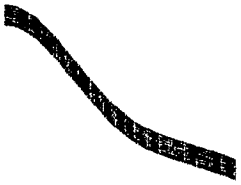
Garages and Outbuildings: Guidelines

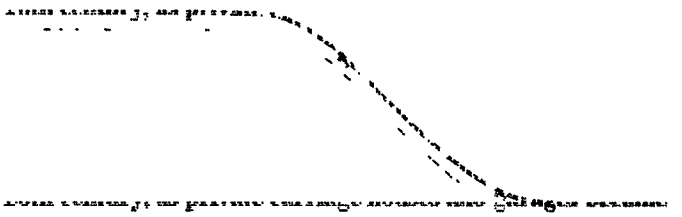
1. Retain and preserve historic garages and outbuildings.
2. Retain and preserve all architectural features that are character-defining elements of garages and outbuildings, including foundations, steps, roof form, windows, doors, architectural trim, and lattices.
3. Retain and preserve historic garage and outbuilding materials, such as siding, masonry, roofing materials, and wooden trim. If replacement is necessary, use new materials that match the historic materials in composition, dimension, shape, color, pattern, and texture. Consider substitute materials only if the original materials are not technically feasible.
4. Protect and maintain garages and outbuildings in appropriate ways:
    - Check the condition of all wooden elements regularly for signs of water damage or rot.
    - Keep wooden joinery adequately sealed to avoid moisture damage.
    - Maintain a sound paint film on all elements that were traditionally painted.
    - Inspect masonry piers or foundation walls regularly for signs of deterioration or moisture damage.
    - Follow the guidelines for maintenance of masonry, wood, or architectural metals where appropriate.
5. If replacement of an element or a detail is necessary, replace only the deteriorated item to match the original in size, scale, proportion, material, texture, and detail.
6. If a historic garage or outbuilding is completely missing, replace it with either a reconstruction based on accurate documentation or a new design compatible with the historic character of the main building or historic outbuildings in the district.
7. Keep the proportion and the height of new garages and outbuildings compatible with the proportion and the height of historic garages and outbuildings in the district.
8. In constructing new garages and outbuildings, use traditional roof forms, materials, and details compatible with the main building or historic outbuildings in the district. It is not appropriate to contact prefabricated metal storage buildings in the historic district.
9. Locate new garages and outbuildings in rear yards and in traditional relationship to the main building.

ate a garage or an outbuilding in front of the ma
location is historically accurate for a specific site.

[Top of This Section] - [Next Section] - [Table of Contents]

During the late 19th and early 20th centuries, private carriage houses were erected on conveniently distanced side streets off of Lexington and Third Avenues, enabling the affluent to preserve the refinement of their exclusive residences on Madison, Park and Fifth. Later in the





prohibitively expensive, most of these buildings were converted to residences. Fortunately, despite extensive interior renovations, the exterior charm of several of these 19th and 20th century facades remains dutifully preserved. Eleven such carriage houses, dating from 1890 to 1910, continue to grace both sides of East 73rd Street between Lexington and Third avenues.

The carriage house at No. 167 is one of this rare surviving group of carriage houses, stables and garages located in the East 73rd street historic district. Designed in 1903-4 by the architect George L. Amoroux for the entrepreneur Henry Harper Benedict (1844-1935), the building was purchased in 1923 by Emily Thorn Vanderbilt Sloane White (1852-1946), grand-daughter of Commodore Cornelius Vanderbilt. Constructed of Roman Brick in the then fashionable Beaux-Arts style, this landmark structure provides a quintessential example of the turn-of-the-century carriage house. With its dramatic round-arched entry and boldly carved architectural ornament the notably handsome facade contributes elegantly to the street wall of this former Upper East Side 'mews'.

Press Releases

Art Advisory Service

Contact Information

Other Recommended Sites to Visit

Return to the Main Menu

[illegible]

ca. 1850 - Tobacco attempts failed

ca 1860 - MC Ag. Soc. (George Peters head)

By 1860's - MC was mainly grains & cereals -
Many Sports had an economy as marked by
ag - 11 fruit stands

TONY COHEN
589-1395

after War, MC was truck farming -

Talk to Charlie Jacobs or Mrs MC Farted Library
The Work 948 - 7460

RR in early in early 1920's - see 1877 atlas
1864 maps to
all towns & RR lines

1 John Wilson, historian (627-2270)
(Dad - has a carriage collection -
"His Lordship's Kindness" in PG.

↓ Look up Lefever - Call historian's office.

Check Farmer's Almanac
Local Ag Newspapers for MC.

(1) Montgomery County Sentinel
(1855 - 19__)

(2)

Southwest Century Edition

Pre-1910 : Roger B. Farquhar drove a 2-horse team to DC with a load of sheep & lambs.
He drove down 14th St!

1910 - Had his first auto. ride in 1900 in NY city!

1912 - Bought his first Model T Ford.

Sandy Spring - 108 - an old Indian trail - leading up to Bust - Frederick Turnpike @ Porter's Tavern.

1884 - Telegraph arrives @ S. Spring. (1874-1875 → telegraph attempted)

1889 - Dr. Frank Thomas of Sandy Spring opened The Farmers Hotel & Stable @ 1210 Ohio Ave in DC for farmers who came down to DC to sell produce!

ca. 1890's - Roger B. Farquhar took friends from Sandy Spring to Bethesda to Great Falls for a picnic lunch! 4-horse Stage coach.

Diana Sauder
MC Arts Council

Carriage house / Outbuildings ↓

H: 921-6101

Research: Carriage House (Function)
- Use of Steep Gable facing street - (Style)

Norwood as a "piece" - how each bldg functioned ... especially the gable fronting barn (all carriages on other side.

Doorways -

~~Write letter to Richard~~
~~Requesting notification / consultation~~
~~on all BB projects in M.C.~~

Works by Milton Bancroft?
What kind of an artist was he?
1919 - 1987 : He lived @ Norwood. (Died there)

~~Clock - Battery~~

Underpants

~~Calendar~~

Rad'd. Sr office
Comb.

Due Jan 31
Letter
Resumé
partime
salary ?

~~Public~~ (Art Coordinator)

Parttime
Contract

Alan Greenberg

Join APT again
get their directory

~~9038~~ Compearance Court
Suite 204
Gaithersburg 20877

~~FAX~~ 921 - 7879

see Architecture Nov '95 pp 157-157 repairing hist. windows
" Nov '94 p 137-141 Cost analysis of H. P.
Journ. of Arch Ed. Sept '94 p 2-11 HP in USA
PA May '91 p 59-61 Sec of Int Standards

VAF : NA 705. P4773 1991

Topics: Victorian Gable Roofs

Leslie Goat. "Housing the Horseless Carriage: America's Private Garages"

p62 – 72

Perspectives in VA, III (copied)

Searching the Avery Index!

Victorian Repro. – Dousan Old House Journal '93 Sept-Oct v.21, n.5 p37-43

ab 0141

Intersight 1990, v.1, p44-47 "An Arch. of Insertion"

1880's carriage house

John McArthur, The Grange, Carriage house, etc

July 1853 – drawings in Athenaeum in Phila

Find: History of Carriages – in use in mid-1800's.

The Museums @ Stony Brook – Carriages

OHJ 1995 July-Aug v 23 n. 4 p 44-47
1868 Carriage house restored

~~AA 730. NC 30.2.~~

Archi Digest 191 May, v. 48 #5 p 146-157
19th C. carriage house renovation

Pres Tech Notes. 1989
July, PT-8

Historic Illinois, 1988 Feb v. 10 #5 p 4-5
"Albany's Carriage Horses" Excavation of Carriage house

Sinclair, Dong
Albany Preservation Report, 1986 Fall, v5 #6 p8-10
AA 735 A L1 A147

Art folio)
N 9.452

AIA Journal 1983 Nov. v 72 #11 p 48-57
1880's Carriage house NY

Winterthur Portfolio 1994 Spring, v. 29 #1, p1-18

Art Lib.

"all the clumsy ones or Inconveniences in the Country" ... Outbuildings in Chesapeake -
D. Linebaugh

X Winterthur Portfolio 1993, Spring, v28 #1 p1-31
"Planter's Prospect... outbuildings" 18th C Va

Victorian Homes 1990 Winter V9, #1 p58-61

Victorian outbuildings...

Freeman, John Crosby..

"Functional outbuildings"

"Rescuing outbuildings" OHJ. 1988 May-June V16 #3 p38-41

Magazine Antiques 1995 Jan, V45 #1, p156-173

18th C plantation (1794)

Period Living (Journal) 1992 Nov #30 p34-37

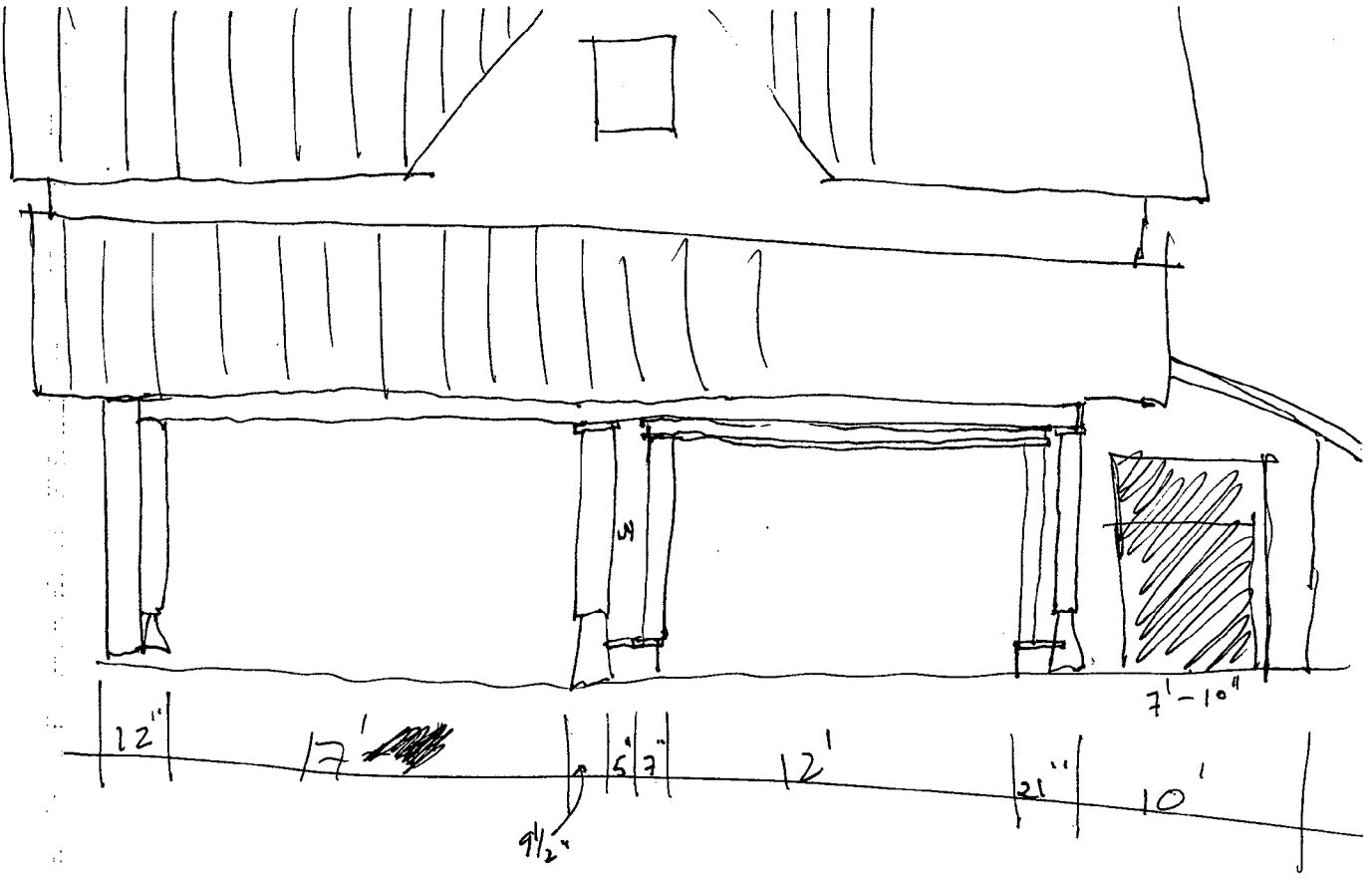
Victorian Homes 1989 Fall V.8 #4 p15-21

Winterthur Portfolio

#27
1992
Art N9.U52folio P.235ff "Building the Picture" H. Gottfried

NB: @ Building of carriage house re: proximity of Civil War — meaning here.

