17201 Norwood Road, Sandy Spring
(Preliminary Consultation) Norwood 28/13

Some slides used for
HAWP review
on Aug. 13, 1997 –
Slides filed there.
RDZ

- NORWOOD -
17201 Norwood
Rd
Preliminary
Consultation
3/4/16
2/8/13
Feb 22nd
Tim Fowler, Contractor
Tim + Cynthia Schneider, owner

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 / for Demo. 20% for Rehab

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.

January 30, 1997

Historic Preservation Commission
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

ATTN: Robin D. Ziek

It is our intent to construct a new but similar structure in the location of the existing carriage house at the Schneider residence at 17201 Norwood Road, Sandy Spring, Maryland 20860. The present structure has a single stall garage, a tackroom used for storage, and what were perhaps living quarters upstairs (unused). It has been remodeled extensively over and over throughout the years. The left hand side of the building has a full basement underneath accessible by an outdoor stairway hatch. We are asking permission to demolish this structure and replace it with a building comparable in style.

I. Our program requirements are as follows:

A 3 stall garage and garden storage

Rec room and exercise room with bathrooms and showers for owners and their children.

On the 2nd Floor: offices and in-law suite for possible use by owner's father and guests.

II. Structural Deficiencies and Safety Concerns

The present post and beam structure is a modified post and beam structure as it has been infilled with balloon style framing between the structural members to carry interior wall finishes in the tack room at the first floor and in the quarters above. The building never had any plumbing and would have to be modified extensively to carry that and to tie into a new septic field. It also has code and head room limitations for any new program

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use. Ceiling height at the 2nd floor is about 5' 11" as you enter. Renovation would be difficult working within the confines of a modified post and beam structure. Also serious repairs would have to be made to the existing structure: sill plates on a cobbled stone foundation close to the ground are in many cases rotten and would need to be replaced. The floor joists in rear of tack room are fallen into the basement below. A main collar tie was torn out in a previous remodeling.

III. Costs

Even if the existing structure could handle our program needs the cost of renovating it back to a usable heated shell would be approximately $300,000. The cost of our new frame shell is approximately $200,000, assuming renovation costs are about double new construction costs. The cost to make the structural, safety, and code changes would be extensive before we even got to putting any of the new finish elements of our program in place. Cost to remove existing stucco siding over lap board siding would be prohibitive, and the condition of lap board siding underneath would take a major effort to repair just to bring back to the condition of the surrounding barns, etc. There are many unknowns.

Present program needs can not be satisfied in the existing structure, but can be satisfied within the existing footprint in the 2 1/2 story structure we propose. This location for the proposed new structure is also important to the owner from the point of view of line of sight from the existing house and line of sight from the office space to the pool for the safe supervision of children.

Very truly yours,

Guy H. Semmes

Guy H. Semmes
President

GHS/dds

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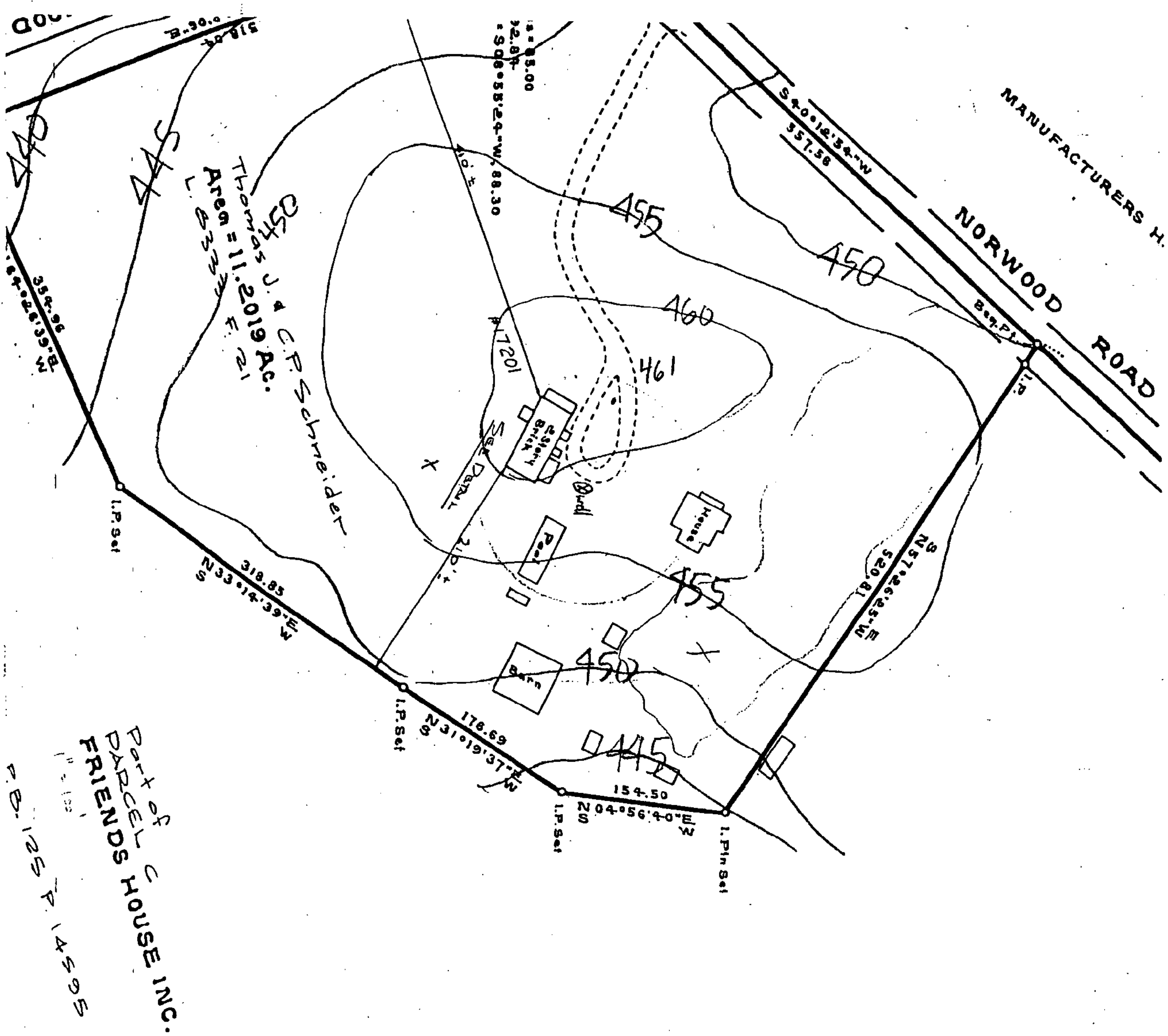

site plan showing exist'g carriage house.

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

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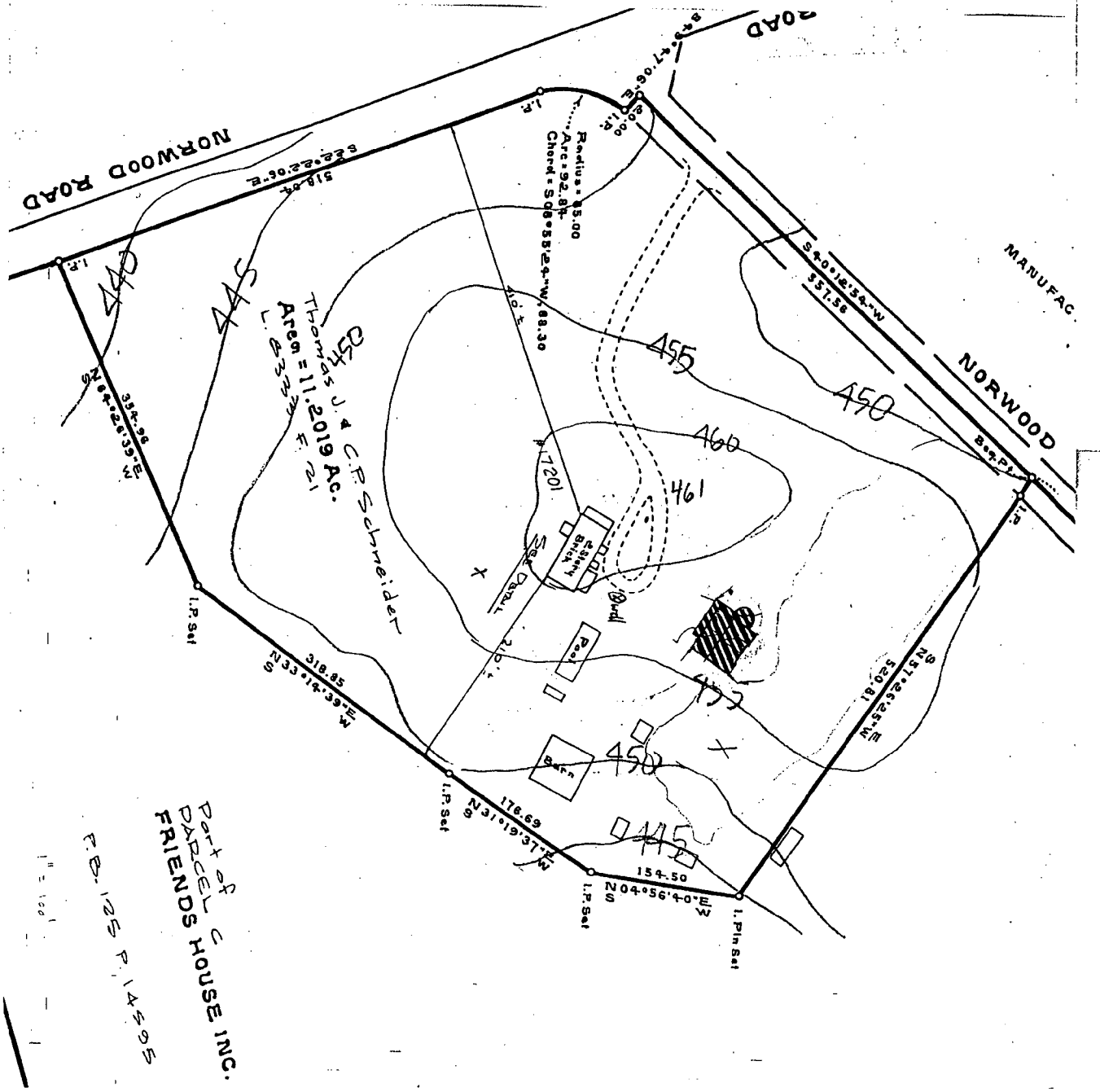

Site plan showing proposed carriage house.

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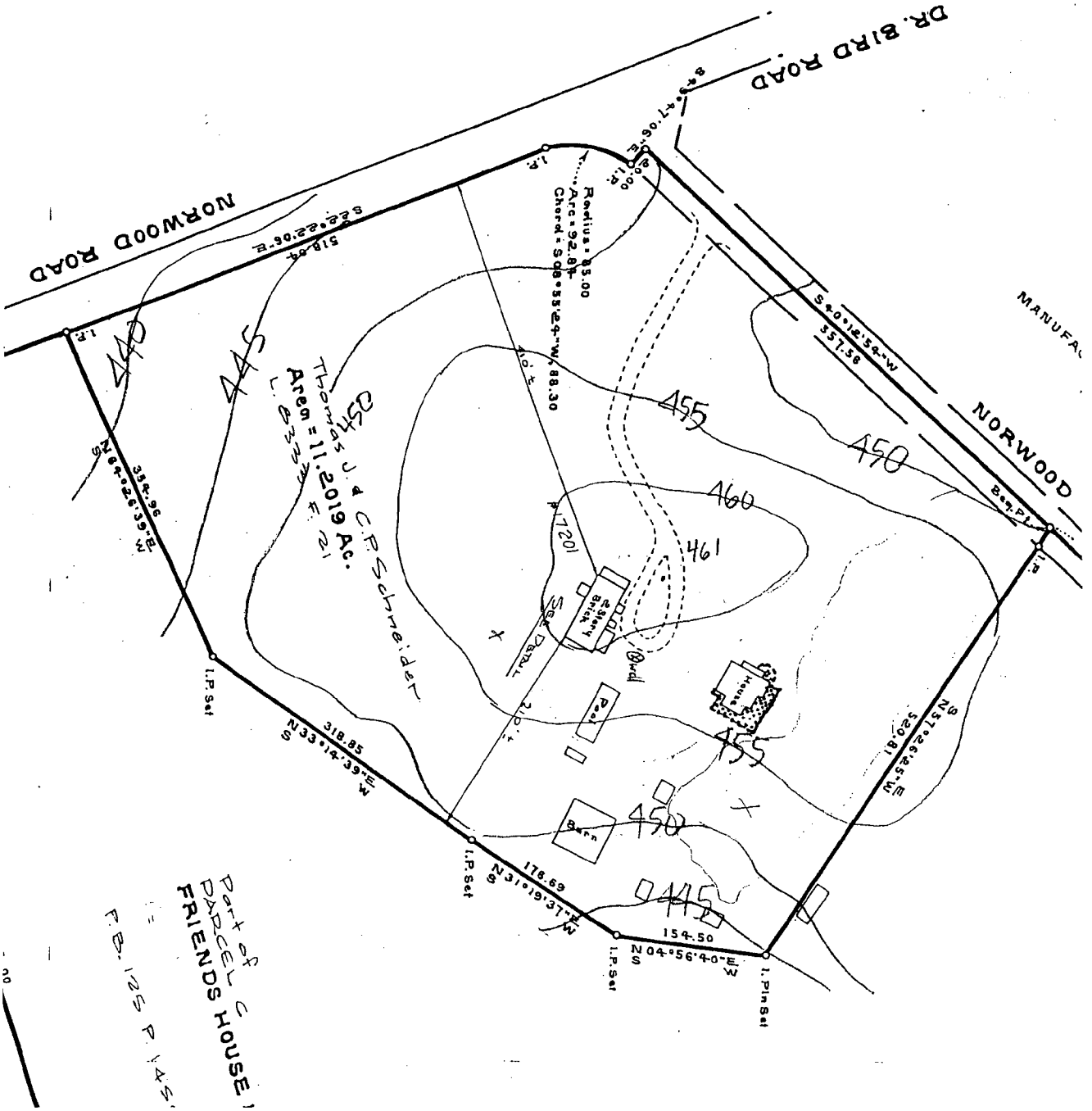

site plan and property data

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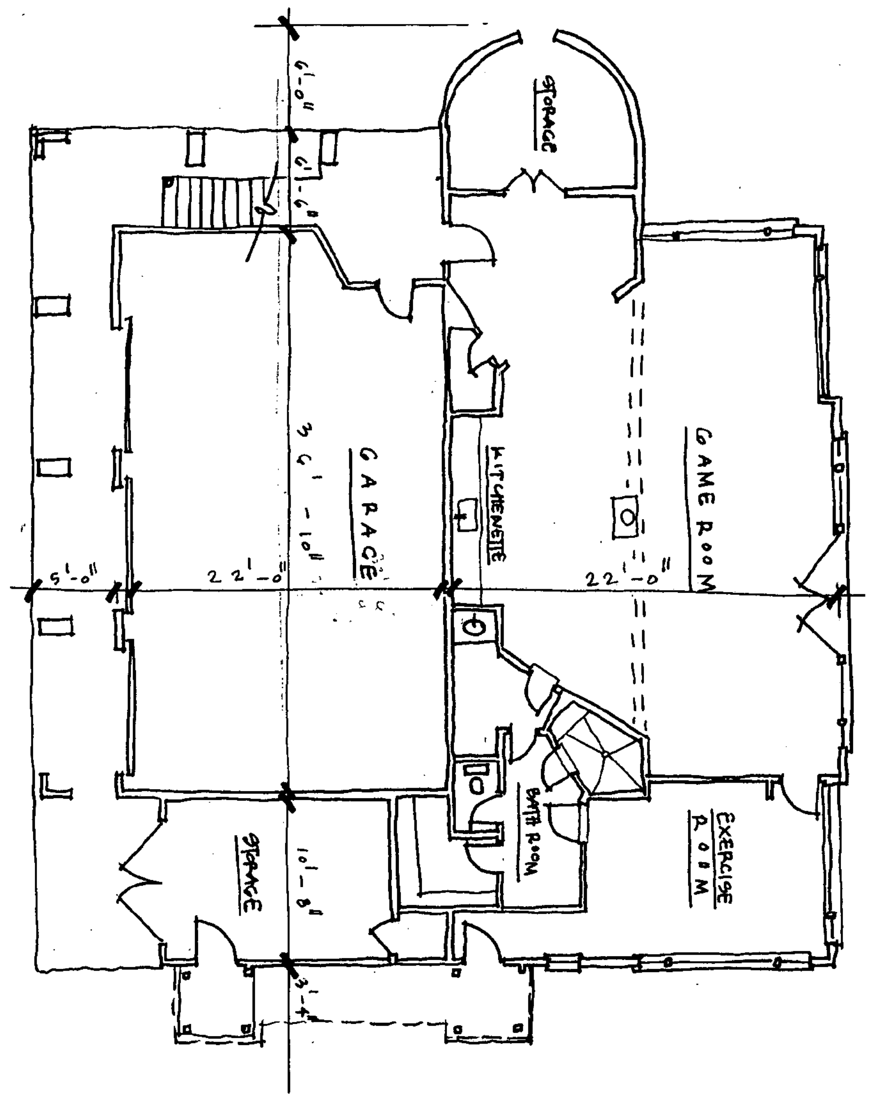
SCHNEIDER CARRIAGE HOUSE 17201 NORWOOD ROAD SANDY SPRING, MARYLAND	RILL & DECKER ARCHITECTS, P.C. 4901 FAIRMONT AVENUE BETHESDA, MD 20814

PROPOSED FIRST FLOOR
1/8" = 1'-0"



2090 # 1st fl
2090 # 2nd
330
x 2.5
1650
660
825.0 # to 3rd fl.

4180 1st + 2nd fl
5005 1st, 2nd, 3rd fl

36-10
10-8
46-18
47-6

37'

(12)

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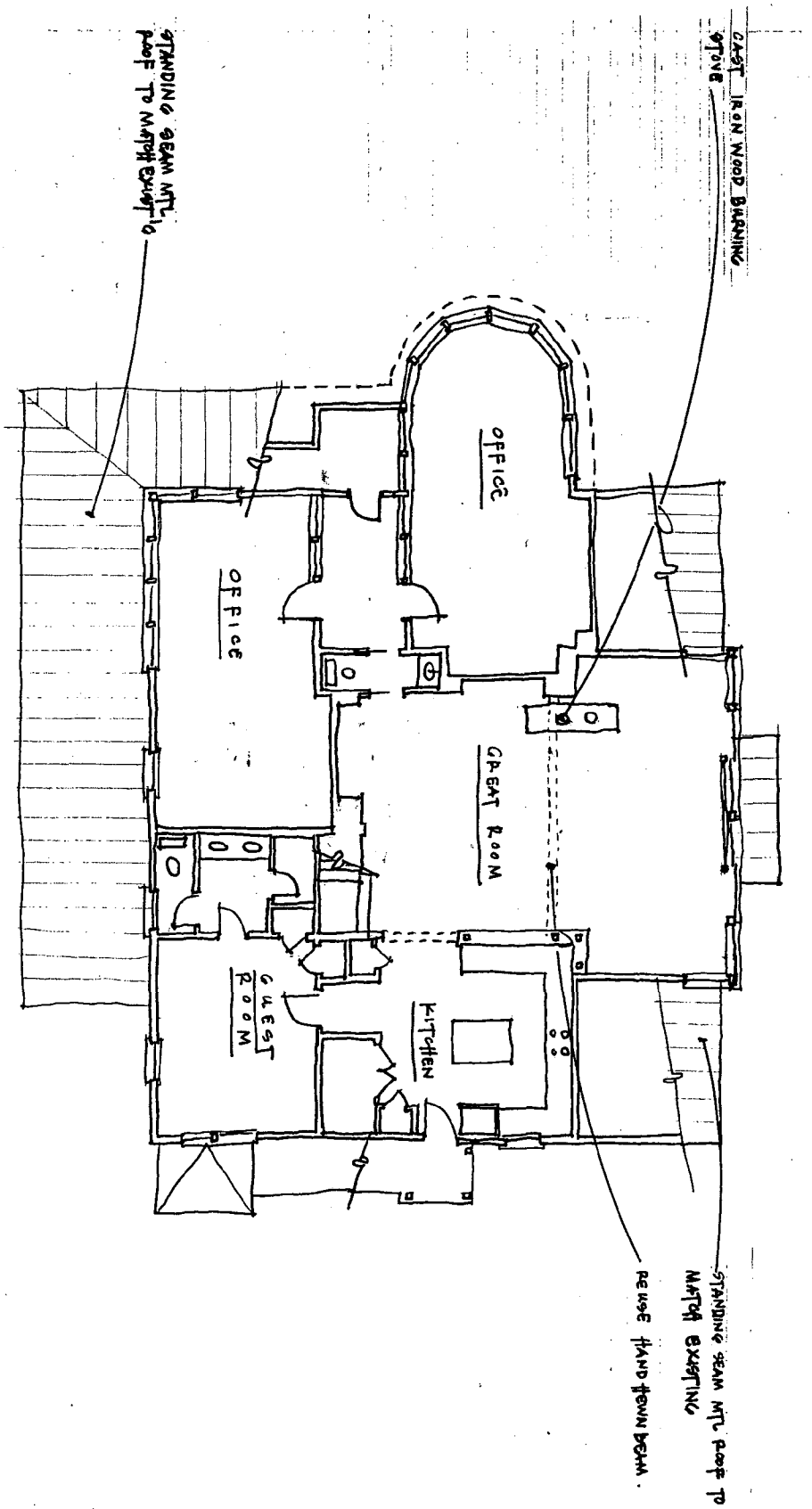

PROPOSED SECOND FLOOR.

1/8" = 1'-0"

13

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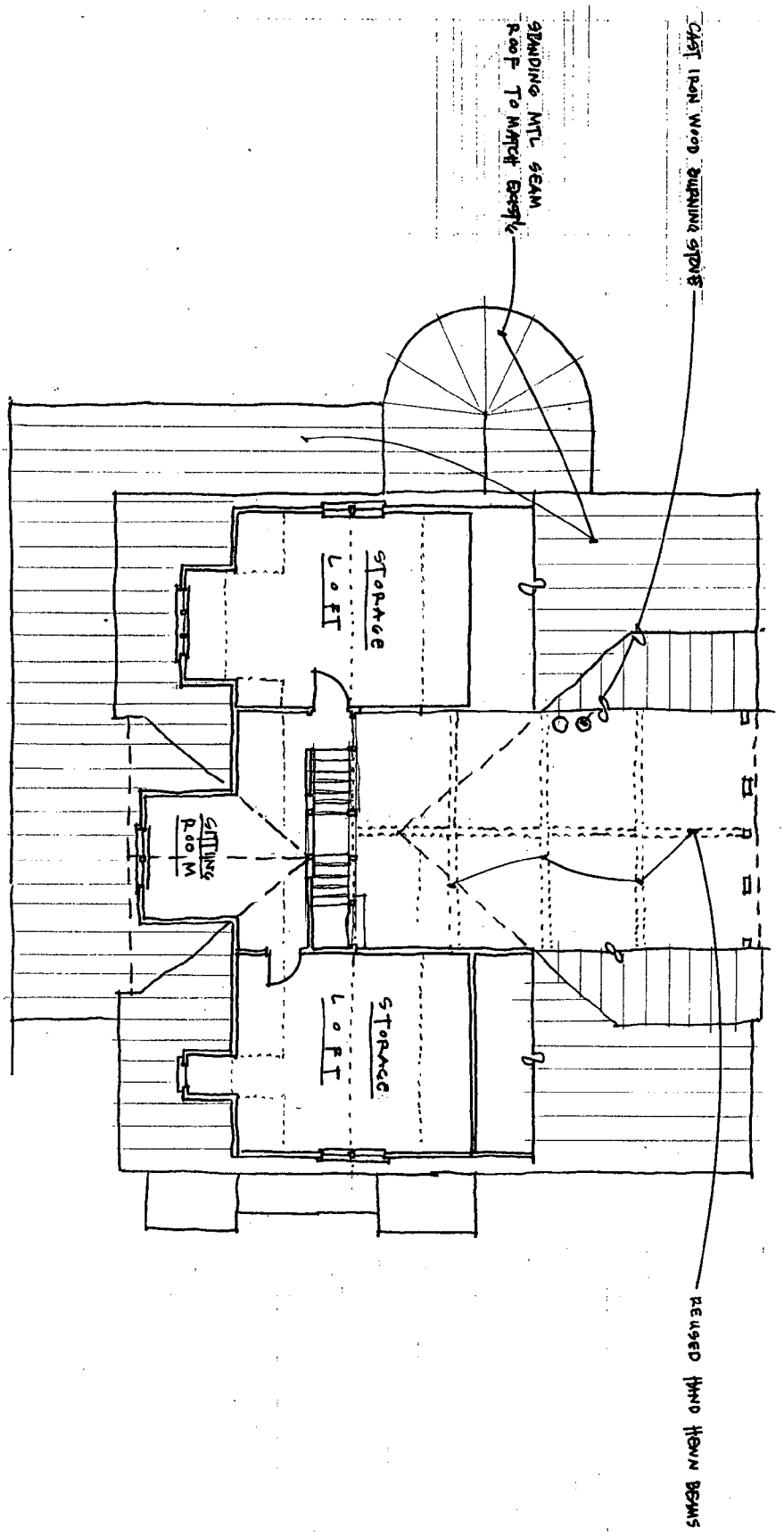

PROPOSED THIRD FLOOR

1/8" = 1'-0"

14

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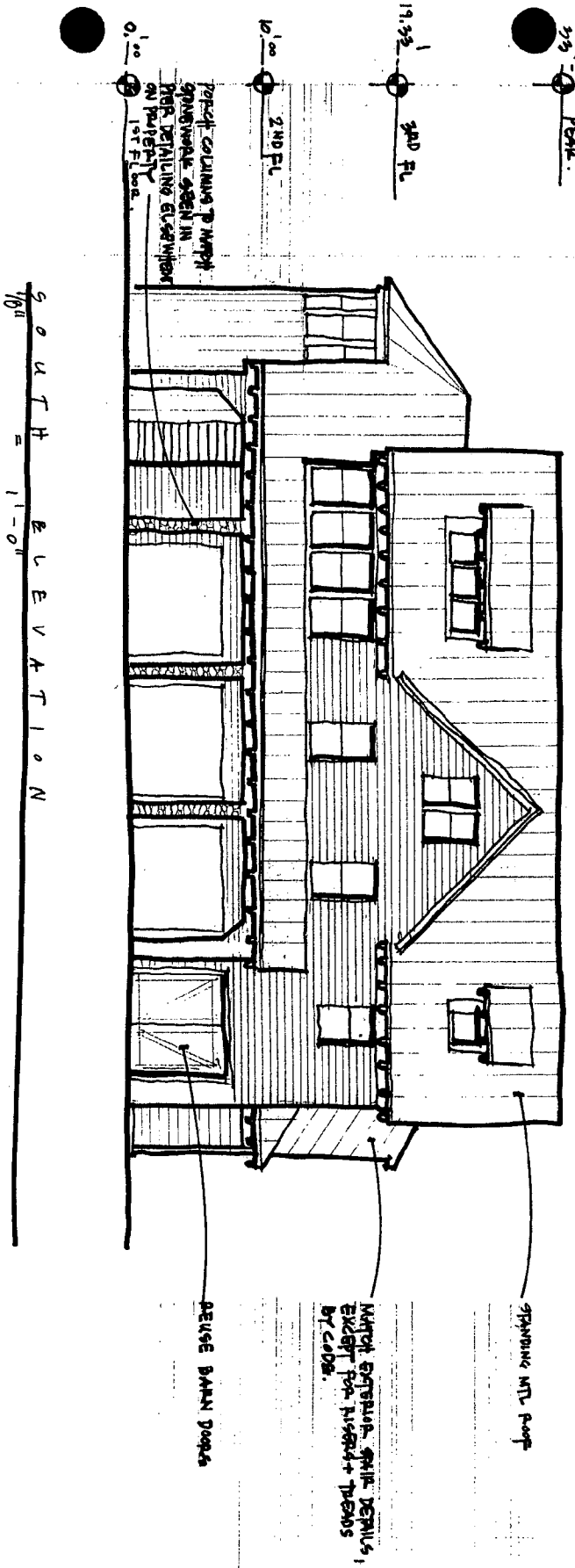

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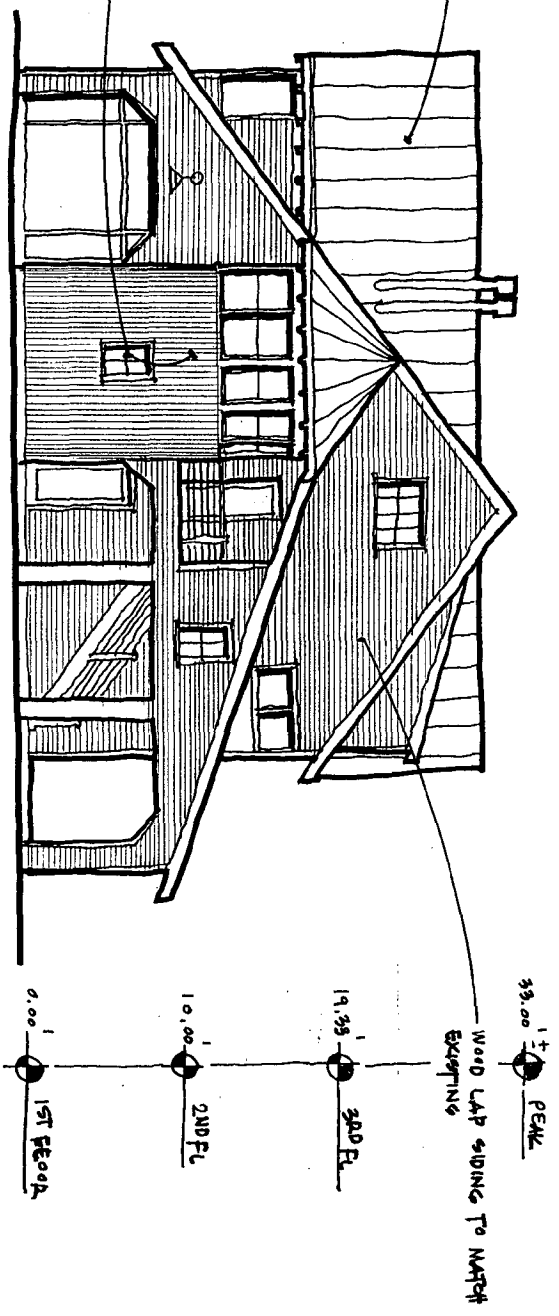

WEST ELEVATION

1/8" = 1'-0"

16

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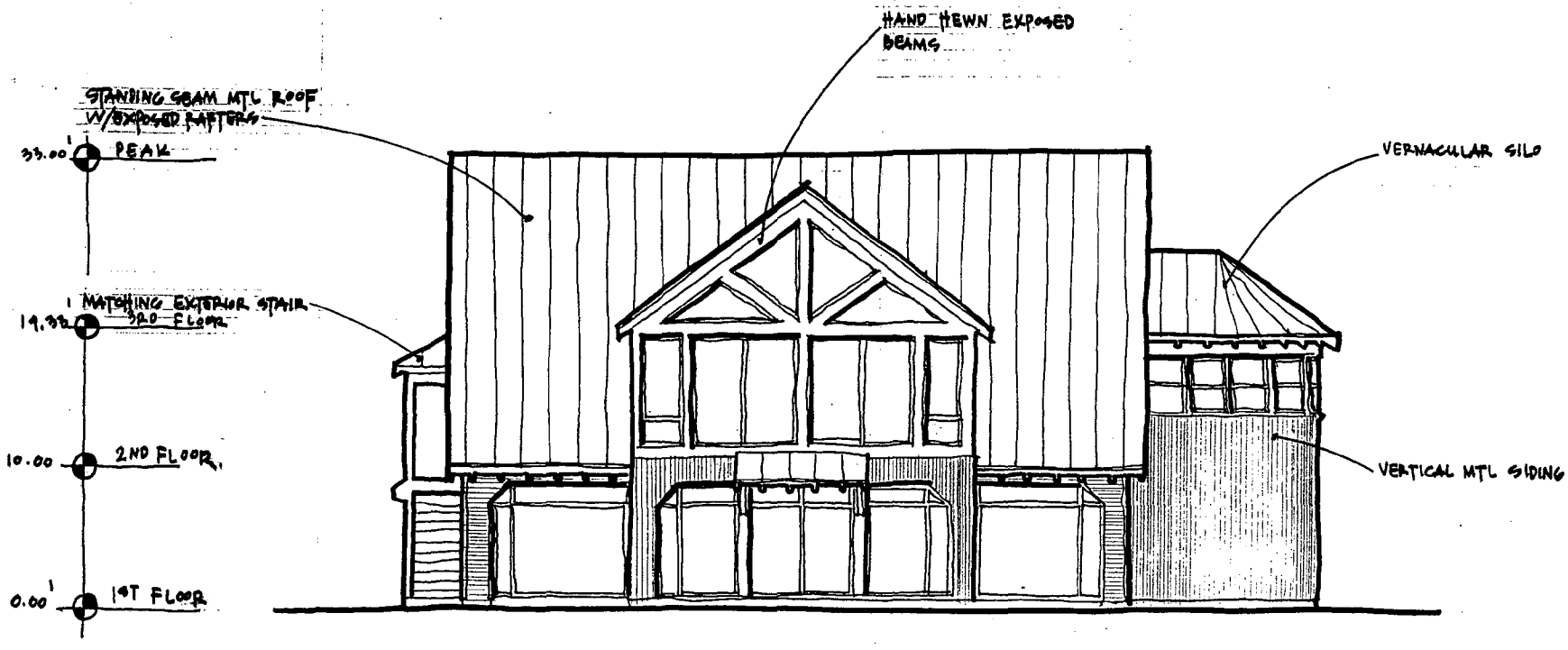