@ Carriages in mid 18 60's ... Finish



4 12"
17 -
12-24
16

33.49

Addresses to neighbors packet ?

Perspectives in Vernacular Architecture III, ed. Thomas Carter + Bernard Herman (1989)

6

LESLIE G. GOAT

Housing the Horseless Carriage: America's Early Private Garages

In a market economy a new discovery is often followed by a fertile period of invention, in which new forms compete until one or a few become dominant.[1] This principle is true both of America's early automobiles and of the buildings that housed them. Just as this country's first cars ranged from expensive European imports to modest inventions assembled in barns and bicycle shops, so its garages ranged from elaborate purpose-built structures to recycled sheds. "Motor house," "automobile house," "garage"—even the names for this new building type were experimental. Using the many popular publications dealing with the garage during the first three decades of the twentieth century, this study examines the wide range of early solutions to the problem of housing the automobile with the goal of developing a typology of the American garage before the Great Depression.[2]

Why take a documentary approach to a building type that survives in nearly every backyard? There are several reasons. First there is the issue of survival. While America's earliest garages are now over one hundred years old, automobile ownership did not become widespread until after 1910. In 1899 only one in 1.5 million Americans owned a car; in 1902 it was still only one in 6,500.[3] Thus, until the 1920s garages were simply not that plentiful. And because many early garages were impermanent buildings, with sills resting directly on the ground, the attrition rate has been high.[4] Of those that remain, too, many were replaced or altered as car dimensions increased in the 1920s.

A second reason for relying on the published records, especially in this preliminary study, is that little specific fieldwork exists. Detailed examination of garages in the field will undoubtedly uncover great local variation. Yet a survey of the relevant literature can establish basic types and chronological developments that can facilitate field investigation. By determining when technological innovations first become commercially available, a study such as this can provide tools both for dating buildings and for measuring the diffusion of new ideas. In addition, the attitudes expressed in articles, fiction, and advertisements can form a theoretical framework that can be tested against buildings in the field. For example, a field study can indicate how seriously early owners took the cautions about fireproof storage

1. See Kenneth Ames's discussion in Kenneth Ames et al., *Accumulation and Display: Mass Marketing Household Goods in America, 1880–1920* (Winterthur: The Henry Francis du Pont Winterthur Museum, 1986), 14.

2. This study was originally commissioned by the Vermont State Division for Historic Preservation to assist in the evaluation of State and National Register properties. It was expanded in my "The American Residential Garage before 1929" (M.A. thesis, Columbia University, 1985). For further reading on the domestic garage, see J. B. Jackson, "The Domestication of the Garage," *Landscape* 20 (Winter 1976): 10–19; Folke T. Kihlstedt, "The Automobile and the Transformation of the American House, 1910–1935," *Michigan Quarterly Review* 19 (1980): 555–70; and the well-illustrated articles by J. Randall Cotton, "The Great American Garage," pts. 1–2, *Old-House Journal* 14 (September, October 1986): 328–35, 382–90.

A note on methodology: period publications can often provide an effective introduction to a little-understood twentieth-century building type. In this case, the accusations of middle-class bias so often leveled at trade catalogs and women's magazines were counterbalanced by the use of a variety of other sources: automobiling magazines, handyman publications, and, for upper-end examples, architectural journals and such elite tastemaking magazines as *Country Life in America*. The eastern focus of many of these publications was in part balanced by such regional magazines as California's *Touchstone* and *Western Architect*.

3. William J. Lampton, "The Meaning of the Automobile," *Outing* 40 (September 1902): 697. For additional information on early automobile ownership see James J. Flink, *America Adopts the Automobile, 1895–1910* (Cambridge: MIT Press, 1970) and *The Car Culture* (Cambridge: MIT Press, 1975); also John B. Rae, *The American Automobile: A Brief History* (Chicago: University of Chicago Press, 1965).

4. E. F. Hodgson, *Wigwarm Portable Houses* (Dover, Mass.: E. F. Hodgson Co., 1905).

of their vehicles. If one considers the voices of the writers of advertising copy and magazine articles as one side of a conversation, one can think of the garages that were built as the other side, the response of the automobile-owning public.

Who owned America's first automobiles? Although amateur mechanics and rural professionals were quick to adopt the automobile, by far the greatest number of early vehicles were owned by the wealthy. Automobiling was an expensive, exciting hobby, often restricted to warm-weather months. Much was written about the challenge and exhilaration of driving the first open-bodied automobiles, "the delight of air sweeping past with the sound of great waters, the delight of the foam-like road itself, as it rushes to vanish beneath you."[5] Many of the early garages were conceived as multifunctional hobby centers, incorporating greenhouses, billiard rooms, squash courts, or even aviaries (Figs. 1 and 2). Their architecture was often as romantic as early attitudes toward the automobile—picturesque gables and clock towers were popular devices.[6]

If the early automobiles had an aura of excitement and luxury, they also had an aura of danger, induced in small part by early speeders and in large part by the combustibility of fuels and the unreliability of engines.[7] Some owners responded to the fear of explosions by building small, sacrificial garages at the greatest possible distance from their homes. These frame garages often had unfinished interiors so that no sparks might smolder unobserved within their walls. Other owners isolated their vehicles in fireproof structures and followed advice to bury their fuel supplies underground.[8] Traditional masonry, concrete, and stucco were probably the most popular early forms of fireproof construction, although pressed-metal buildings were also available. Roof and gable vents were provided to carry off gasoline fumes, and washing devices were used not only to maintain vehicles but also to eliminate flammable fuel spills.

Since most early automobiles were maintained by their owners or their owners' chauffeurs, an important function of the early garages was to provide work space.[9] Garages were equipped with workbenches and supply shelves, hoists or repair pits, electric-light fixtures or large windows for natural light, water supplies and floor drains. The more elaborate garages had machine shops, independent heating plants, and chauffeur's quarters, as well as storage space for several vehicles, since wealthy owners typically owned a range of cars, from

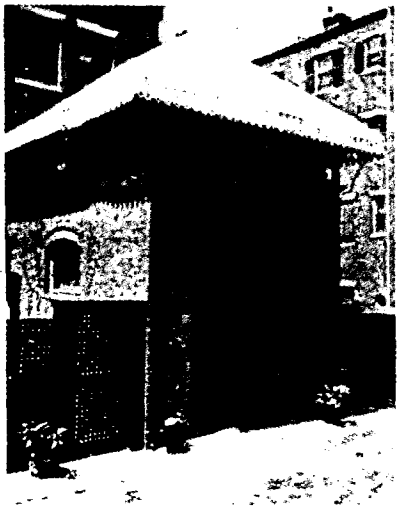


Fig. 1. A Boston garage with rooftop aviary and conservatory. Its form resembles that of a railroad signalman's tower. *Horseless Age* 15 (May 1905): 507. (Courtesy Butler Library, Columbia University)

5. Henry C. Greene, "The Romance of Motoring," *Atlantic Monthly* 102 (July 1908): 194. See also Robert Bruce, "The Place of the Automobile," *Outing* 37 (October 1900): 65–66.

6. Barr Ferree, "Notable American Houses: Conyers Manor," *American Homes and Gardens* 5 (November 1908): 421. Ferree felt that large garages should "form a picturesque pile at some distance" from the house.

7. "Deadliness of Automobile Emanations," *Current Literature* 41 (October 1906): 397; Joseph Tracy, "Common Sense in Automobile Driving," *Country Life in America* 13 (November 1907): 35. Carbide headlamps, which ran on acetylene gas, were particularly dangerous.

8. John Guthrie, "The Danger of Fire in the Garage," *Country Life in America* 16 (May 1909): 64; I. Howland Jones, "The Private Garage," *House and Garden* 9 (April 1906): 160; Paul Thurston, "The Automobile and the Country Home," *American Homes and Gardens* 3 (August 1906): 95–97.

9. J. A. Kingman, "The Care of the Automobile," *Outing* 38 (July 1901): 433–36; E. Ralph Estep, "The Motor Car and Its Owner," *American Monthly Review of Reviews* 39 (March 1909): 336; Henry Norman, "The Coming of the Automobile," *World's Work* 5 (April 1903): 3305.

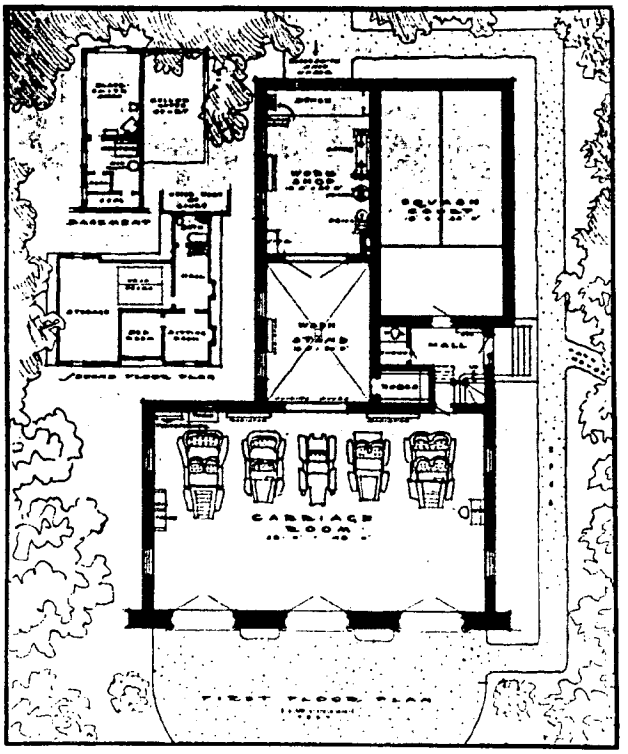


Fig. 2. Plans of the garage on Mr. Dane's estate at Chestnut Hill, Mass. The two-story building contained a squash court as well as chauffeur's quarters and a machine workshop. The provision of an entry for each car was not widely accepted until ca. 1915. *House and Garden* (April 1906): 162. (Courtesy Avery Architectural and Fine Arts Library, Columbia University)

sporty to sedate. If a vehicle was electrically powered, its garage had to provide storage racks for batteries or some other recharging device.[10] If the automobile required liquid fuel, one or more storage tanks were often buried just outside the entry.[11]

Early automobiles had other special requirements that influenced the form and function of the garage. The vulnerability of the open-car designs that prevailed up until World War I made shelter a necessity rather than a choice. One result was the portable garage, which could be disassembled in sections and taken along to destinations where no garage was available.[12] These garages are easily recognizable by the battens that cover the vertical seams where their prefabricated panels are joined together (Fig. 3). Although many of these easily erected structures were never moved once they were bolted together on their original sites, portable garages were frequently recommended for those who moved their families to a vacation home during the summer months and for renters, who could take their garage along on moving day.