NORTH ELEVATION

1/8" = 1'-0"

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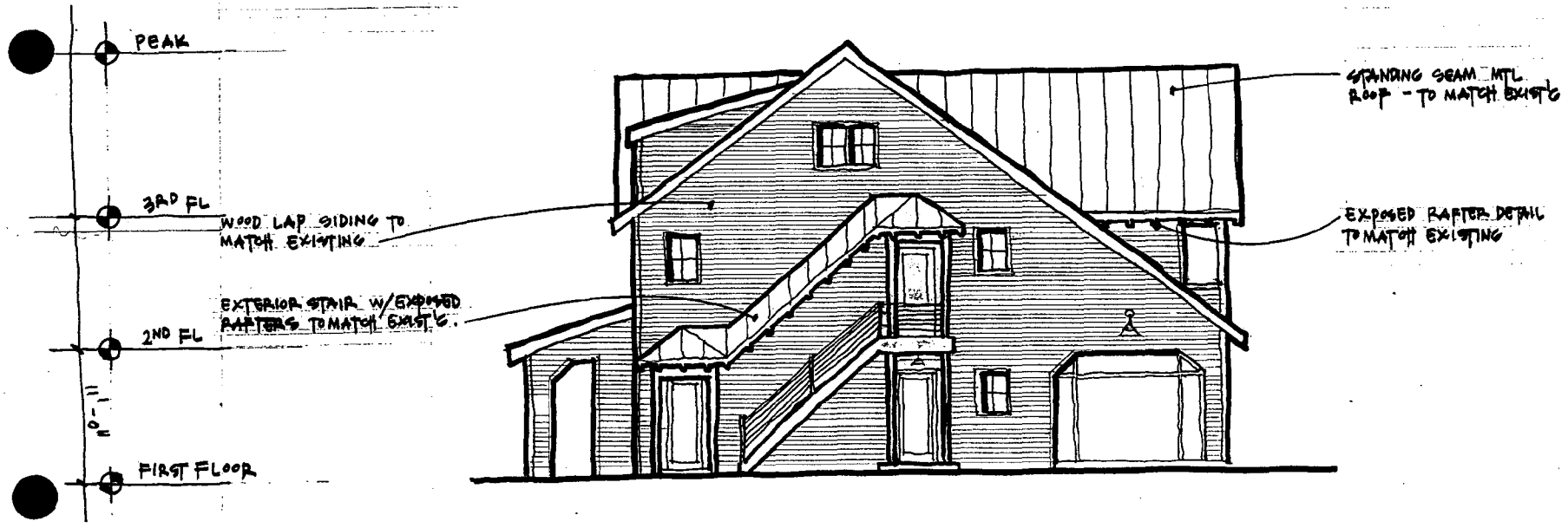

EAST ELEVATION

1/8" = 1'-0"

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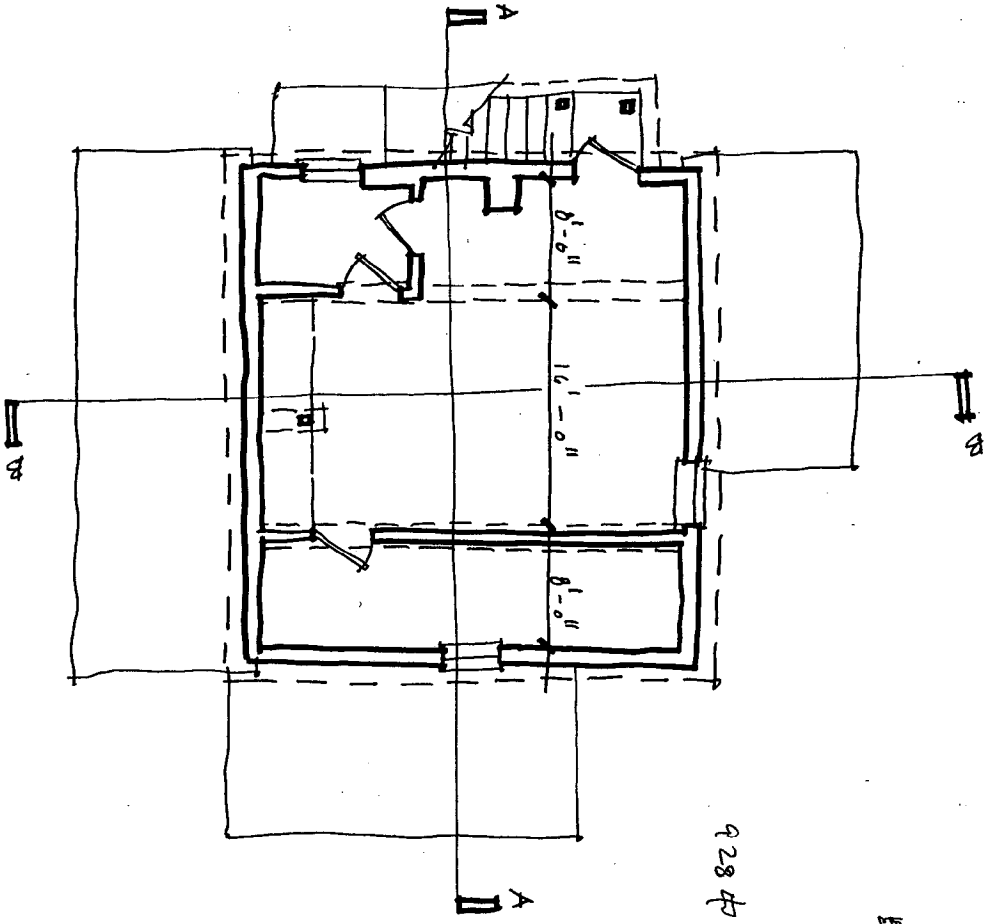

Second Floor Plan - Existing Building.
1/8" = 1'-0"

928 ft

Existing: 2194.5 ft

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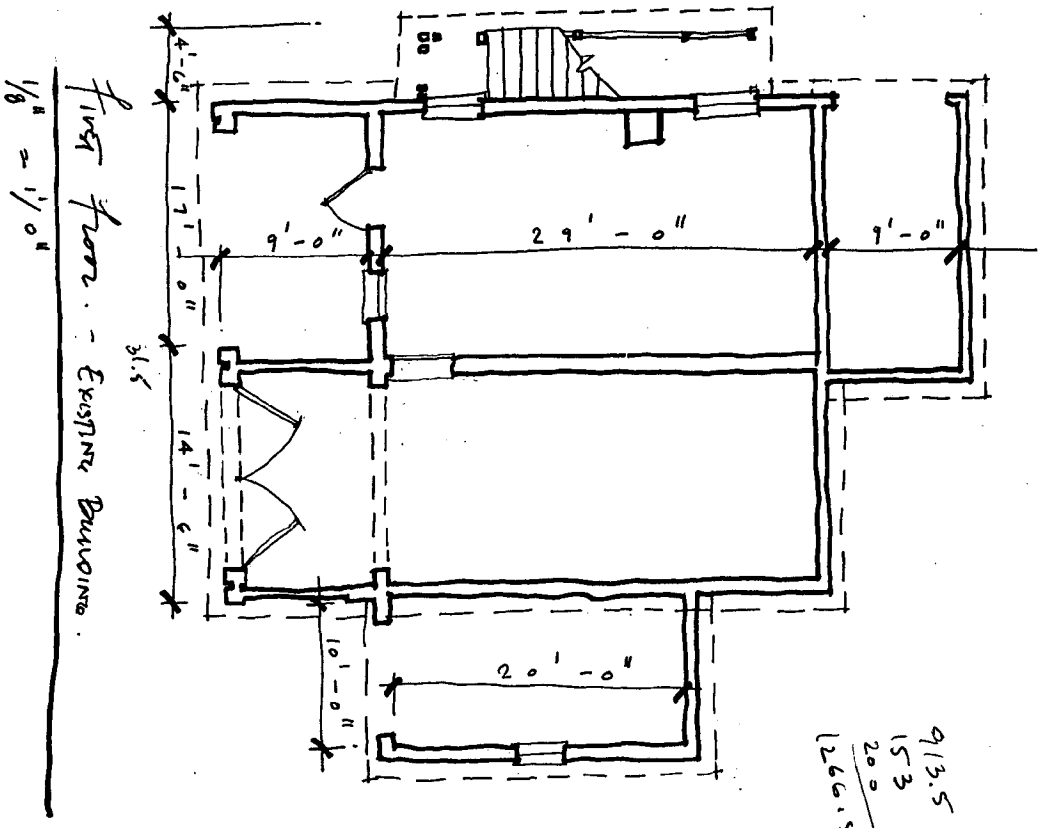

First floor - Existing Building.
1/8" = 1'-0"

913.5 ft
153
200
1266.5 ft

20

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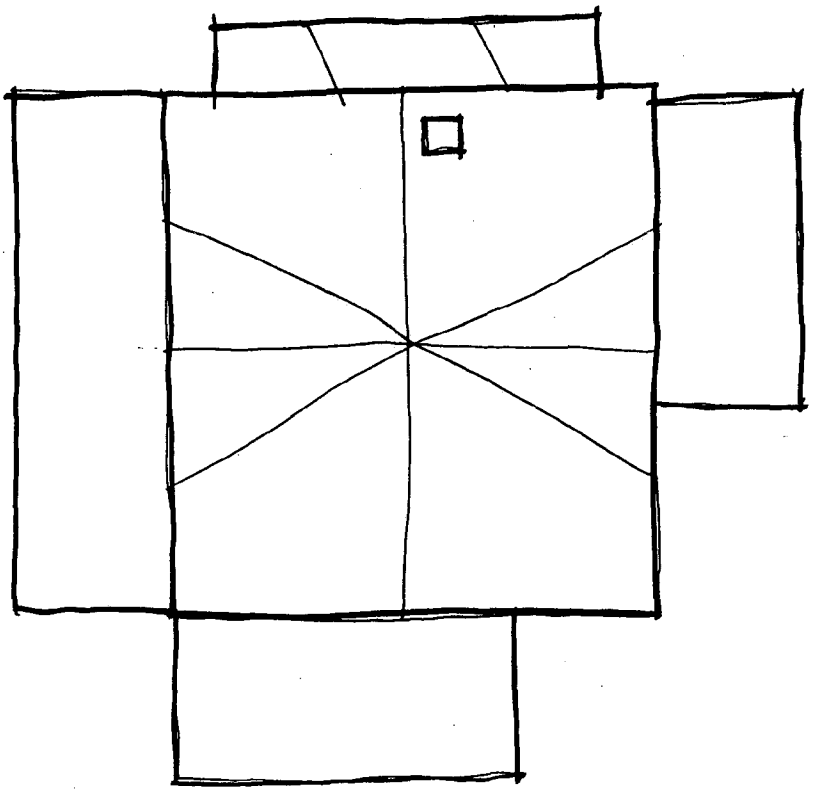
Roof Plan - Existing Building.

1/8" = 1'-0"



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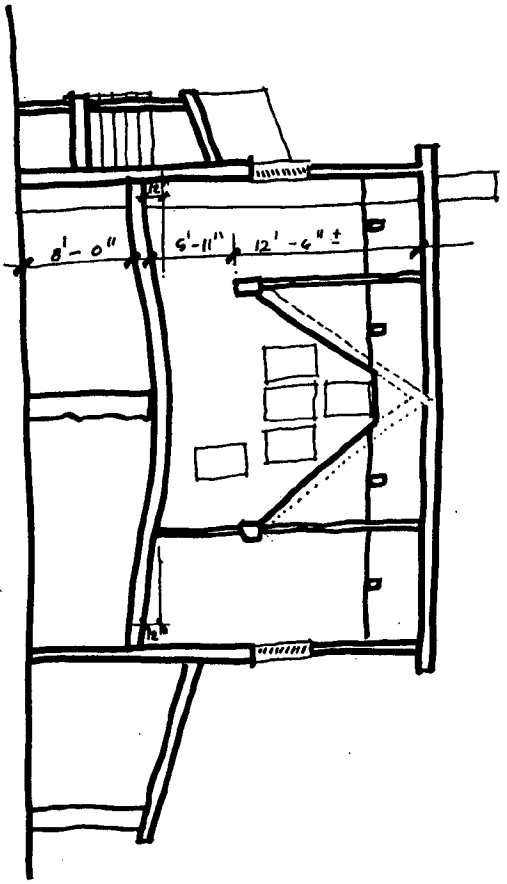
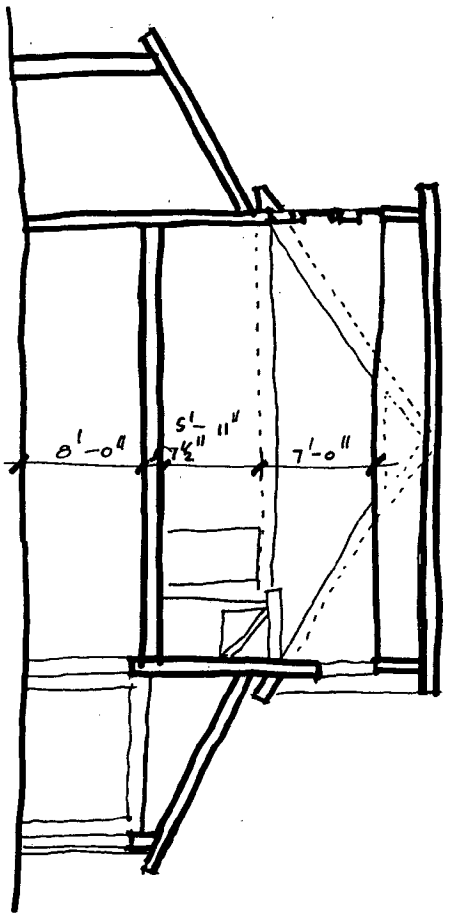
Section A-1 - Existing Building

1/8" = 1'-0"



Section 'B'
1/8" = 1'-0"



EXISTING BUILDING

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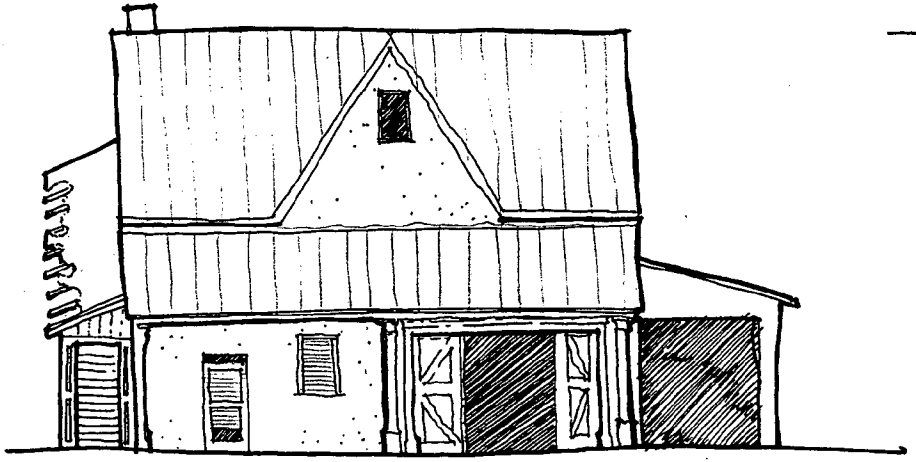
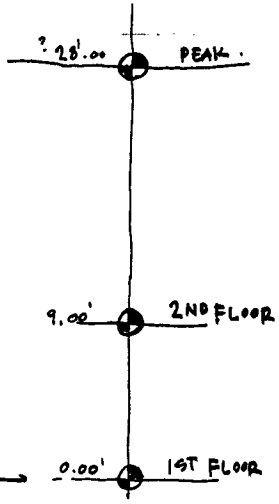
STANDING SEAM MTL ROOF

EXTERIOR STAIR W/ ASPHALT ROOF





SOUTH ELEVATION

1/8" = 1'-0"

24

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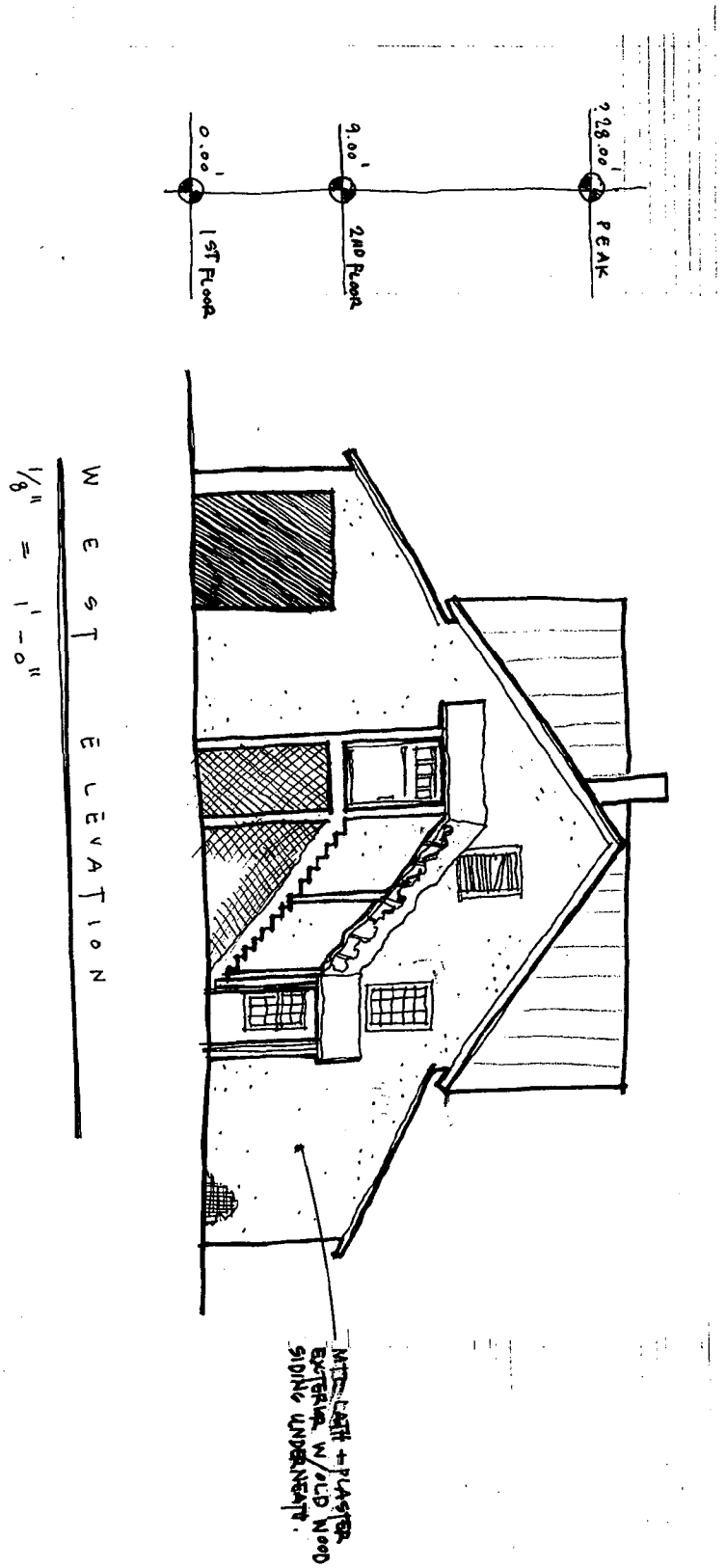

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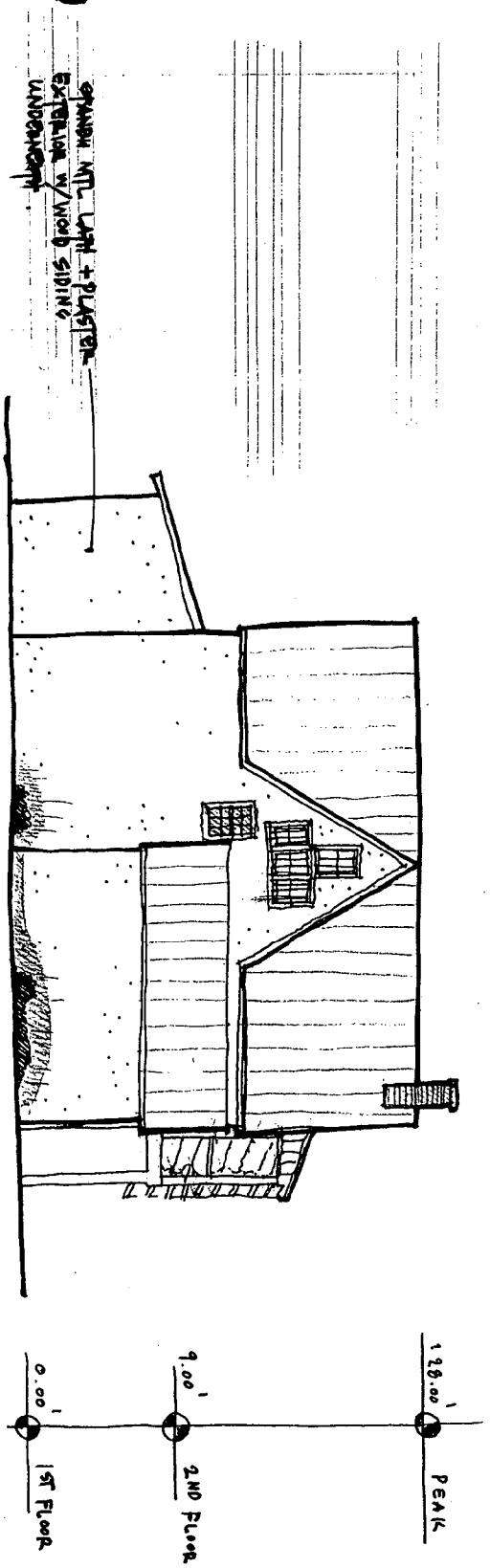
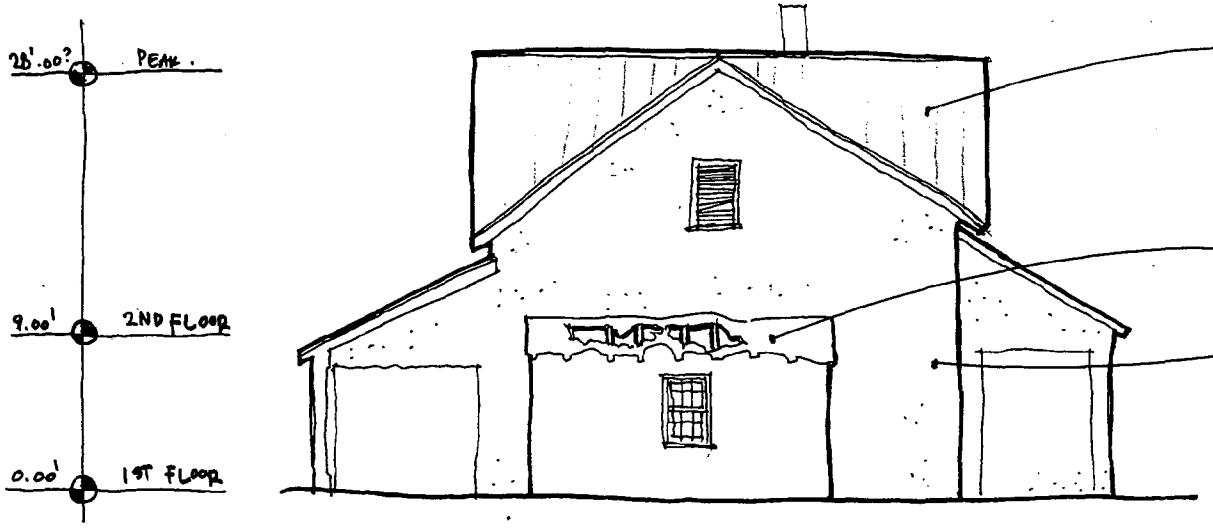
25



NORTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"

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Fig. 1.1 South Elevation

Fig. 1.2 South West Elevation

Fig. 1.3

Fig. 1.4 East Elevation

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8

20

Fig. 2.1 Second Floor - Looking toward door.

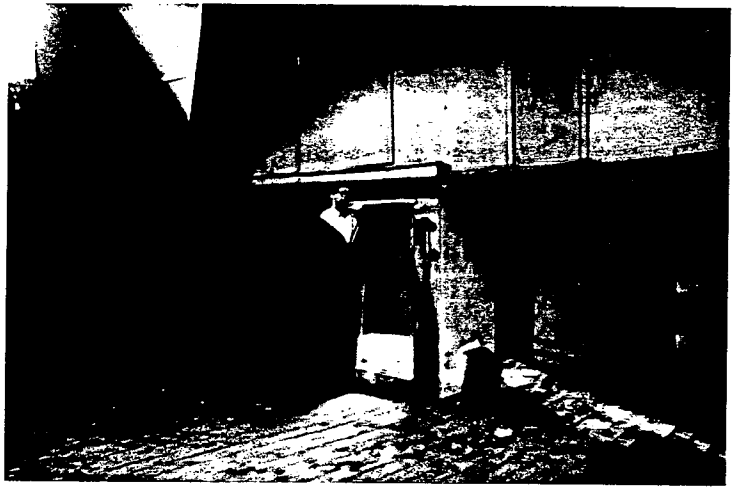

Fig. 2.2 Second Floor - Looking toward front

Fig. 2.3 First Floor - Looking toward front

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Fig. 3.1

Fig. 3.2 Shed

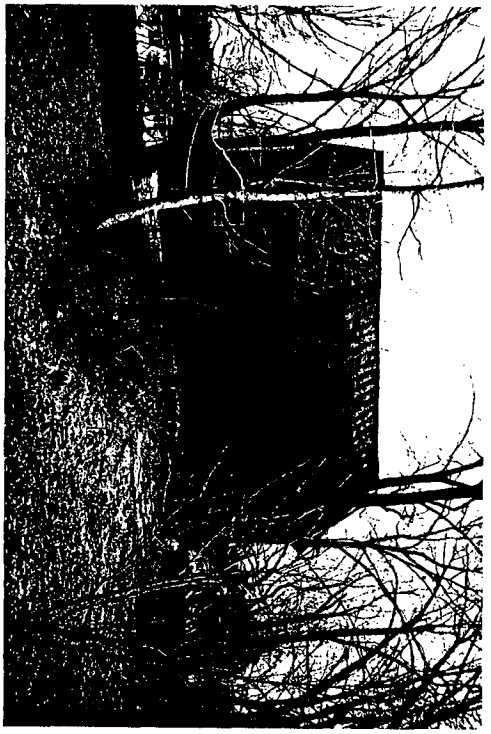

Fig. 3.3 Barn

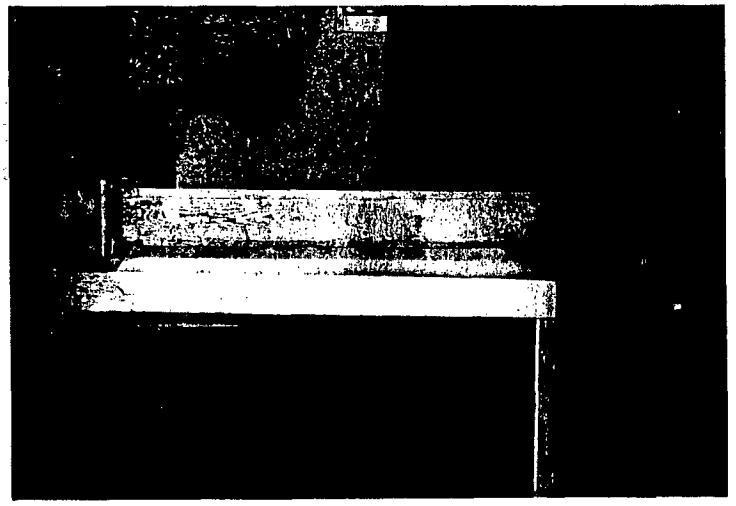

FIG. 4.1

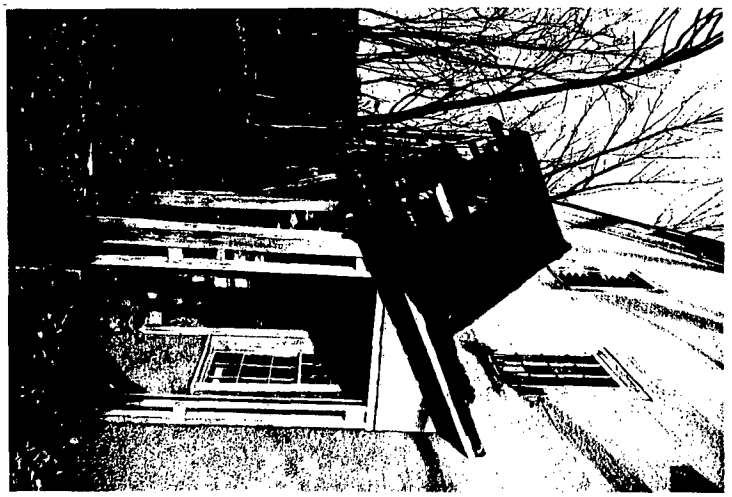

FIG. 4.2

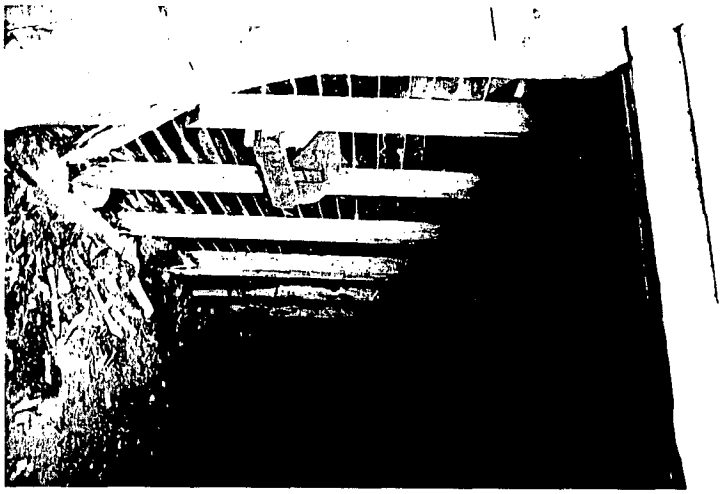

FIG. 4.3

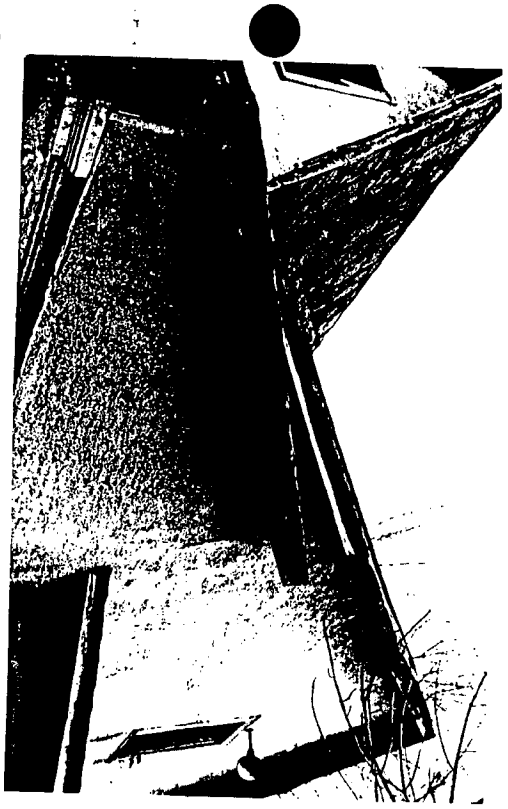

Fig. 5.2

Fig. 5.1

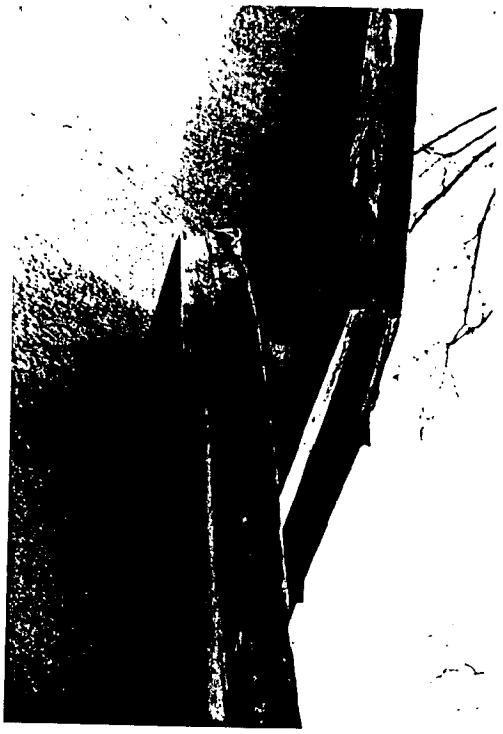

Fig. 5.4

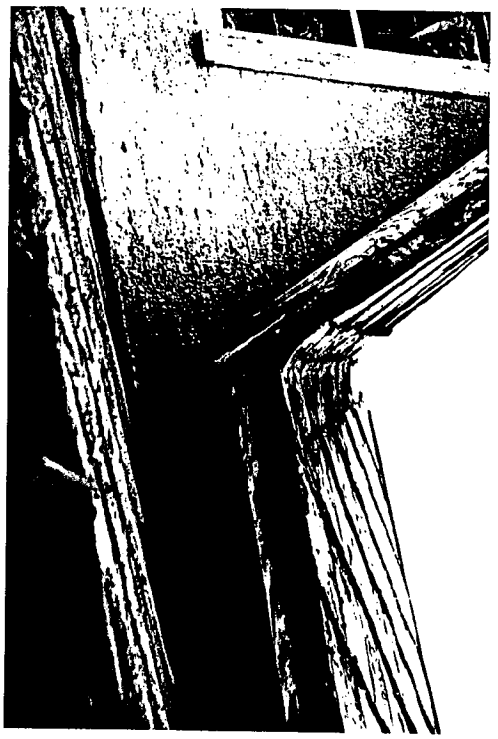

Fig. 5.3

Fig. 1.4 East Elevation

Fig. 1.2 South West Elevation

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Fig. 2.3 First Floor - Looking toward front