If cars were to be run in winter they had to be kept in a heated space. A heated garage had to be close enough to the house to tap into the domestic furnace, or it had to include an independent heating system, usually in the form of a fireproof boiler room and wall-mounted steam pipes or radiators.[13]

Most early vehicles were difficult to maneuver in reverse gear, so owners often installed turntables inside or in front of their garages allowing vehicles to both enter and leave in a forward gear. Some

10. Albert Porter, "The Automobile at Home," *Country Life in America* 16 (November 1905): 508; Charles White, Jr., "Housing the Automobile: Garages and Garage Apparatus," *House Beautiful* 31 (April 1911): 84–88.

11. "Service and Beauty in the Garage," *House Beautiful* 38 (September 1915): 103; Herbert T. Wade, "The Storage and Handling of Gasoline in the Garage," *Scientific American* 112 (2 January 1915): 12. In the sources consulted, opinion on home fuel storage came to a halt with these articles of 1915—presumably as a result of the increasing abundance of service stations.

12. E. F. Hodgson, *Wigwarm Portable Houses;* "Portable Garages," *Horseless Age* 17 (May 1906): 840; H. P. Wilkin, "The Small, Inexpensive Garage: Knockdown and Unit Type of Portable Structures for the Man of Moderate Means," *Scientific American* 104 (January 1911): 263–64; W. M. Bennett, "A Portable Automobile House," *Scientific American* 100 (March 1909): 227–28.

13. M. L. Cooper, "Heating the Private Garage," *House Beautiful* 33 (January 1913): 61–62.

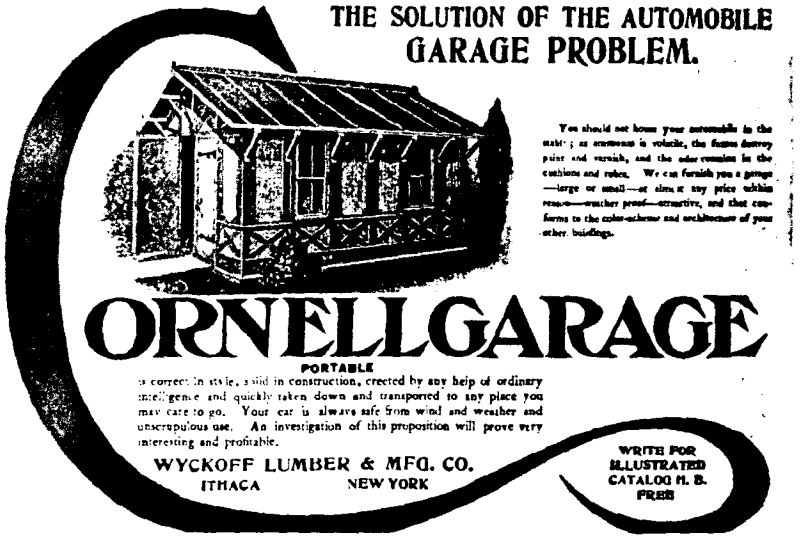


Fig. 3. The "Cornellgarage," a portable garage whose prefabricated panels could be easily assembled with bolts. It could be "quickly taken down and transported to any place you may care to go." *House Beautiful* 22 (November 1907): 51. (Courtesy Avery Architectural and Fine Arts Library)

owners built drive-through garages, with front and rear doors. Automobiles had wider turning radii than horse-drawn vehicles, requiring wide entries and, incidentally, the alteration of many a carriage drive and porte cochere. Driveways frequently included an enlarged turning area, while on estates spacious "service courts" allowed for difficult maneuvering.[14]

To a greater or lesser extent, the automobile replaced three major forms of transportation—the bicycle, the train, and the horse. Though bicyclists literally "paved the way" for automobilists by advocating road improvements, as well as encouraging women's participation and nurturing an initial elitist image that would be transferred to the automobile, the impact of bicycle storage on the development of the garage is hard to determine.[15] The impact of railroad-related buildings is more apparent in tall garage forms that resemble signalmen's towers (see Fig. 1) and wide-eaved forms that recall turn-of-the-century railroad stations (Fig. 3).

From the beginning the automobile was commonly compared to the horse and carriage. Articles discussed the relative costs of oats and gasoline; advocates praised the "horseless carriage" for its willingness to stay, unattended, where it was parked and for its freedom from a tendency to bolt in traffic; and fiction writers extolled the challenges of controlling the new "iron steed."[16] In this transitional period, the language of the horse era carried over to the automobile—the section of the garage where vehicles were cleaned was called the "carriage wash," and automobile storage units were called "bays" or "stalls."

Not surprisingly, when it came to housing the automobile many owners looked to the carriage barn. Barns might become garages through reinforcement of the existing floor or through the addition of concrete flooring or other fireproof materials (Fig. 4).[17] New garages were often designed with floor plans, cupolas, and large sliding doors

14. "Heating of Auto Houses," *Horseless Age* 14 (October 1904): 412-13; John Taylor Boyd, Jr., "The Garage in the House," *New Country Life* 32 (May 1917): 56; J. C. Campbell, "Garages, Sites and Entrance Drives," *House and Garden* 40 (November 1921): 46. Some of the first automobiles lacked a reverse gear altogether—they were light enough to be pushed out of tight situations.

15. "The Bicycle and the Automobile," *Scientific American* 93 (September 1905): 234; Robert Bruce, "The Promise of the Automobile in Recreative Life," *Outing* 36 (April 1900): 81.

16. "Gasoline and Oats," *Literary Digest* 44 (February 1912): 286-87; "Automobilism in Paris," *Scientific American* 80 (May 1899): 293-94; Minna Irving, "The Call of the Car," *Putnam's Monthly and The Reader* 5 (January 1909): 397; Kingman, "Care of the Automobile," 436.

17. Porter, "Automobile at Home," 633.

Fig. 4. "The Former Home of His Horse Is the Present Home of His Motor." *Horseless Age* 16 (November 1905): 557. (Courtesy Butler Library)

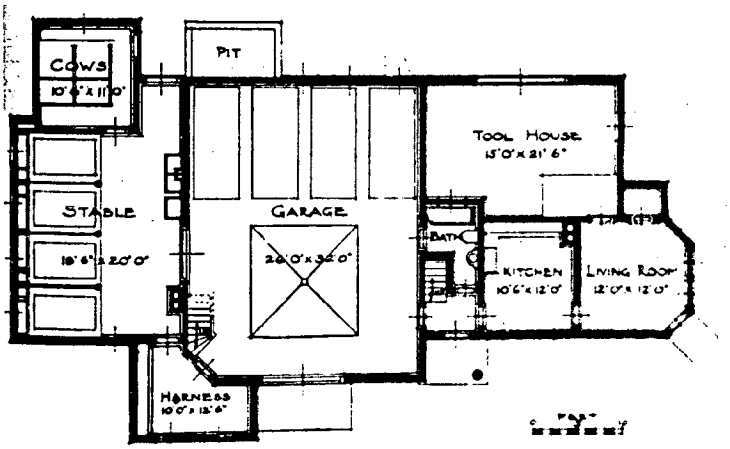


Fig. 5. Plan of a combined stable and garage built at Willoughby, Ohio; Bohnard & Parsson, architects. *American Architect* 96 (December 1909): design 1775. (Courtesy Avery Architectural and Fine Arts Library)

characteristic of carriage barns. Some designs housed horses and automobiles under the same roof, though this approach was short-lived due to the increased chances of fire, the impact of stable fumes on car finishes, and the ill-effects of engine exhaust on horses (Fig. 5). Like carriage barns, many early garages had a single door to serve two or more vehicles. It took several years of experience and many dented fenders before separate entrances were routinely provided for each car bay.[18]

The early popularity of the automobile in cities, coupled with high land values and the large incomes of most car owners, led to a variety of innovative urban garage designs. The majority of early owners stored their vehicles in public garages, heirs to the tradition of the public stable.[19] The exceptionally wealthy might house their vehicles in private multistory structures whose designs derived from those of private urban stables. Typically, these provided vehicle storage and work space at street level and chauffeur's quarters above.[20] Owners of one or two automobiles might encase them in what amounted to a fireproof box, built to comply with city fire codes and inserted at or below ground level in the house.[21] Small fireproof garages might also be squeezed onto the front or back of an urban lot. Owners of small,

18. Estep, "Motor Car and Its Owner," 338; Cornellgarage advertisement (Fig. 3).

19. Early commercial parking garages are well documented in period publications such as *Horseless Age* and are ripe for study.

20. Montgomery Schuyler, "The New York House," *Architectural Record* 19 (February 1906): 103 (illustrates private urban stables); "Plans and elevation of the garage of Andrew Carnegie, Esq., at East 91st Street, New York, N.Y.: Whitfield and King, architects," *American Architect and Building News* 89 (May 1906): 180, pl. 1587.

21. "House of Mr. Ernest Flagg, Architect," *American Architect and Building News* 89 (May 1906): 163–64; "A New Type of City House," *Real Estate Record and Guide* 80 (August 1907): 287–88; New York Landmarks Commission, "Albermarle-Kenmore Terraces Historic District Designation Report," LP-0989, 1978.

steep urban lots often inserted a garage into a bank at roadside, where the facade of the garage might be continuous with a retaining wall.[22]

The 1910s and 1920s brought a period of popularization and experimentation in garage design. When Henry Ford introduced the first reliable mass-produced automobile in 1908, a new era of car ownership began. By 1929 there would be one car for every 4.5 Americans, one for every 2.3 Californians.[23] The impact on the American landscape was dramatic as "motor suburbs" sprawled across the countryside and filling stations and other automobile-related structures lined a growing network of paved highways.