Fig. 2.2 Second Floor - Looking toward front

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Fig. 3.3 Barn

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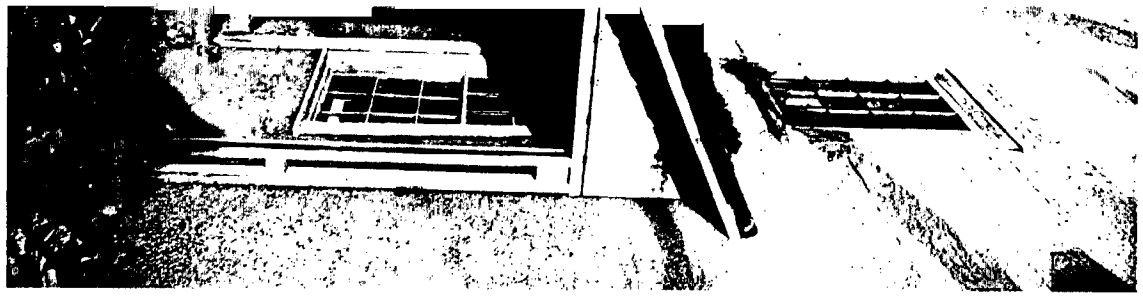

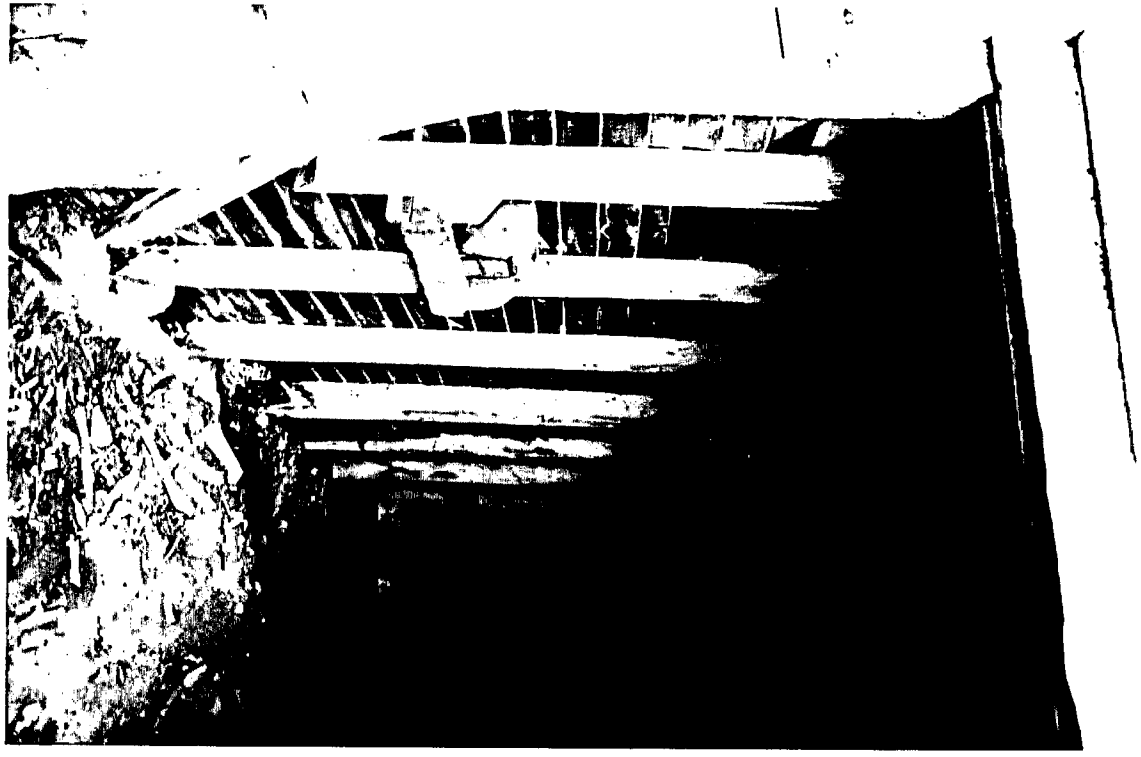

FIG. 4.3.

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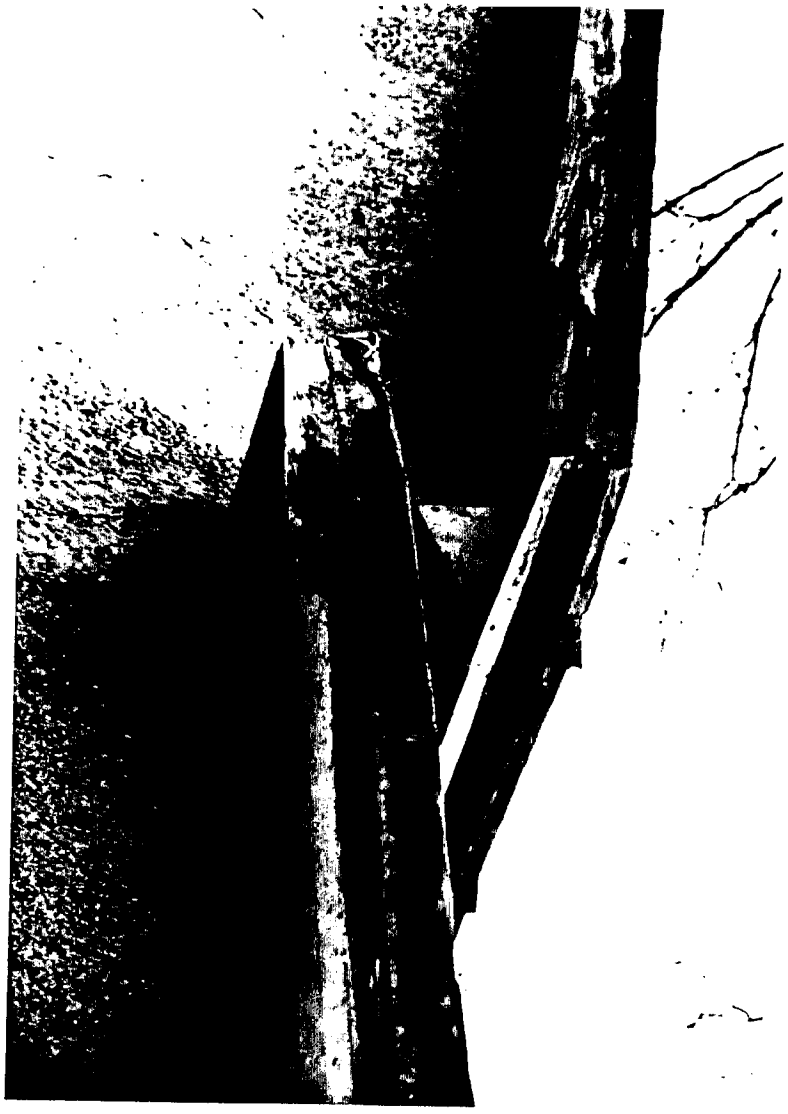

Fig. 5.4

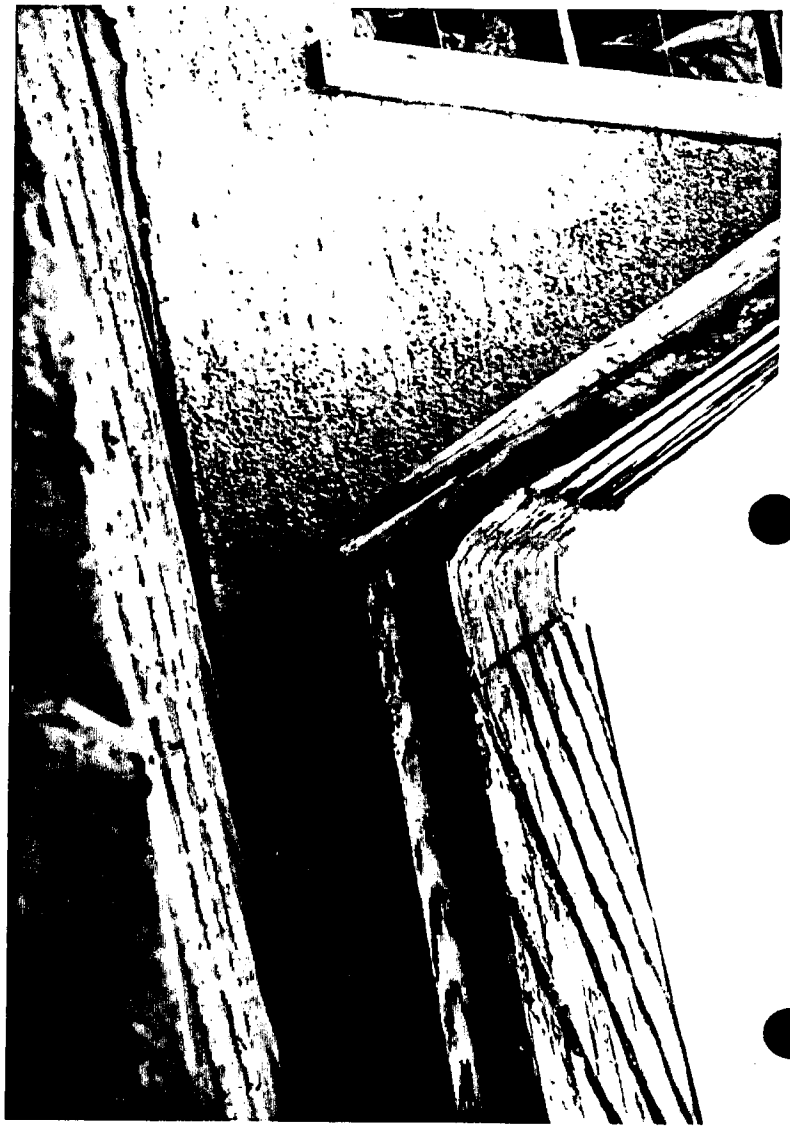

Fig. 5.3

SCHNEIDER CARRIAGE HOUSE

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Fig. 1.1 South Elevation

Fig. 1.3

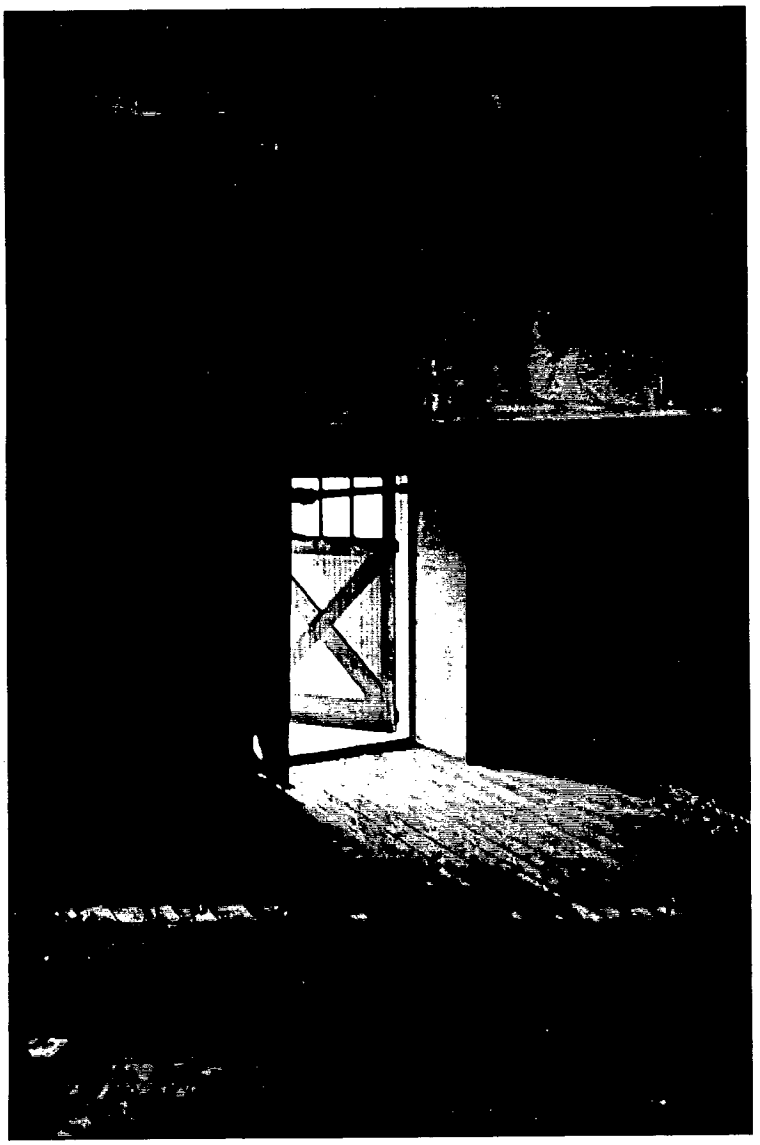


Fig. 2.1 Second Floor - Looking toward door.

Fig. 3.1

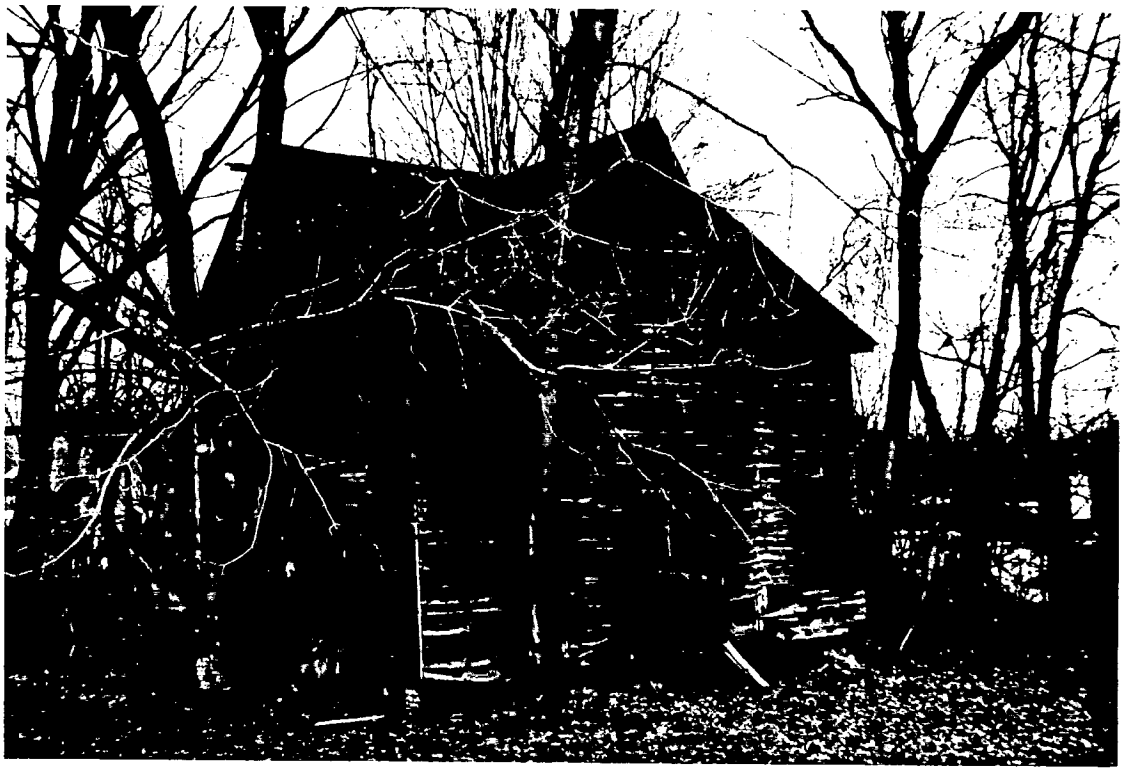


Fig. 3.2 Shed

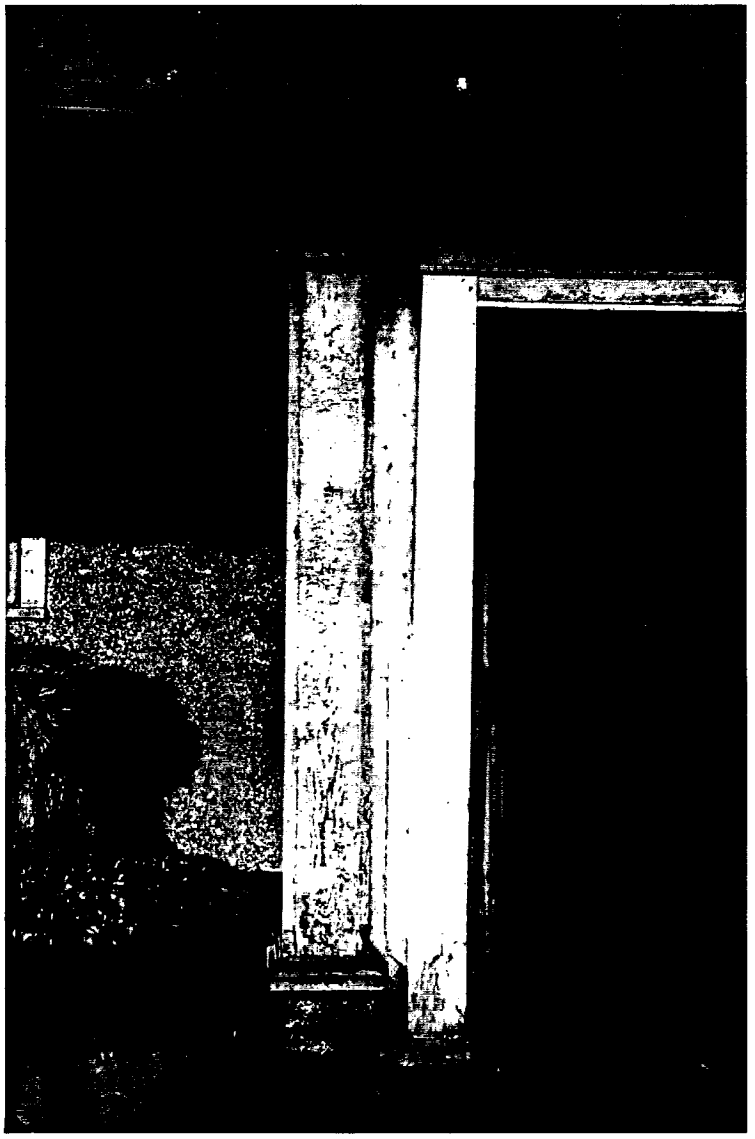


FIG. 4.1

FIG. 4.2

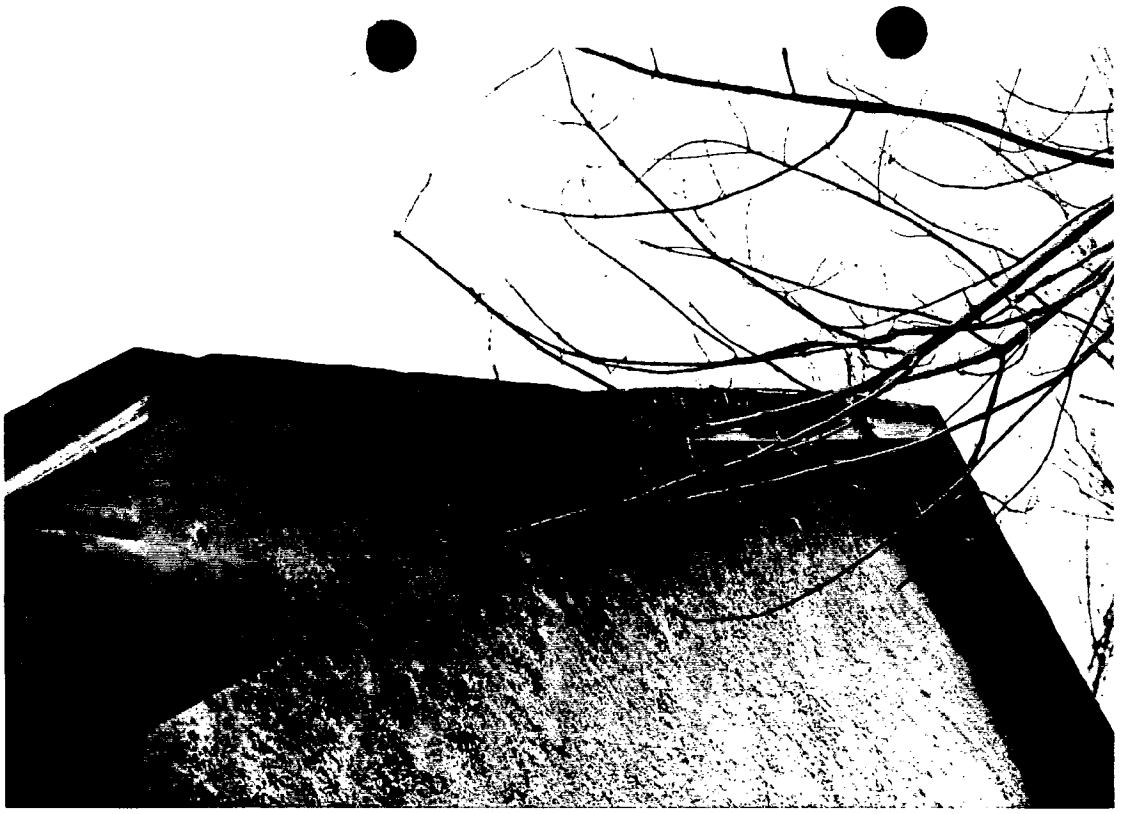


Fig. 5.1

Fig. 5.2

CUSTOM HOME BUILDERS
12944-C TRAVILAH ROAD • SUITE #204
POTOMAC, MARYLAND • 20854
301-840-9121
FAX: 301-590-9715

Hopkins & Porter
CONSTRUCTION

Guy Hopkins Semmes

Rill & Associates Architects, P.C.

James F. Rill, AIA

4901 Fairmont Avenue
Suite 202
Bethesda, MD 20814
301.652.2484 PHONE
301.652.9262 FAX

RILL & DECKER ARCHITECTS, P.C.
4901 Fairmont Avenue Suite [redacted]
BETHESDA, MARYLAND 20814

(301) 652-2484
FAX (301) 652-9262

LETTER OF TRANSMITTAL

TO Robin Ziek
Historic Preservation Planner

DATE	JOB NO.
2/16/97	

ATTENTION: Robin:

RE: Scanlon Carriage House.

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☒ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
2	2/18/97		2 @ 1 set 8½ x 11 & 1 set 11 x 17. } Revised plans, elevations/sections

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval

☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints

☐ For review and comment ☐ _____

☐ FOR BIDS DUE _____ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

Any questions, please call Mary Hooper.

COPY TO _____ SIGNED: _____

If enclosures are not as noted, kindly notify us at once.

1/21/97

See
= Merry-Go-Round Farm Potomac
- for new sympathetic Development

Thursday 2pm - Planning Bd Check Agenda - for Friends'
Meeting ~~[illegible]~~ Retirement home plans

changes through time - ① filling in & separating 2 spaces - 1/2 bdr well
originally: in brick foundation
② 3 column porch - 2 bays - then rt bay
filled in with doors at front plane
③ Upstairs - Collar ties / beams cross hand hewn 3 -
but center one cut & partially removed
already

for 3
Cors: 2 main bays + 1 side bay

"Georgian"

Carriage Museum of America Library

Library Susan Green

for (717) 656-7019

→ Thrasher Museum - by appointment

May - Tues - Sun

11-3.

Deborah Miller

301 777-5874

Heritage Days in June

Hardware

45

9

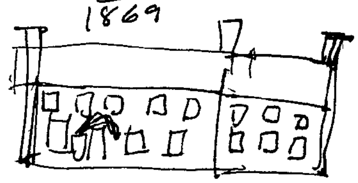
2/12/97

Delmas Wood, Dr. Bird Rd. He auctioned off all
Cell: 924-2134 the paintings + the studio + house -
1979 ~~1970's~~ ... after the son died...
for Norwood...

Norwood - home of Senator Joseph Moore - He was from the area, but bought Norwood in 1867.
Milton Herbert Bancroft...
Born 1866 - @ Newton Mass.
Married Margaret C. Moore 1893
died 1947 age 81 in Norwood
children - John, Nancy (Anne), Thomas, Mary
retired to Norwood 1919.
artist + architect - Studied at Beaux Arts in Paris
Taught @ Swarthmore. ↑ Margaret was a student there! Painted in Paris + NY.
Built icehouse for Norwood
Exhibited Columbian Expo 1893
and Pan Pacific Expo 1915
- architect for re-modeling of Sandy Spring Lyceum into SS Community House

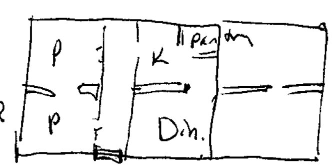
(1949 article) The boxwood maze? To the right of the house..

1949
80
1869



1768 - Richard Thomas acquired land of Norwood
(1751) built for Wm Richardson.
his son Jos. Rich. sold land to
1921 Margaret inherited Norwood
1947 Bancroft died
1956 Margaret died..
1979 - Domergue buys prop. Most of box maze dead!

1st fl. conjectural plan.



2nd fl: 4 bedrooms 1 bath 2 Rms + Bath up

Milton Bancroft paintings were bought by Peter Kline — and displayed in his home and library off of Rt 108.

The Kitchen was once 1½ stories — (the 1869 wing) - now raised to full 2 story. in 1869?

Sir John T. Bancroft also an artist.

1987 article - house has 8 & ½ bedrooms, 3 ½ baths. (includes attic of 3 bedroom + a bath)
Living rm, drawing rm, dining rm, Kitchen, hall

→ Loft built for studio -
wagon bldg was open? + the 3 tie-beams were used to raise wagons off the ground?

Annals 1925/26
Fr + Rear Porches torn off + smaller ones built (more closely approximating original ones)
Also west porch built

1990 - Norwood Restoration received Cboy award..

1783 survey description describes orig. part of house.

"Built in the Gothic, or pointed style" – p 216 Downing

Bibliography: The Architecture of Country Houses
A. J. Downing 1850

~~Chapter~~ Section VIII (p. 213 ff.)
"Hints for cottage + farm Stables"

21' x 32' (wagon area 21' x 21') - 3 vehicles
20' x 24' (wagon area 14x18) - 2 vehicles

Also associated w. Carriages:
Harness room
Hay-loft

- The bank barn may be later? or just adapted to dairy? Any milk house? Is it dairy or just a bank barn - everything? See Downing p. 218-219 "A Basement Barn"

(p219) Tackle beams - with hooks - to which a block [+ tackle] can be attached for lowering + drawing anything up to the main floor.

Bldg for storage of wheeled vehicles. Many c.h. were also incorporated stables under same roof. (p. 81)

– An Illustrated Glossary of Early Southern Architecture & Landscape
– Carl R. Lounsbury (1994)

check roof framing for principle rafter-system...
Why the 3 tie-beams?
are there 2 others at the exterior walls?

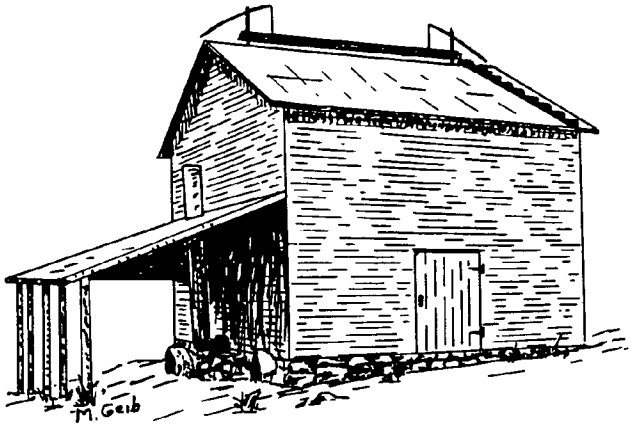


Fig. 8.8 The Flue-Cured Tobacco barn.

ridge ventilators, and clerestory roofs with side vents. Within a great diversity of adapted and purpose-built barns, several distinctive variants occur.
Range: Southern Ontario; Kentucky; Tennessee; south-central Wisconsin; Virginia; Darke County, Ohio.

Variant 1. The southern Ontario Tobacco barns usually occur in clusters of six to twelve identical squarish buildings.

Variant 2. The Tobacco barns of the Connecticut valley are extremely long and narrow. They occur singly but most often in pairs.

CARRIAGE HOUSE

This structure is really an urban barn. It is not often found on farmsteads where the barn performed its functions, which were to house carriages and provide stabling for a horse or two. They are most often seen today in smaller towns. Look for what appear to be tall garages.
Range: Widespread in the northern half of the United States and southern Canada.

OTHER BARN TYPES

Certainly as-yet-undescribed barn types exist. To qualify as a type requires that a barn form be found in more than a few

Fig. 8.9 Air-Cured Tobacco barns in southern Ontario near Tillsonburg.

Fig. 8.10 An Air-Cured Tobacco barn typical of south-central Wisconsin. Note the metal ventilators along the ridge.

The Old Barn Book - Allen G. Noble - Richard K. Cleek 1995

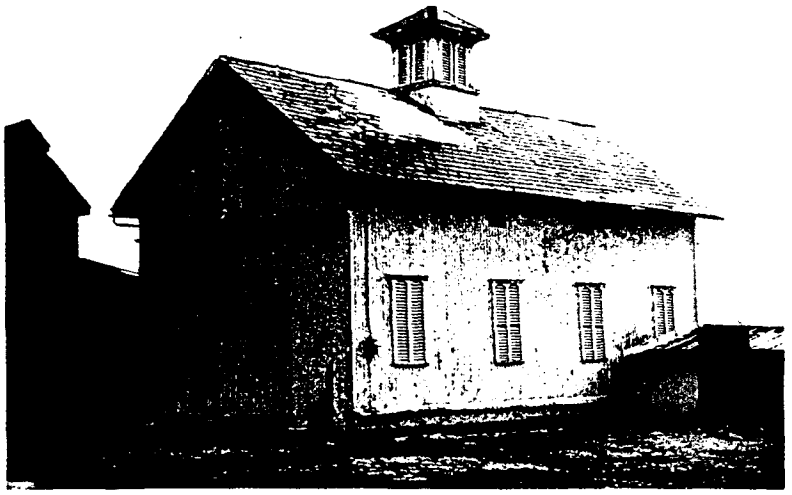


Fig. 8.11 A carriage house located in Allen County, Ohio. The Victorian trim is especially evident in this example.

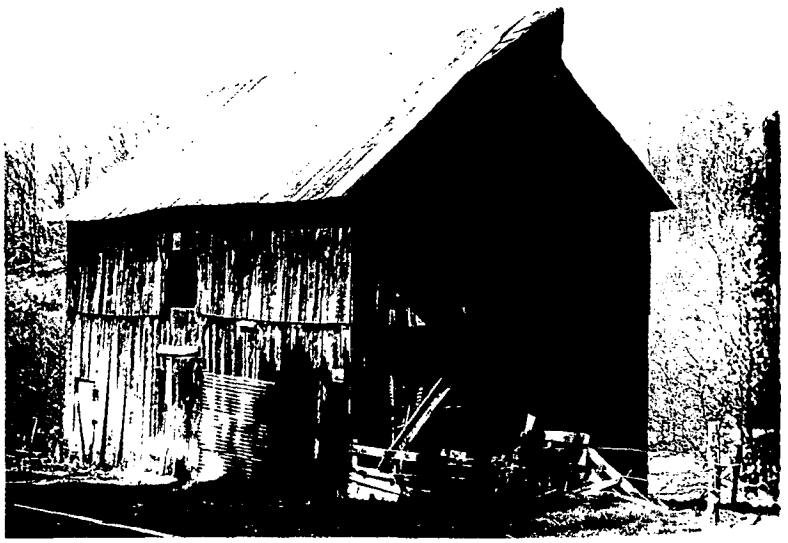


Fig. 8.12 An Appalachian Meadow barn from near Clarksburg, West Virginia.

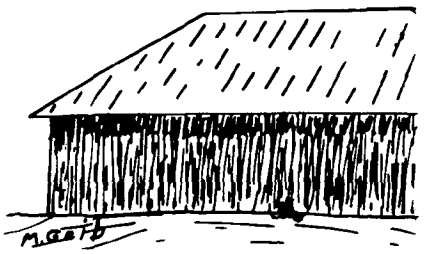


Fig. 8.13 The Wisconsin Hipped-Roof barn.

instances and that it deviate from kn
stylistic detail. One or two examples
simply reflect the idiosyncratic styl
farmer, especially if they are in close

In West Virginia and southeastern C
widely which has not received any stu
thing of a cross between the English
verse Frame barn. The small door is u
The building is rectangular, vertical
Its function varies from structure to
stabling, equipment storage, and
these barns which perform the latt
lated meadow locations.

North and west of Madison, Wiscor
several hundred square miles, is fou
square barn with a hipped or pyran
look very much like a garage except th
60 feet square and are vertically sided
for everything from housing dairy ca
storage.