The broadening of automobile ownership encouraged a rash of experimentation with the garage. New construction techniques for moderately priced garages included the "Hy-Rib" garage, a system of structural wire lath covered with stucco.[24] The "Van Guilder Hollow Wall" process used special partitioned forms and quick-setting concrete to erect garage walls in a continuous row-by-row process.[25] The Atlas Portland Cement Company introduced a stuccoed pipe-frame design (Fig. 6). One of the most remarkable innovations of the period was a barrel-shaped portable garage developed by a man from Spokane. It was made of modules that he claimed could be assembled in an hour and disassembled in fifteen minutes (Fig. 7).

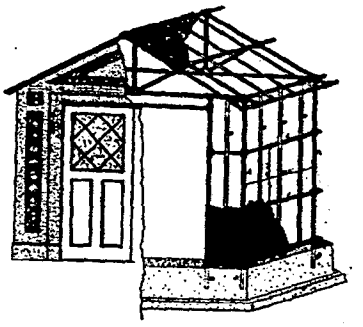


Fig. 6. Diagram of a pipe-frame garage, using wire lath and stucco. The Atlas Portland Cement Company, *Concrete Garages: The Fireproof Home for the Automobile,* 3d ed. (New York: The Atlas Portland Cement Co., ca. 1910). (Courtesy Avery Architectural and Fine Arts Library)

22. See, for example, the San Francisco garage illustrated in *Horseless Age* 16 (November 1905): 589.

23. Flink, *Car Culture,* 142. Taking into account multiple car ownership, this meant that more than half of all American families owned cars.

24. *House Beautiful* 31 (April 1911): 85; *House Beautiful* 38 (September 1915): 102.

25. *House Beautiful* 38 (September 1915): 103.

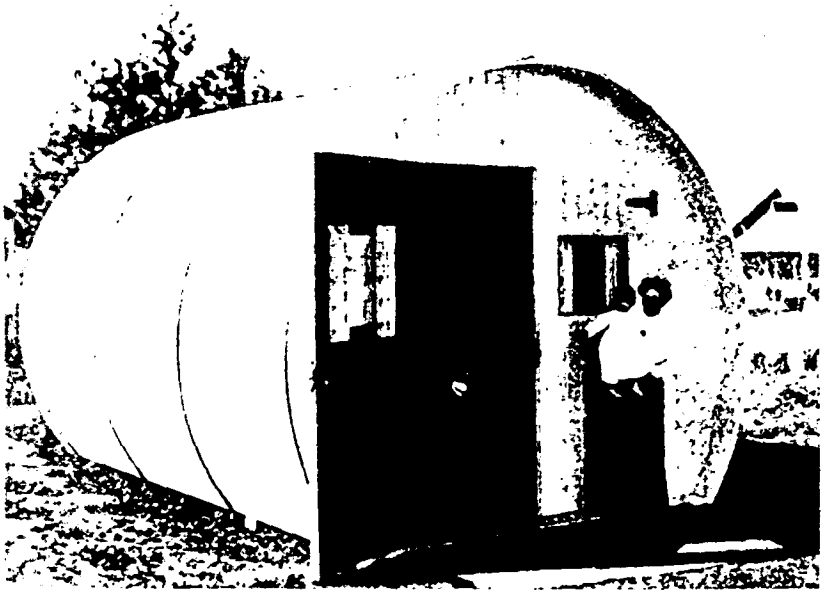


Fig. 7. Barrel-shaped portable garage. *Sunset* 37 (September 1916): 49. (Courtesy Butler Library)

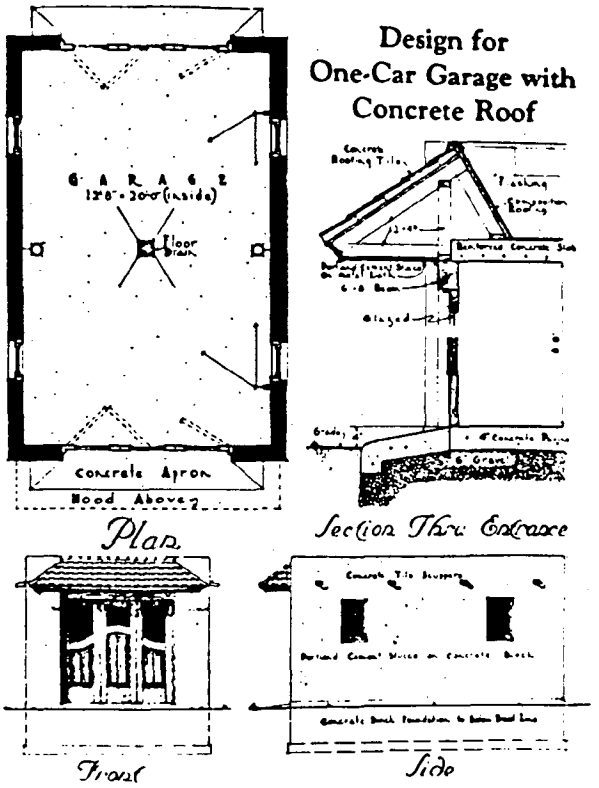


Fig. 8. A drive-through garage in the Mission style, essentially a fireproof box with folding tripartite doors. Portland Cement Association, *Concrete Garage*, 13. (Courtesy Avery Architectural and Fine Arts Library)

Of all aspects of the garage, the doors received the most attention in this period. They were manufactured in a seemingly infinite range of window and paneling configurations, perhaps, as one writer suggested, in an effort "to do away with the barn-like appearance common to large doors."[26] There were many improvements on the traditional hinged double doors, which were maligned for their tendency to slam shut and to be blocked by snow and ice.[27] Patent hardware was developed to prop doors open, and several sliding-door systems were marketed. Tripartite systems were popular—the doors slid on rollers on a track inside the garage. In some tripartite systems, one section could be opened independently to act as a "service door" for human access (Fig. 8).[28] However, sliding and double doors both had a tendency to sag and bind and would be replaced in the 1930s by overhead doors—convenient, space-saving, and weathertight, they were the final resolution of the long search for a better door design.[29]

The 1920s saw changes in the function of the garage. The new cars were safer, easier to handle, and more durable. Owners no longer had to coax their vehicles along with delicate adjustments. Most people could change the oil and tires, give the car an occasional wash, and rely on nearby service stations for the rest. Home fuel storage became unnecessary as filling stations proliferated. Though many garages still had large, low windows to provide light for repairs,[30] the function of the

26. E. J. G. Phillips, "Owners Want Convenient Garage Doors," *Building Age* 41 (April 1919): 120.

27. Sears, Roebuck and Company, *Honor Built Homes* (Chicago and Philadelphia: Sears, Roebuck and Co., 1928), 133; Walter F. Wheeler, "Housing the Automobile," *House Beautiful* 52 (February 1925): 140; Roger B. Whitman, "Equipping the Garage," *Country Life in America* 41 (March 1922): 36.

28. "Hints on Garages for the Man Who Runs His Own Car," *House Beautiful* 41 (February 1917): 159; Sydney de Brie, "The Garage and Its Hardware," *Country Life in America* 43 (January 1923): 102; National Manufacturing Company, *National Garage Hardware* (Sterling, Ill.: National Manufacturing Co., ca. 1920, ca. 1925).

29. Another innovation of the 1920s was the automatic garage-door opener. These ranged from a simple counterweighted pulley system to an expensive push-button operated electric opener. None, however, gained wide usage.

30. *Garages Country and Suburban* (New York: The American Architect, 1911), 3–4; G. Gouverneur Ashwell, "How to Build a Garage to Fit Your Car," *Popular Science Monthly* 105 (December 1924): 87.

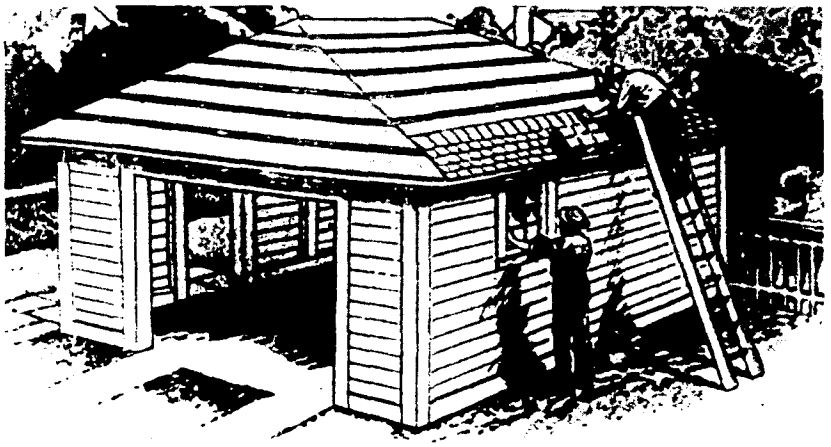


Fig. 9. From a "how-to" article on building a utilitarian garage. *Popular Mechanics Magazine* 50 (July–August 1928): 165. (Courtesy Boston Public Library)

garage was shifting from maintenance to storage. By the late 1920s, the garage workbench had often been transformed into father's home repair and hobby bench.[31] As fire hazards declined, more interiors were finished and homeowners began to think of the garage as a safe place to store garden tools, baby carriages, and other household overflow.

As automobile models got larger and lower in the 1920s, extensions were often built onto older garages.[32] New garages came in a wide range of sizes. As late as 1928 one could still purchase a ten-by-sixteen-foot garage from Sears, Roebuck and Company for the old "Tin Lizzie," though eighteen and twenty feet were more typical garage depths.[33] Door openings were lower—eight by eight feet was a common size.[34] With car ownership on the rise, two-bay garages became popular in the 1920s. Many were built in anticipation of second car ownership. In the meanwhile the second bay could be rented out or used for storage.[35] Another pervasive form of privately owned rental garage was the "community garage," a wide multibay form frequently sheathed in metal, with partitions between the stalls for safety and security. These functional structures were built in densely populated areas—neighborhoods of multifamily houses and apartments—and were often criticized as unsightly.[36]

Of the many structures built during the explosion of garage construction in the 1910s and 1920s, by far the most common was the small utilitarian garage. These simple buildings lined alleys and cluttered up backyards in cities and suburbs. They fronted on barnyards and rural roads. While in urban and suburban fire districts they might be of inexpensive fireproof materials such as pressed metal or concrete block, in other areas they were most often of simple balloon framing covered with wooden siding. Some came from mail-order firms that sold packages of either precut materials or preassembled sections to be erected on site by an owner or handyman. The majority of utilitarian garages were built from locally purchased materials (Fig. 9).

Architects and tastemakers unilaterally condemned these omnipresent small garages, calling them "hideous little sheds"[37] and pro-

31. Greville Rickard, "Garages—Attached, Semi-Attached, and Detached," *House and Garden* 67 (June 1935): 37. Rickard is one of several authors who mention the acceptance of the garage as home workshop. That the garage was seen as father's place continues a line of thinking that may be rooted in the early belief that women made poor drivers. See, for instance, Mrs. Andrew Cuneo, "Why There Are So Few Women Automobilists," *Country Life in America* 13 (March 1908): 515–16.

32. A shed-roofed rear extension is illustrated in *Popular Science Monthly* 105 (December 1924): 86.

33. Though it is generally true that over the period 1900–1929 garages increased in area while decreasing in height, the lack of standardization of dimensions makes size an unreliable tool for dating garages. Similarly there is a general decrease in roof pitch over this period, however the wide range of roof styles available at any one time makes this an inconclusive indicator of the age of any specific building.

34. Sears, Roebuck and Company, *Honor Built Homes* (1928). Early garage door openings could be over nine feet tall to accommodate the height of the first automobiles, such as the Pierce Great Arrow touring car of 1906 which was 8' 6" tall.

35. *Garages Country and Suburban*, 3; Portland Cement Association, *Concrete Garages* (Portland Cement Association, 1924), 7. Two-bay garages in this period usually measured between twenty and twenty-four square feet in plan.

36. *Concrete Garages*, 10; Henry Way, "Finding a Place for Your Garage," *House Beautiful* 45 (February 1919): 87; Whittredge Portable Buildings Company, *Whittredge Garages and Other Buildings* (West Lynn, Mass.: Whittredge Portable Buildings Co., ca. 1926).

37. Madison R. Phillips, "Suitability in the Home Garage," *Country Life in America* 21 (January 1912): 31.

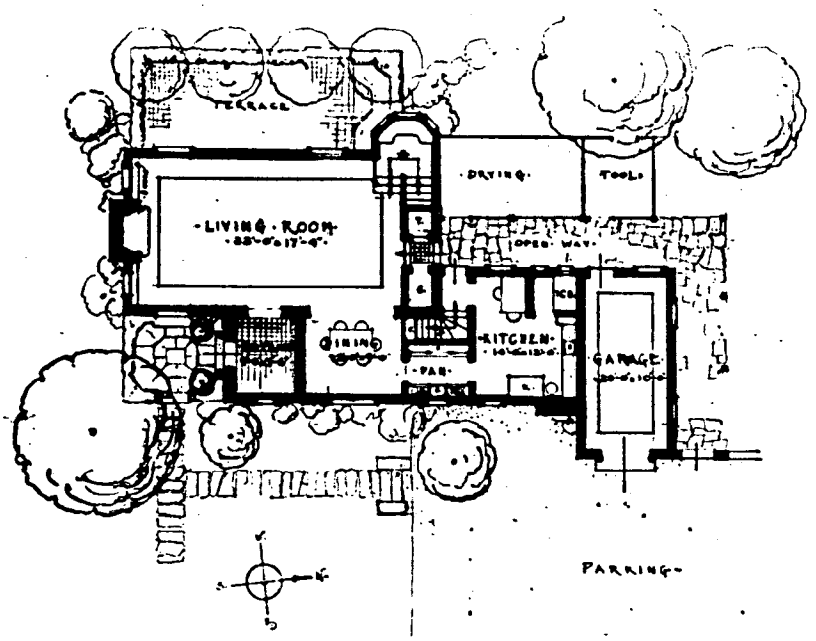


Fig. 10. Plan of a house with attached garage and "open way" leading to rear entries. *Country Life in America* 38 (May 1920): 69.

posing instead "artistic" garages carefully integrated into the home landscape and reflecting the style of the house.[38] Burgeoning commissions in the 1910s and 1920s allowed architects to explore a wide range of design possibilities, within, of course, the limits of new zoning and subdivision regulations that were being drafted for home garages.

It was in the 1920s also that the garage began its slow advance toward a union with the house. Garages fully integrated into the house had existed in the previous decade, often built by doctors who needed to have their vehicles close at hand, in a heated storage space, ready to be used at any hour.[39] As early as 1902, the architects McKim, Mead & White had included a garage, complete with a door for direct access to living quarters, into the Patterson house in Washington, D.C.[40] However, it was not until the decade after 1910 that many people began to trust the automobile sufficiently to allow it to approach the house.

Attached garages had several advantages. In a period of rising construction costs, attached garages were easily heated, wired, and plumbed from the house and required fewer walls than did a detached garage. As living space shrank, attached garages could increase the apparent size of the house. They offered convenient access to the house, either directly, through an internal door, or, more often, via an "open" or "covered way" (Fig. 10). Attached garages freed up space in the backyard and, in most cases, required a smaller driveway.[41]

Attitudes changed slowly, however, and during the years between 1910 and 1929 garages were built anywhere from the most remote corner of the house lot to a position fully integrated within the basement or main floor of the house. Intermediate solutions included locating the garage under a sleeping porch or veranda, allowing it to just touch a corner of the house, or connecting it to the house by a fence,

38. "The Practical Garage of Mr. Rex Beach," *Country Life in America* 37 (January 1920): 60.

39. "Physicians' Garages," *Horseless Age* 16 (November 1905): 508.

40. Leland Roth, *McKim, Mead and White, Architects* (New York: Harper and Row, 1983), 262.

41. Robert H. Van Court, "The Home Garage," *Independent* 78 (May 1914): 203; Boyd, "Garage in the House," 56–57; Rickard, "Garages—Attached," 37; Antoinette Perrett, "Attached Garages: The Garage Becomes a Part of the House," *Ladies' Home Journal* 40 (March 1923): 48.

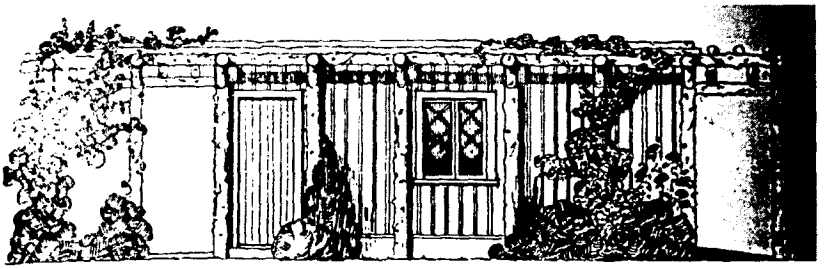


Fig. 11. A garage partially concealed by a rustic pergola and vines. One end was used as a summerhouse. *House Beautiful* 55 (June 1924): 684. (Courtesy Avery Architectural and Fine Arts Library)

Fig. 12. The garage in the garden. *Ladies' Home Journal* 34 (March 1917): 33. (Courtesy Butler Library)

wall, or trellis. As the garage approached the house, stylistic harmony became an increasingly important consideration. Garages from this period were designed in the full range of domestic architectural styles and in all the regional variations. Attached garages came to be seen as an architectural asset, contributing to the asymmetrical massing of a picturesque cottage or balancing a porch wing in a classically symmetrical design.

Nowhere were ambivalent attitudes toward the garage more evident than in the landscaping approaches of the 1910s and 1920s. On one hand was the urge to banish the garage, to camouflage it in a thick cover of vines or shrubs. Pergola roofs and trellised walls encouraged one to see not a fireproof garage but a garden fixture (Fig. 11). The visual impact of the driveway, that other symptom of automobile ownership, could be minimized by reducing it to two concrete tracks separated by a wide strip of grass.[42]

Yet for many owners the combustible, fume-emitting machine in the garage was also a symbol of success and individual freedom. Its home was therefore to be celebrated appropriately. Rather than a blight in the backyard, the freestanding garage might be integrated into the garden. Hedges, fences, and trellises might tentatively reach out and join it to the house, helping to define the spaces of the home landscape. A garage might terminate a vista or a garden path. A rustic

42. Robert L. Ames, "The Car and the Country Estate: Planning the Motor Entrance and Drive," *House Beautiful* 57 (April 1925): 426; R. H. Young, "Selecting Hardware for the Garage," *House Beautiful* 48 (September 1920): 189; Carey Edmunds, "Do You Need a Garage This Spring?" *Ladies' Home Journal* 34 (March-April 1917): 34; "Picturesque Entrances to California Garages," *Touchstone* 8 (January 1921): 312.

bench or a reflecting pool could be set beside it. A pergola or trellis extending from the side of the garage might form a small summer house or a covered walk (Fig. 12). The garage was assuming legitimacy in the domestic landscape.[43]

The Great Depression saw the failure of many of the smaller garage manufacturers and a reduction in residential construction. Several early garage types disappeared or declined in popularity. For example, the drive-through garage, impractical on small building lots and unnecessary for easily reversible cars, lost favor. Fewer community garages were built as city dwellers began to leave their lockable, hard-topped cars parked on the street. The portable garage underwent a change in image, taking on an air of permanence as Sears marketed its line of Simplex sectional garage models as "The Parkway" and "The Avenue."[44] Small freestanding garages still provided inexpensive shelter, and on large estates detached garages provided distance between the chauffeur's quarters and the main house, but there was a growing consensus that attached or integrated garages were the final solution to the "garage problem," just as overhead doors were the solution to the "garage door problem."[45] As the automobile gained increasing acceptance as a part of American everyday life, so did the private garage—its form and its place becoming codified in the architectural landscape.

Typologies may be developed around several of the characteristics discussed in this survey of America's early private garages. One of the simplest approaches would be to consider the placement of the garage relative to the house and to categorize garages as freestanding; as connected to the house by fences, arbors, covered walkways, and so forth; as attached to the house but visually distinguishable from its massing; or as fully integrated into the body of the house. An odd category in this scheme includes garages integrated into other components of the home landscape, such as roadside retaining walls.

An alternative typology would consider function and include converted sheds and barns, multifunctional structures (such as garage-stables, garage-greenhouses, and other recreationally oriented uses), self-sufficient garages (incorporating workspaces, boiler rooms, and often chauffeur's quarters), single-purpose garages used primarily for vehicle storage, drive-through garages, portable garages, community and other rental garages, and attached garages (perhaps broken down into two types depending on whether they have interior access to the house). Another version of a functional typology would consider simply the vehicle capacity of each garage (one-bay, two-bay, multibay).

Typologies function to structure our observations, in part by providing nomenclature, but they also raise new questions about a subject. The classification systems outlined here are rooted in theories about the changing placement and function of the residential garage. Considered in combination with other factors such as style, materials, and location (urban, suburban, or rural), these typologies present a possible framework for fieldwork, a starting point for a richer, more attentive study of the residential garage.

43. Harrison Earl Baldwin, "Garages as Carefully Designed as Homes," *House Beautiful* 49 (February 1921): 120. Particularly elaborate examples of garages integrated into the garden are a design by Robert Coit, published in the *Ladies' Home Journal* 37 (February 1920): 52, and a garage with pergola published in *Country Life in America* 19 (January 1911): 263.