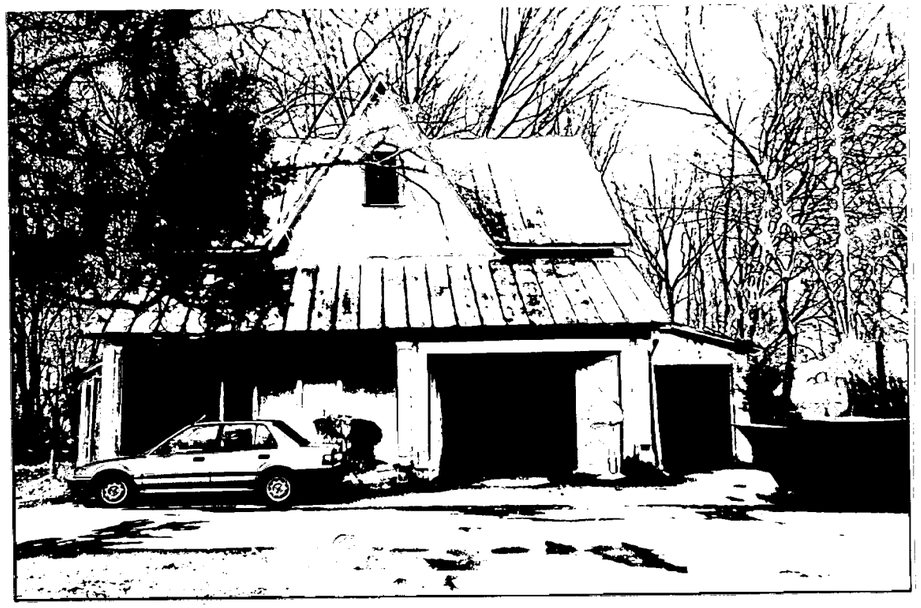


Fig. 1.1 South Elevation

Fig. 1.2 South West Elevation

Fig. 1.3

Fig. 1.4 East Elevation

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Fig. 2.1 Second Floor - Looking toward door.

Fig. 2.2 Second Floor - Looking toward front

Fig. 2.3 First Floor - Looking toward front

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SCHNEIDER CARRIAGE HOUSE
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Fig. 3.1

Fig. 3.2 Shed

Fig. 3.3 Barn

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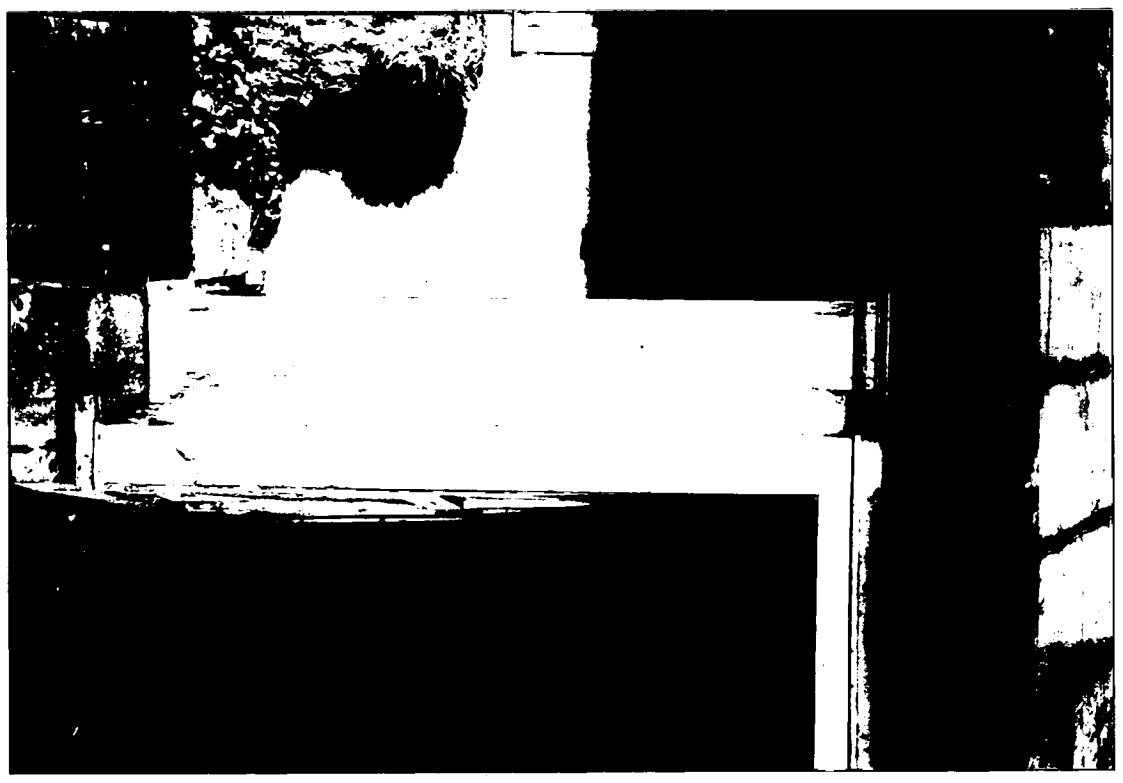

FIG. 4.1

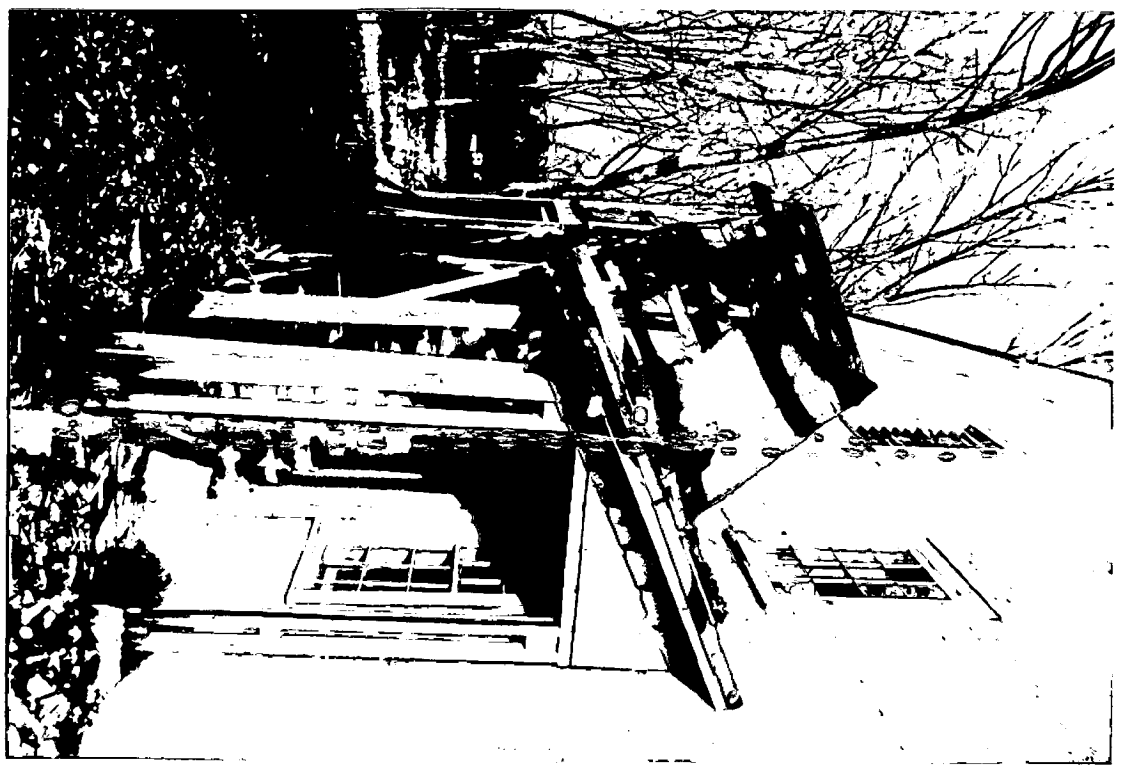

FIG. 4.2

FIG. 4.3

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Fig. 5.1

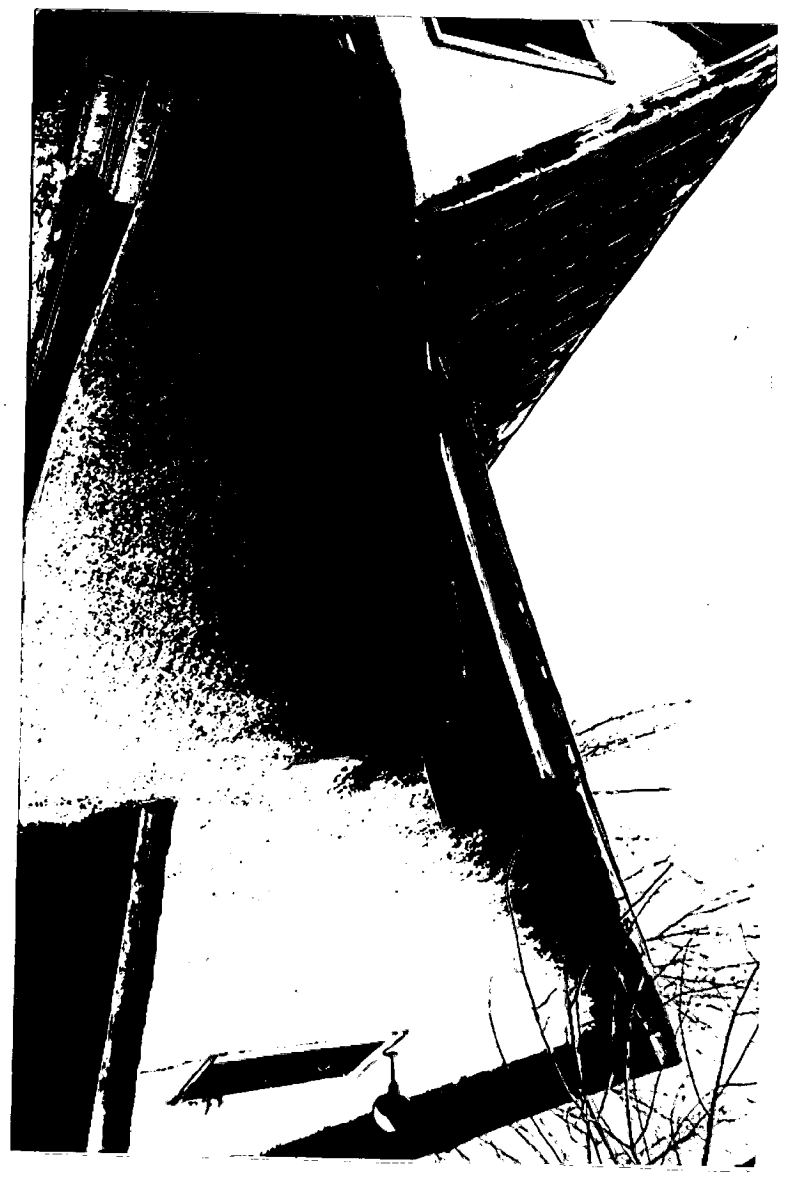


Fig. 5.2

Fig. 5.3

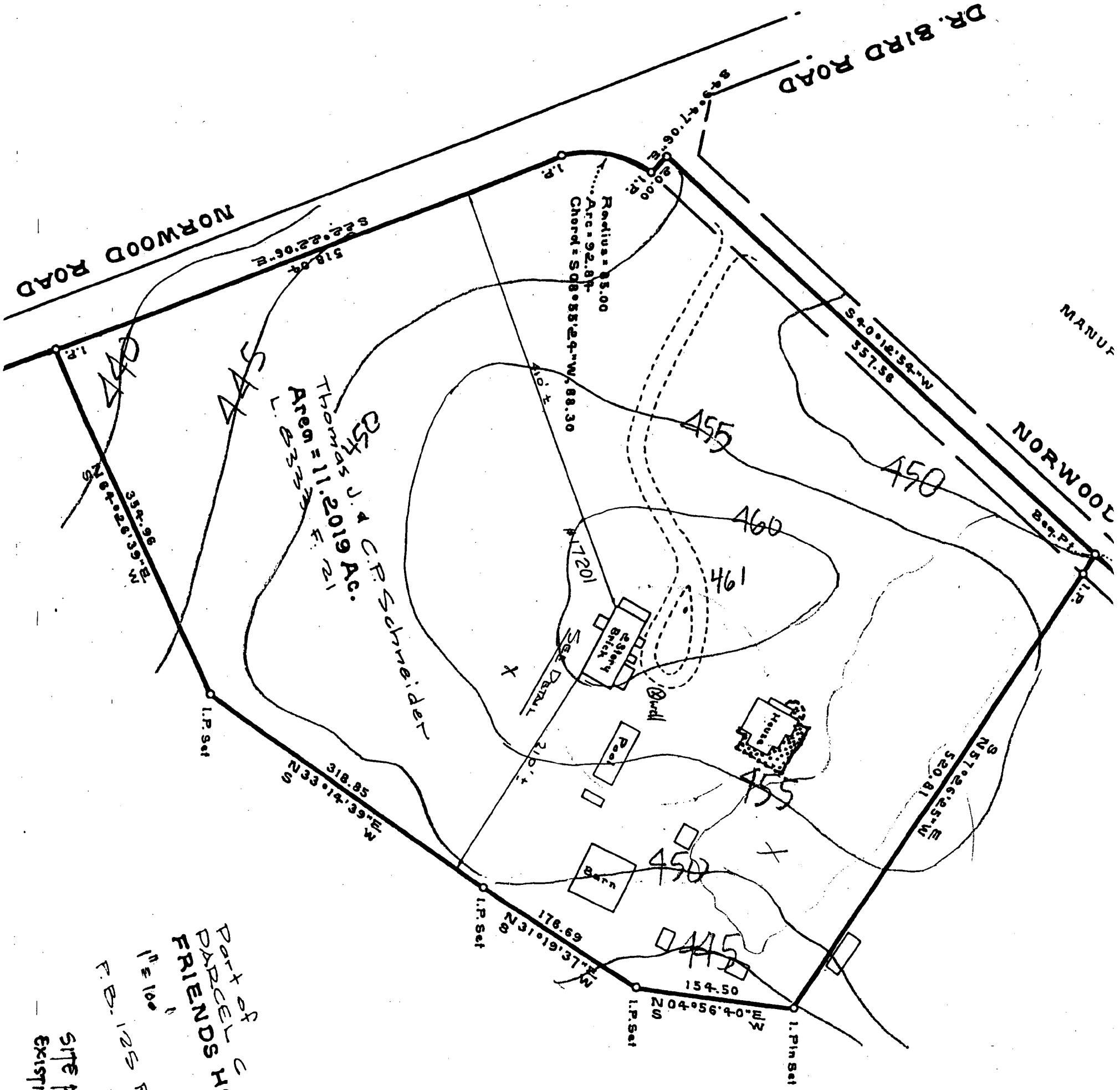
Fig. 5.4

SCHNEIDER CARRIAGE HOUSE

17201 NORWOOD ROAD
SANDY SPRING, MARYLAND

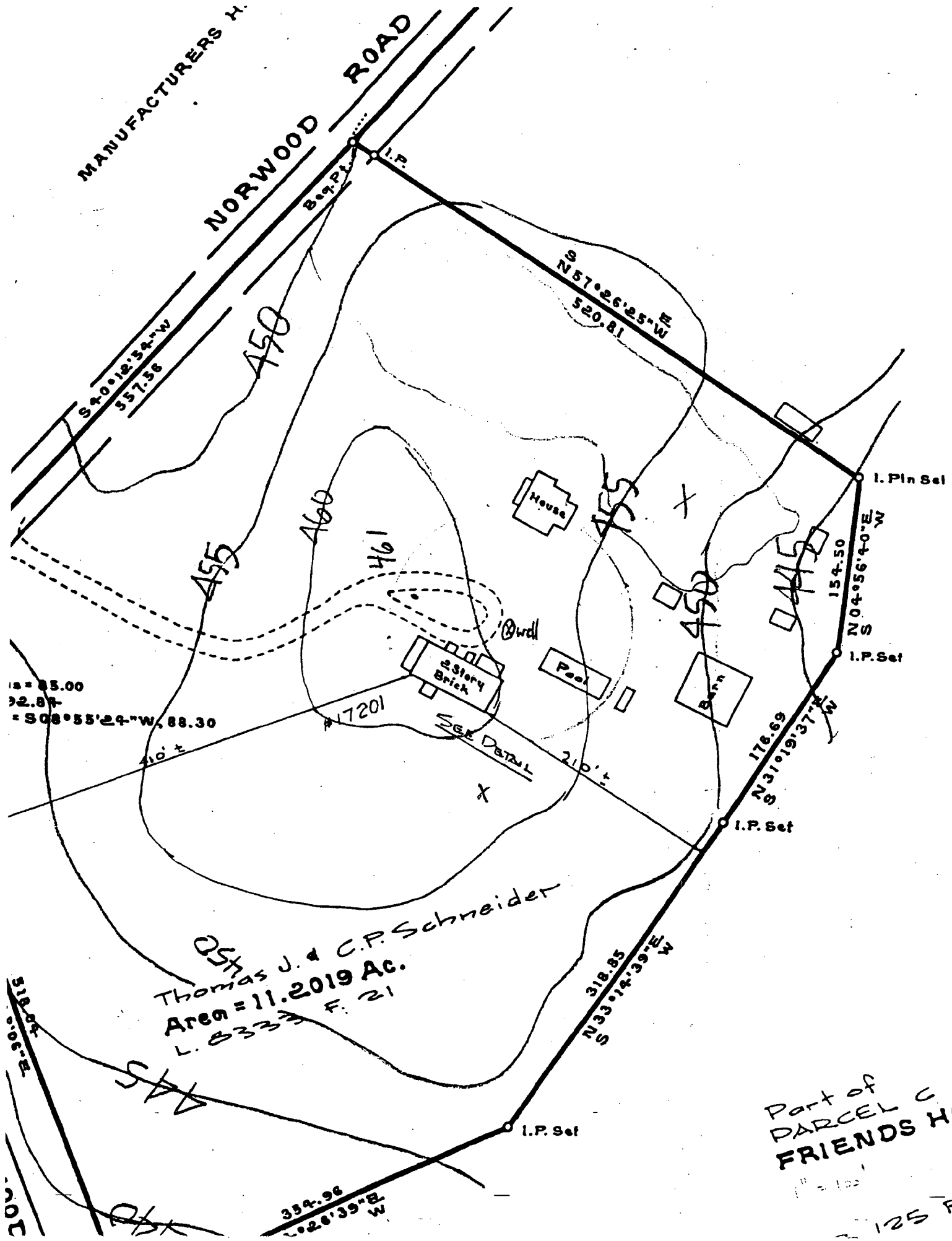
RILL & DECKER ARCHITECTS, P.C.