44. Sears, Roebuck and Company, *Modern Homes* (Chicago and Newark: Sears, Roebuck and Co., 1936).

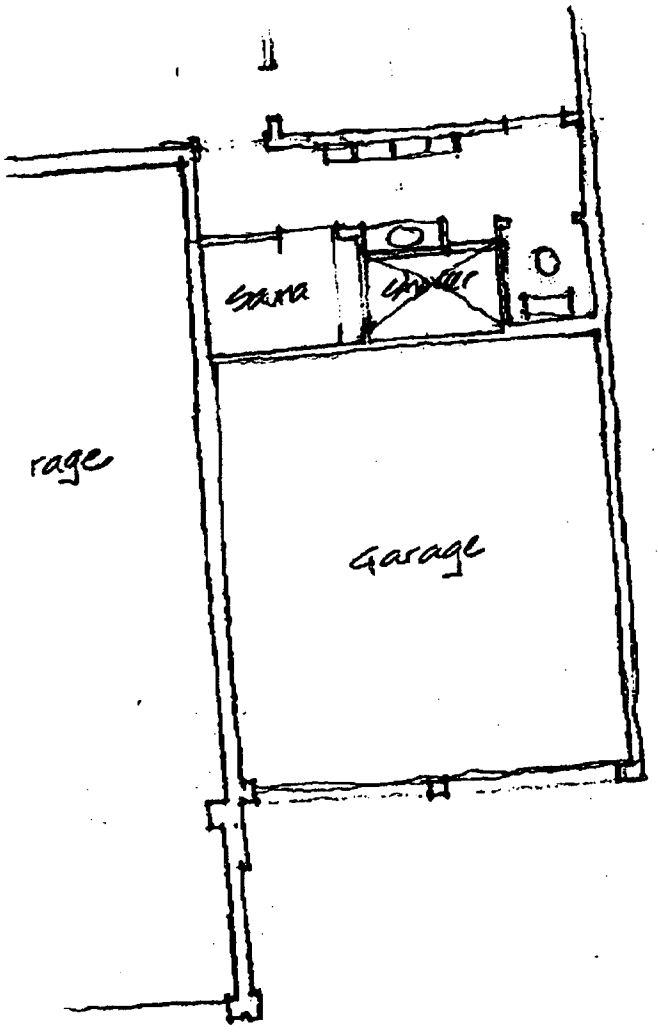
45. Rickard, "Garages—Attached," 37, 75–76. Rickard is one of several authors to illustrate packages that converted old double and sliding doors into overhead doors. Austin W. Mather, "The Garage and Its Construction," *House and Garden* 57 (January 1930): 88–89, 108; Burton Ashford Bugbee, "The Garage's Place Is in the Home," *House Beautiful* 71 (February 1932): 134–36, 151; "Garage Doors," *House and Garden* 71, Section 2 (March 1937): 136; Olive H. Foster, "Landscaping Garages," *House and Garden* 67 (June 1935): 38–39, 80.

To Robin Zieh

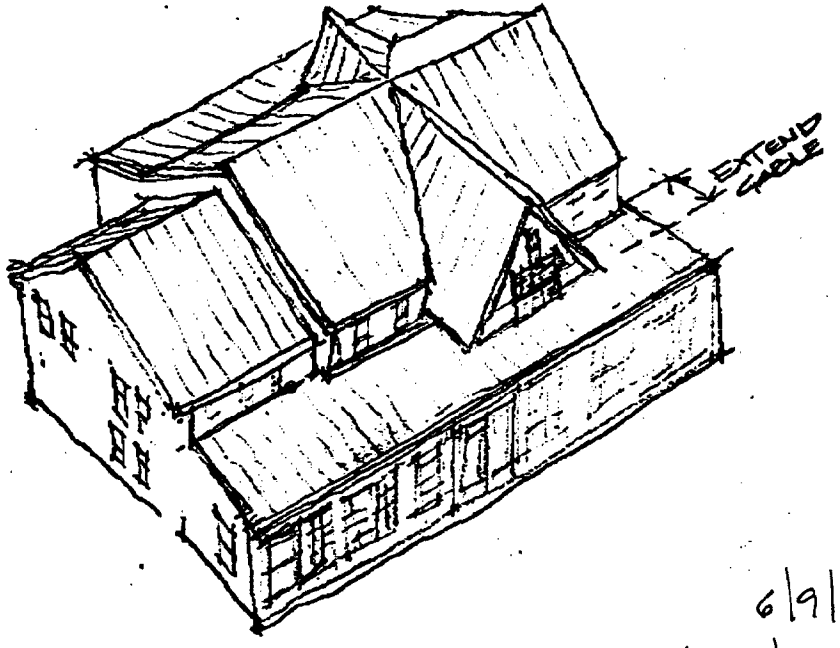
From Hank
OAK Grove

Rear view of Schneider
carriage house

option 2



OR PLAN



6/9/97 –
Told Hank to ~~push~~
~~Rear Gable~~
retain original rear
Gable - & find the
space somewhere else.
VERY CLOSE . . .

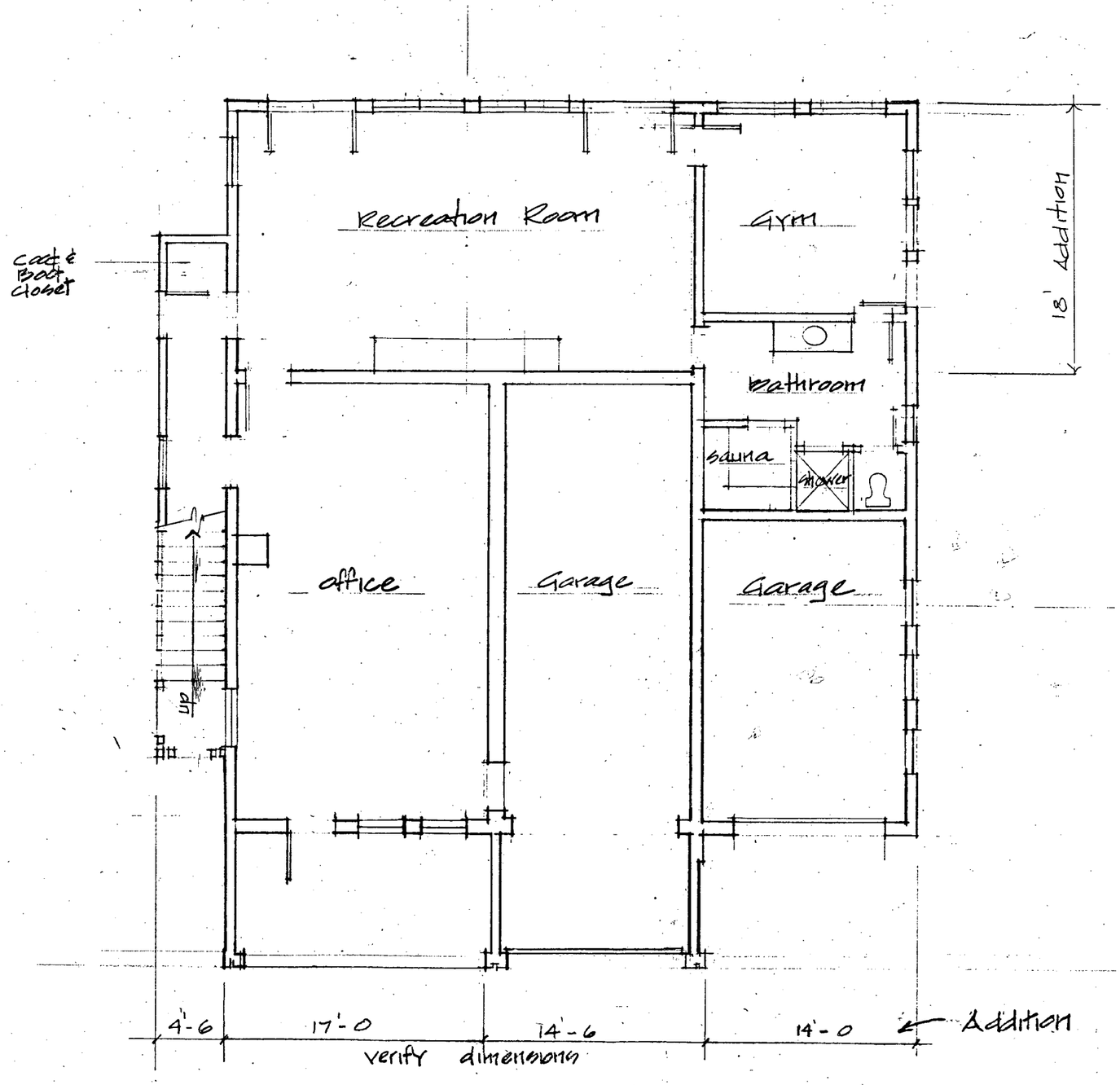
JUN 09,97 12:05 NO.001 P.01

SCHNEIDER CARRIAGE HOUSE

MAY 8 12-, 1997

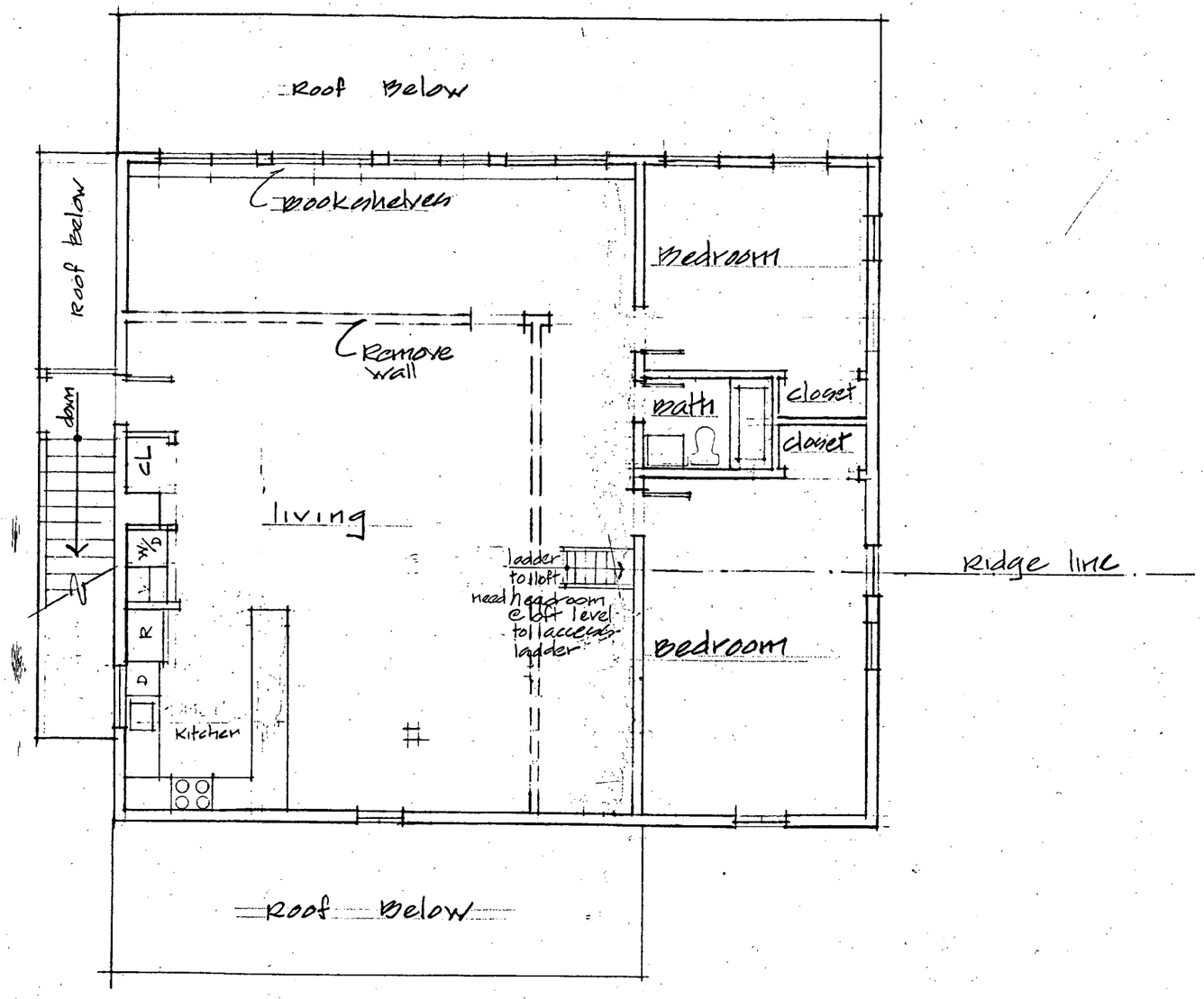
MICHE BOOZ
ARCHITECT

MICHE BOOZ
ARCHITECT
1



1/1 FIRST FLOOR PLAN

1/8" = 1' - 0



MICHE BOOZ
ARCHITECT
2

1/2 SECOND FLOOR PLAN

1/8" = 1' - 0

MICHE BOOZ
ARCHITECT
3

1/3 FRONT ELEVATION

1/4" = 1' - 0

MICHE BOOZ
ARCHITECT
5

1/5 **SIDE ELEVATION**

1/4" = 1' - 0

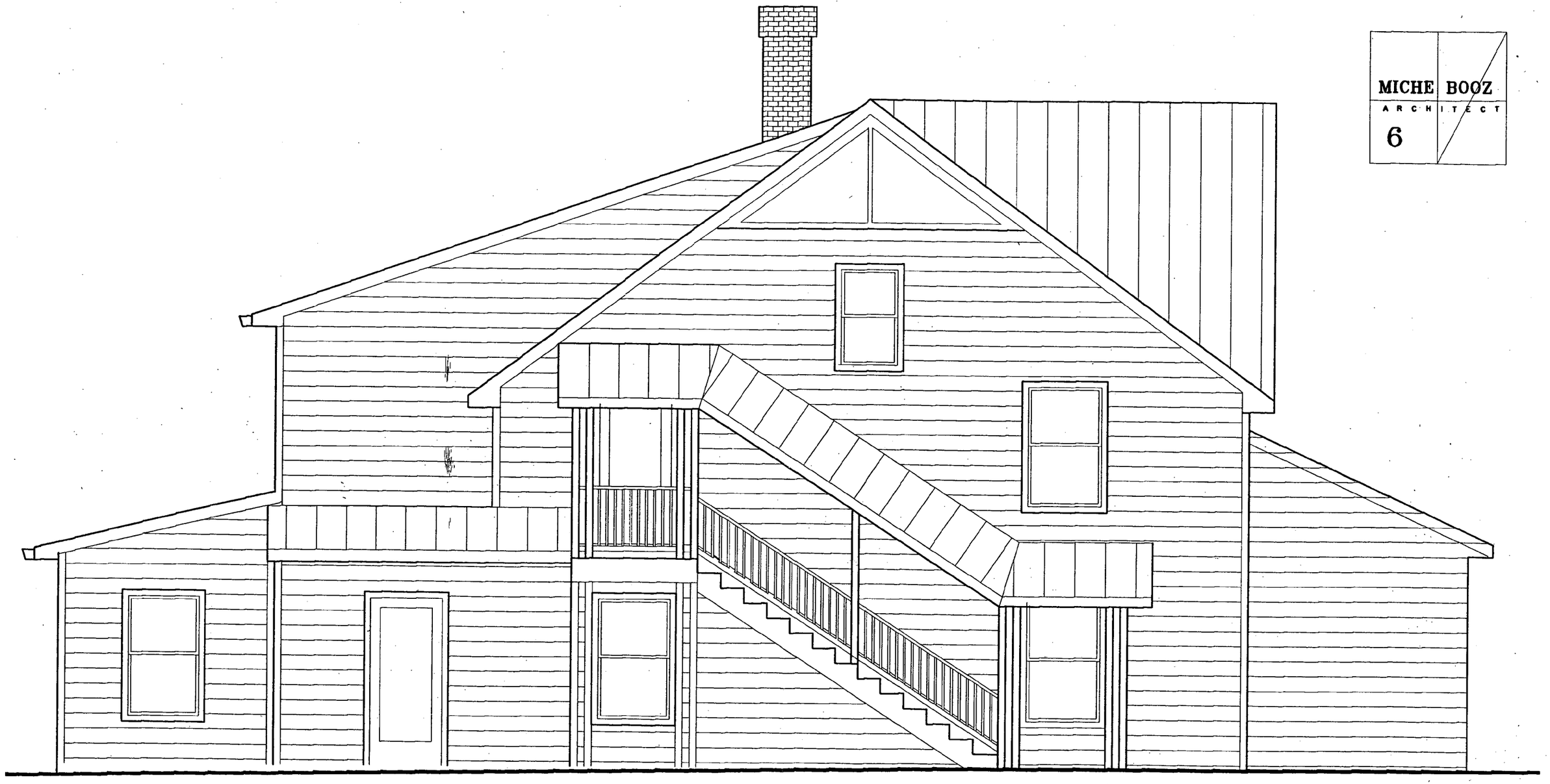
MICHE BOOZ
ARCHITECT
4

door

door

1/4 BACK ELEVATION
1/4" = 1' - 0

MICHE BOOZ
ARCHITECT
6



1/6 **SIDE ELEVATION**

1/4" = 1' - 0

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: 17201 Norwood Road, Sandy Spring

Meeting Date: 2/26/97

Resource: Norwood (#28/13)

Review: Preliminary Consultation

Case Number: N/A

Tax Credit: No

Public Notice: 2/12/97

Report Date: 2/19/97

Applicant: Tom and Cynthia Schneider

Staff: Robin D. Ziek

PROPOSAL: Demolition of Victorian carriage house; Construction of new building

RECOMMENDATIONS: REVISE PROPOSAL

RESOURCE SUMMARY

RESOURCE: Master Plan Site # 28/13 - Norwood

STYLE: Georgian Residence with Victorian carriage house, and granery, bank barn, sheds

DATE: c1750's, c1869

PROJECT DESCRIPTION: Demolish existing carriage house, and build a new structure on the same site

STAFF RECOMMENDATION: Preserve historic carriage house. The structure is an integral part of the history of Norwood, and is also a good example of a historic building type. Redesign project to meet programmatic needs either through the reduction of the program, utilization of other outbuildings to meet programmatic needs, construction of addition along the east and/or north sides of the carriage house, or with the construction of an entirely new structure on the site. Existing outbuildings are protected on Chapter 24-A of the Montgomery County Code. Some minimal stabilization action is adviseable at the Victorian granery.

PROJECT DESCRIPTION

The Property and its Setting

Norwood is one of four grand brick houses in the Sandy Spring area, a vital Quaker community which was first settled in 1727. This property is associated with Richard Thomas, Sr., one of the Quaker leaders who owned a considerable amount of property in the Sandy Spring area, and the earliest part of the brick residence dates to the mid 18th century. The owners of Norwood, through the years, have been prosperous: the house was expanded in the 19th century, and new outbuildings were also constructed in the 19th century. The Sandy Spring community was notable for its innovations in agriculture throughout the 19th century. Even though the soils are very heavy and wet, the farmers prospered by experimenting with new farming techniques and fertilizers. Although there was no railway line through town, the roads were fine and Sandy Spring was within range of both the D.C. and Baltimore markets, transporting animals, produce and grains in wagons. The trip there and back could even be made in one day.

Norwood was placed on the County's Master Plan for Historic Preservation in 1984 with the environmental setting of 11.2 acres. The brick residence is set back from Norwood Road (which runs along the south and west sides of the property), and faces south. North of the house, there is a large Victorian carriage house, a bank barn with what may be a cistern, a Victorian granary with corn cribs, a hog pen, and two other small sheds. The current owners have installed a pool and a pool house northeast of the house. There is a circular drive behind the house, providing a connection between the house and the carriage house/garage. And there is an extension of this driveway leading to the bank barn. The property is screened on the north and east sides by woods.

History:

Norwood changed hands several times in the 19th century, but each time to Quakers within the community. The property stayed in the Thomas family until 1832, when it was sold to Isaac Scott. In 1863, Jacob Weller bought the property, and in 1867 Joseph Moore bought Norwood. Moore had been raised across the road from Norwood at a property known as Plainfield. As a young man, he moved to New York City and there made his fortune with a career in finance. Having done that, he returned to Sandy Spring, purchased Norwood and raised his family there.

Within two years of purchasing Norwood (1869), Joseph Moore added (or enlarged) the east portion of the house. Also at this time, he probably built the carriage house and the Victorian granary. While he certainly farmed the property, he served as the director and President of the Mutual Insurance Company of Sandy Spring, and served a term in the Maryland Senate.

His daughter, Margaret, bought the family house in 1921, and she and her husband, Milton H. Bancroft, lived here until their deaths in 1947 (Milton) and 1956 (Margaret). Their son, John, lived at Norwood until his death in 1979. Milton Bancroft taught art at Swarthmore College when Margaret Moore attended school there. He had studied art in Paris, and had a reputation as a portrait painter. For example, he painted a portrait of the daughter of the well-known sculptor Daniel Chester French, which hung in French's art studio in New York. He and Margaret retired to Norwood in 1919, and he converted the second story of the carriage house into his studio.

Carriages were in use throughout the 19th century and into the 20th century. The carriage house was used to house these conveyances and, typically, the horses used to pull them. For convenience, the carriage house would also have designated space for harnesses, for carriage robes, and a hay loft for food for the animals.

The first Model T's appeared in Sandy Spring ca. 1912, and the transition from carriage to automobile was probably accomplished within the next decade. In many cases, the carriage houses were altered to suit the automobile. Concerns included increased weight of vehicles, increased size of automobiles as they developed, fear of fire due to combustion of gasoline. "Barns might become garages through reinforcement of the existing floor or through the addition of concrete flooring or other fireproof materials." (Leslie Goat, "Housing the Horseless Carriage: America's Early Private Garages", Perspectives in Vernacular Architecture III, ed. Thomas Carter & Bernard Herman 1989; p. 65).

The Carriage house

a. Existing conditions

The carriage house at Norwood is a 1-1/2 story cross gable structure with two unequal bays. The building is characterized by a steep **cross gable** in the north and south facades which is a typical Victorian feature of the Gothic or pointed style. (See A.J. Downing, The Architecture of Country Houses 1850). The other strong feature is the **deep porch** (9' wide) along the south side,

which roof line matches the roof line of the shed addition at the northwest corner resulting in a west elevation which is essentially symmetrical in massing.

The building is covered with a pebbledash stucco finish, applied on wire mesh which was tacked over the **original weatherboard**. The roof is covered with metal, placed over wood shingles from an earlier date. The west bay (17' wide) is built over a **stone basement**, and is entered by exterior steps under the porch. If there is a basement under the east bay (14'-6" wide), it has been filled in. There appear to be side walls for basement steps leading under the east bay on the north side of the building. [This could be confirmed or refuted through excavation.] Also at the northeast corner are the remnants of a privy. Additional storage space was provided by the frame shed addition at the northwest corner (9' wide), and by a concrete block shed addition (10' wide) on the east elevation.

The west bay has restricted entry, with a door and a window in the plane of the building. This sits 9' back from the porch opening itself. The east bay has unrestricted entry, with two large wooden doors set at the forward plane of the porch, effectively lengthening this east bay by 9'. The floor of the west bay is **wood** (supported by a wooden joist system in the basement), and the floor of the east bay is **concrete**. The floor elevation differs in the east and west bays. One steps up approximately 4", moving through the doorway in the brick wall which divides the two bays. This **brick wall** appears to have been built to the inner face of the frame wall of the building, indicating that it may have been inserted into the building at a later date from the original construction.

The existing **porch supports** are wood board posts, which are placed high off the ground on bases which have the same stucco finish as the carriage house itself. In addition, the front porch is now divided into two distinct bays with wing walls connecting each porch pillar to the building. The east and central pillars are connected with framed walls covered with german siding which were set on brick footings. The west pillar is connected to the main portion of the building with a wall sided with the same weatherboard as the rest of the building, and may have originally been built as an enclosing wall.

The **basement** under the west bay provides a good look at the stone foundation for the building and it appears to be in good condition. The basement is, however, very damp, and the floor is covered with silty mud. The floor joists run with the length of the building (N-S), from foundation wall to a central beam, which is keyed into the E and W stone foundation walls. Many of the joists have tenons which can be seen at the beam support, and they were obviously reused from another structure.

There is also a **system of intermediate joists** which are the same dimension as the aforementioned joists, but which were probably set in place sometime after the original construction. These joists were not set on the stone foundation walls, but run from a post and beam structure placed adjacent to the stone foundations on the front and rear walls to the central beam. The posts at the rear wall have failed, and these intermediate joists have fallen away from the floor at the rear. The original joists are in place, but there is some evidence of termite damage on several joists.

Entry to the second story is provided by **exterior stairs** along the west side of the building which are under roof, but quite deteriorated. The doorway into the second story is under a framing beam and is quite short. The second story of the carriage house is dominated by the steep cross gable with the 4 windows in the north elevation and a tall central space. Originally, there were three handhewn **tie beams** set north/south to hold the main roof together, set at an elevation of approximately 5'-6". The center beam has been partially removed and therefore only the two remaining beams are left to do all the work. Each beam is used in line with a wall. On the east side, the beam marks off the entry to the second story and there is a small room in the southwest

corner of the building. Along the east side of the building there is a narrow room with a small hatch cut out of the floor. This room has no wall finishes so the original structure is revealed. The rest of the second floor, however, has been "finished" with **wall board** which effectively hides the building structure and its condition.

Building Chronology and Questions

There are several **features at the carriage house** which raise questions while providing clues for understanding the history of this site. These features include the stone basement under the west bay, the subsidiary structural system in the basement, the various additions including possibly the front porch, the restricted entry into the west bay, the altered pillar supports for the porch, the use of the pointed style prevalent in the 19th c and the match with the granary barn to the east, the foundation questions about the east bay, questions of original flooring for the east bay, dating the insertion of the brick wall on the ground floor, identification of cut-out in 2nd floor east side as hay drop or opening for ladder, removal of central tie beam, insertion of heating system, alterations including installation of an original window from the house, resurfacing of the entire building with the stucco system, alterations of garage doors in east bay.

Working backwards, one may assume that many alterations were made by Milton Bancroft to suit the studio space he needed (**c1919**). This could include construction of the exterior stairs on the west elevation, removal of the central tie beam, installation of 4 new windows on the north elevation, installation of wall board and heating system. At this time, too, the brick dividing wall may have been built, as well as the concrete floor poured in the east bay to provide a more suitable surface for an automobile. Perhaps, too, at this time, the stucco finish was applied over the weatherboard to give the carriage house a more residential appearance, connecting this more strongly with the residence and separating it from the farm outbuildings to the east.

Prior to this, the carriage house would have been used for storage of horse-drawn vehicles and horses. The rear addition at the northwest corner would have been suitable for a carriage or a wagon. At some point, windows were installed in the west wall of the carriage house. At least one window was reused, having been removed from the primary residence. It is likely that this would have been done ca. **1867** when Joseph Moore added the east addition to his house. Some of these alterations may have been undertaken to adapt a barn structure to suit the needs of the family used to New York society.

It is quite possible that the carriage house was built over the foundations for an **earlier structure**. This could be confirmed/refuted perhaps through some archaeological testing. This seems likely, though, because a totally **submerged basement** is an unusual feature for a barn or carriage house.

GENERAL STAFF COMMENTS

The carriage house at Norwood is a good example of a building type which is an integral part of the developing history of the site. The discussion above raises many more questions about the building than it answers, illustrating the complexity of the physical record of our past.

The applicants have brought in a proposal to remove the carriage house and build in its place a large multi-use structure which approximates the appearance of a large outbuilding. This proposal takes into consideration the existing condition of the structure which needs some attention (structural system) and upgrading (HVAC, plumbing), and the fact that their proposed **program is simply too large** to be accommodated within the existing structure in a cost-effective manner.

Rehabilitation:

Rehabilitation of the carriage house would involve some **structural repairs** as well as the installation of new finishes. Costs for installing electrical, plumbing and HVAC systems would be incurred in the construction of a new building too. Structural concerns which are mentioned by the applicants' contractor include the replacement of **sills**, providing an adequate floor **joist** system in the west bay, and concerns about the central **tie beam** which was removed. Concern has also been expressed about the possible cost for the removal of the stucco finish so that the wood **siding** below can be revealed. Finally, concern has been expressed about the uncertainty involved in renovating a historic structure when there are many unknowns prior to actually proceeding with rehabilitation.

The structural repairs mentioned above are fairly typical in the rehabilitation of a historic structure. **Wooden sills** are often replaced as they are so vulnerable to deterioration in their close proximity to the ground. The supra structure is raised is sections so that the sill can be replaced without actually lifting the whole building off of its foundations. This procedure takes careful planning, but it is not complicated, and is done all the time.

Staff shares their concern over the removal of the **central tie beam** in the 2nd story. However, this was apparently removed many years ago (perhaps in 1919?), and the roofline of the carriage house does not appear to be sagging or spreading. In older structures, with post and beam construction, it is often found that the aspects of the structural system were redundant and therefore, it is quite likely that the central tie beam is not actually necessary for the structural loads. This should be reviewed by a structural engineer. Should it be determined that a collar tie is required for the roof loads, a lighter structural member can probably be designed for placement higher up in the room, thus permitting the present effect of a high open space.

There are certainly questions concerning the condition of the original siding under the **stucco finish**. Removal of the stucco finish, should the HPC approve this measure, is not a difficult task. The stucco system is applied on a wire mesh which is simply tacked over the wood siding. Removal of such systems have been done numerous times in historic districts in Baltimore and Washington, for example. The original siding is often found to be in surprisingly good condition. This is, of course, an unknown at this point.

Program:

Ultimately, staff is concerned that the owners have devised a **program** which is simply too big for this structure. This is most apparent when one considers that they are proposing to build a 2-1/2 story structure to replace this 1-1/2 story building, utilizing a footprint which is slightly larger than that of the existing carriage house. **Other options** to achieve the programmatic needs should be considered before the proposed demolition of the existing carriage house is approved.

Norwood has a fine collection of buildings illustrative both of the family farm and the country house. In addition to the residence and the carriage house, there is a fine bank barn with a cistern integrated into the site, and an outstanding corn crib/granary built in the gothic or pointed style with pegged timber construction. There are also several smaller farm buildings and sheds in an informal group all north and east of the house. All of these outbuildings are protected under Chapter 24-A. **All of these buildings provide existing space for part of the program**. And, by utilizing an existing building for a current need, the applicants will find that it makes more sense to preserve these historic structures.

For example, **there are currently three bays** available in the existing carriage house for parking if the west bay is opened up for an 8' doorway. That still leaves the existing shed addition at the northwest corner for renovation as the exercise room. (They propose a 10' x 15' space for this use in the new plan). **Storage space** proposed for both the ground floor and the third floor of

the new outbuilding could be relocated in any of the existing outbuildings to the east of the carriage house. The upper floor of the bank barn could be used for lawn tractors and gardening equipment. The bank barn could also be used for other storage purposes, as could the Victorian granary.

The granary is a terrific example of barn construction with a distinct architectural style: it was built in the pointed style popularized by A.J. Downing in the 1850's.* The granary is a small barn which is completely intact. The framing is all pegged, and in fine condition. The siding has deteriorated in some places, notably where trees have encroached on both the north and west sides. In addition, the footings are deteriorated and should be repaired. **The granary could be used by the children as a play house**. Apparently it has been used as this in the past. The applicants could install electric and HVAC systems, even if there would be some difficulty with a plumbing system because of the problems associated with a third septic field.

If part of the program is removed from the proposal, the renovation of the carriage house will become more feasible. Other options include the removal of the concrete block addition and the construction of a larger **addition** to the carriage house on the east and north sides.

Finally, the HPC could consider a proposal to build an entirely **new structure** on the site which would provide the programmatic space required by the applicants.

New Proposal:

The new building proposed by the applicants draws on imagery from the existing carriage house and other barn buildings. They propose to reuse some of the existing materials, such as the garage doors (which have been already reused or reshaped!). They propose to match existing materials, using a standing seam metal roof, and horizontal wood siding. They propose to match the existing stair details, although they would relocate the stairs to the east elevation rather than the west elevation where they are currently located. They propose a round two-story feature reminiscent of a silo on the west elevation.

When new construction activities are undertaken at a historic site, it is encouraged that the new work be clearly represented as such. (Replication of lost or demolished historic structures is also permissible when there is sufficient evidence to follow.) This proposal is clearly for a new structure, and would be readily understood as such. Should this proposal go forward, staff would not recommend the use of the storage silo on the west elevation as this is clearly seen from the public right-of-way. The storage silo is associated with dairy operations, and the farm structures at Norwood are all located to the east of the carriage house. The existing carriage house was linked more closely with the brick residence through the decorative treatment of the porch facade and columns and the stucco finish. Staff feels that it would be adviseable to maintain that corrolation. The silo tower could easily be either shifted to another elevation, or be redesigned to hint at residential activities rather than barnyard activities.

* If it is correct that Joseph Moore built this building and the carriage house, it is interesting that he was sensitive in his additions to the main residence. The east wing of that building was done seamlessly with the existing brick 18th century house in the Georgian style. The windows were apparently simplified from 9/6 to 6/6. However, the barn and carriage house were built in the popular style of the day - the Gothic or pointed style.