4901 FAIRMONT AVENUE
BETHESDA, MD 20814



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

2/19/97



Part of
PARCEL C
FRIENDS HOUSE INC.

L. 125 P. 14505

SITE PLAN SHOWING EXISTING CARRIAGE HOUSE.

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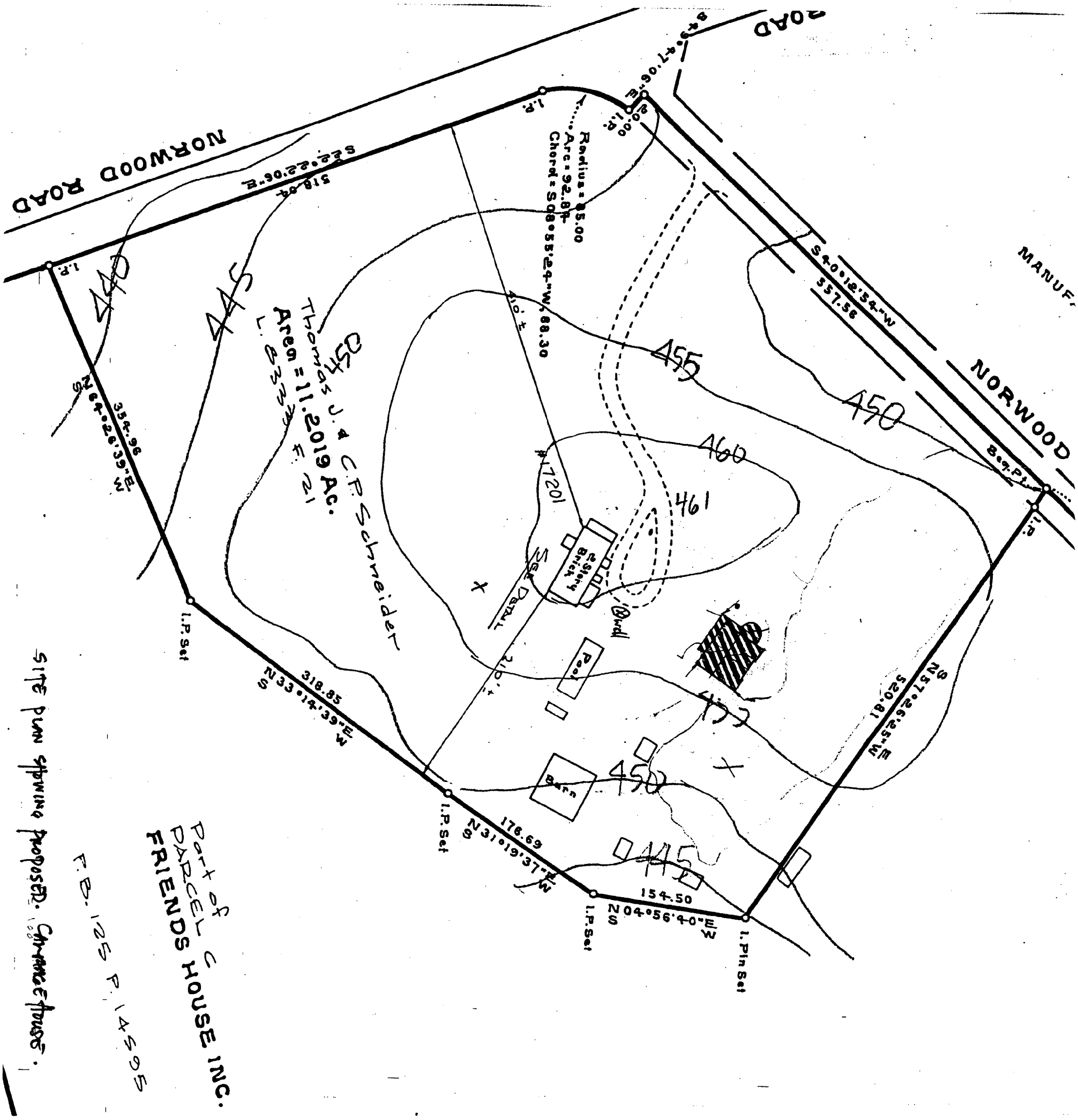
BETHESDA, MD 20814

SCHNEIDER CARRIAGE HOUSE
17201 NORWOOD ROAD
SANDY SPRING, MARYLAND

2



SCHNEIDER CARRIAGE HOUSE	RILL & DECKER ARCHITECTS, P.C.
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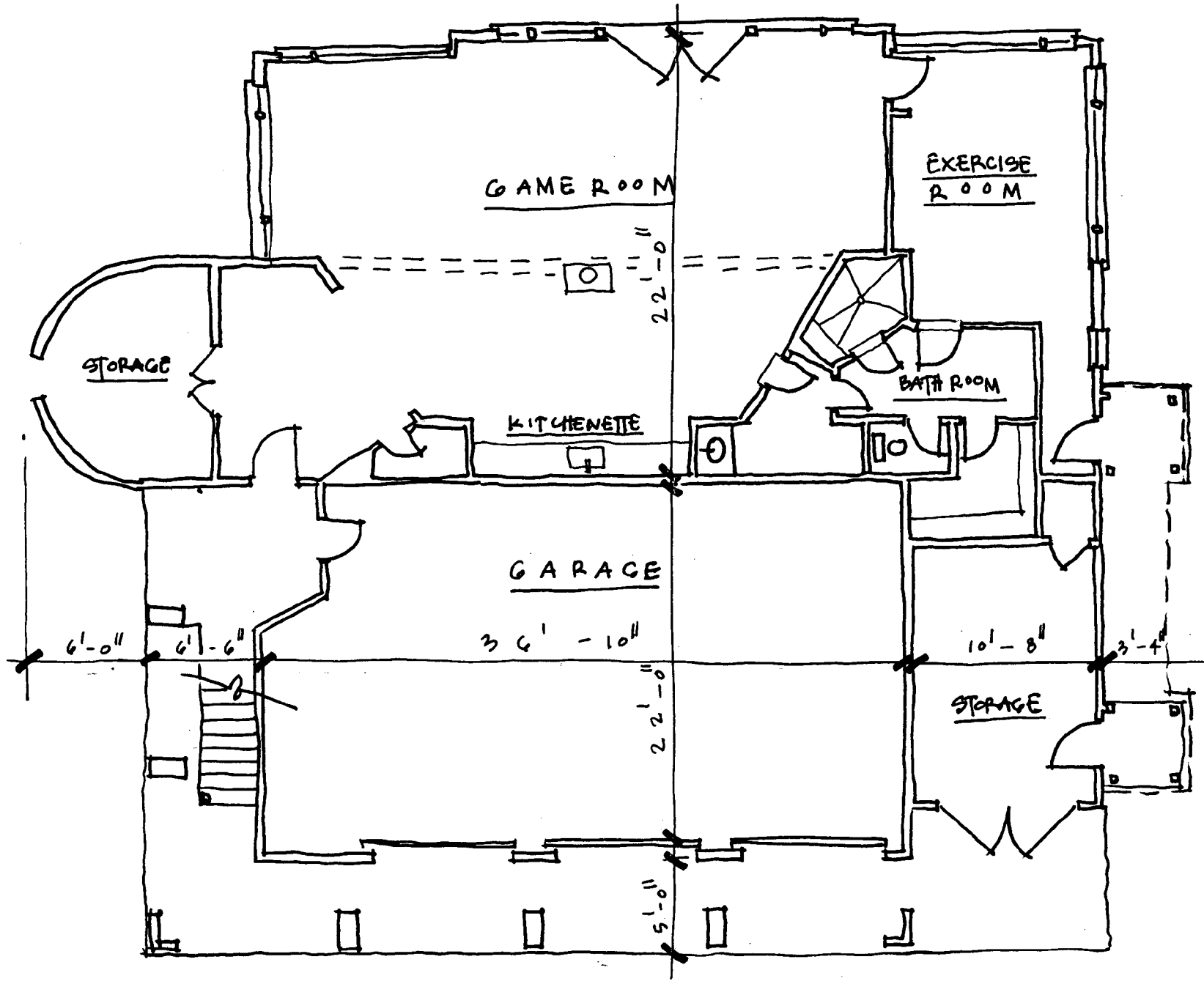

PROPOSED FIRST FLOOR.

1/8" = 1'-0"

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SCHNEIDER CARRIAGE HOUSE
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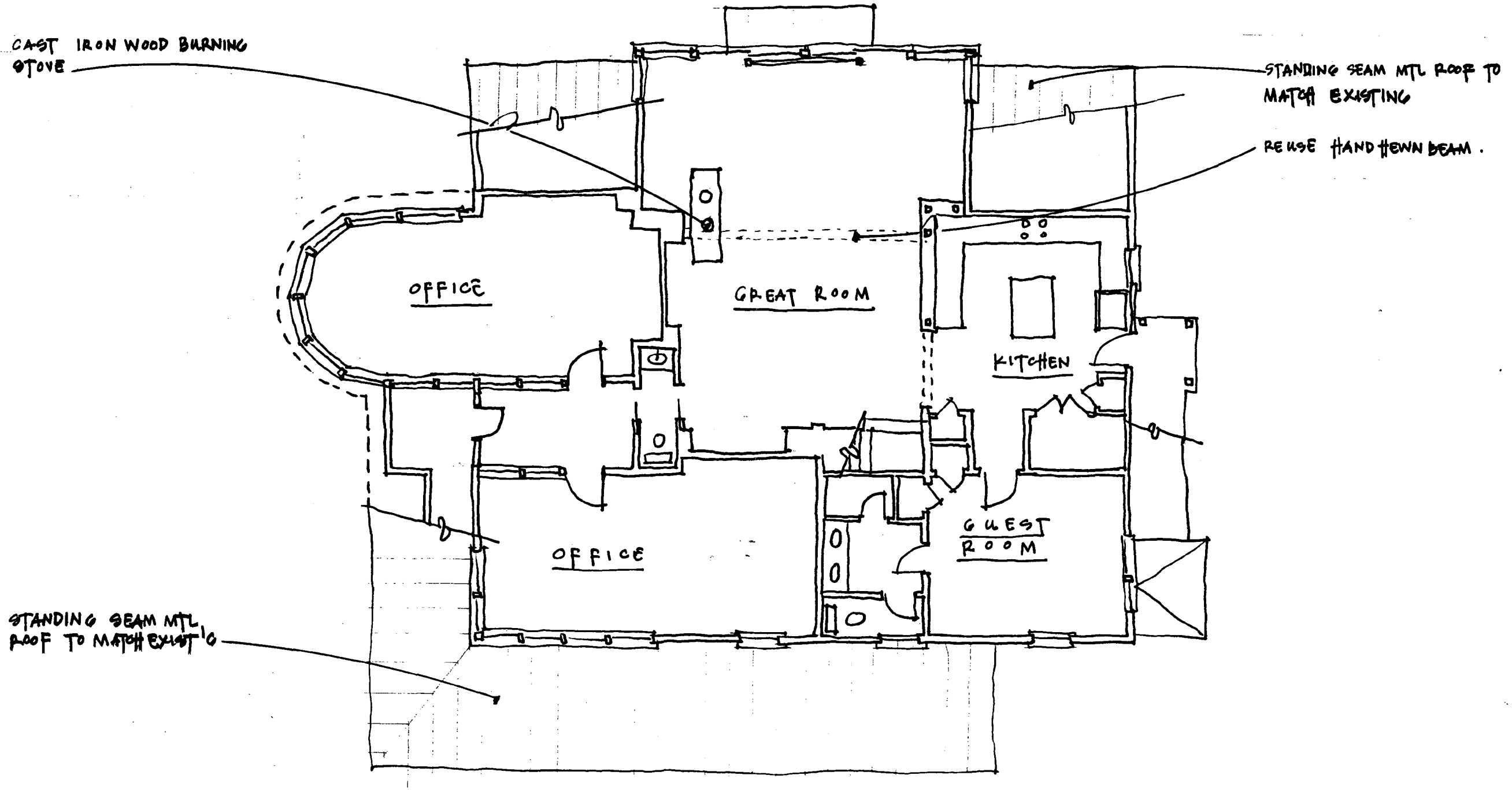
SANDY SPRING, MARYLAND



PROPOSED SECOND FLOOR.

1/8" = 1'-0"

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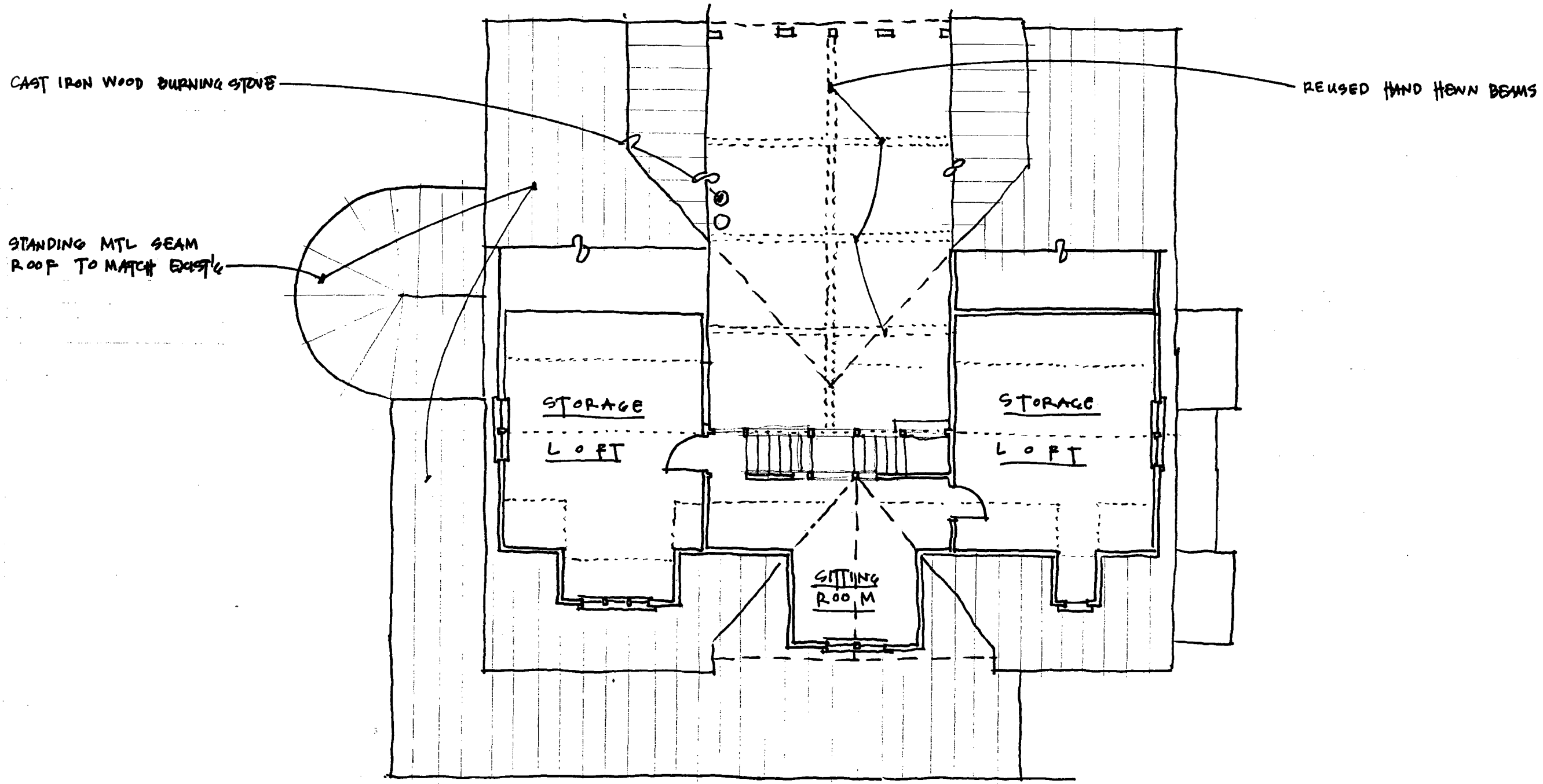

PROPOSED THIRD FLOOR

1/8" = 1'-0"

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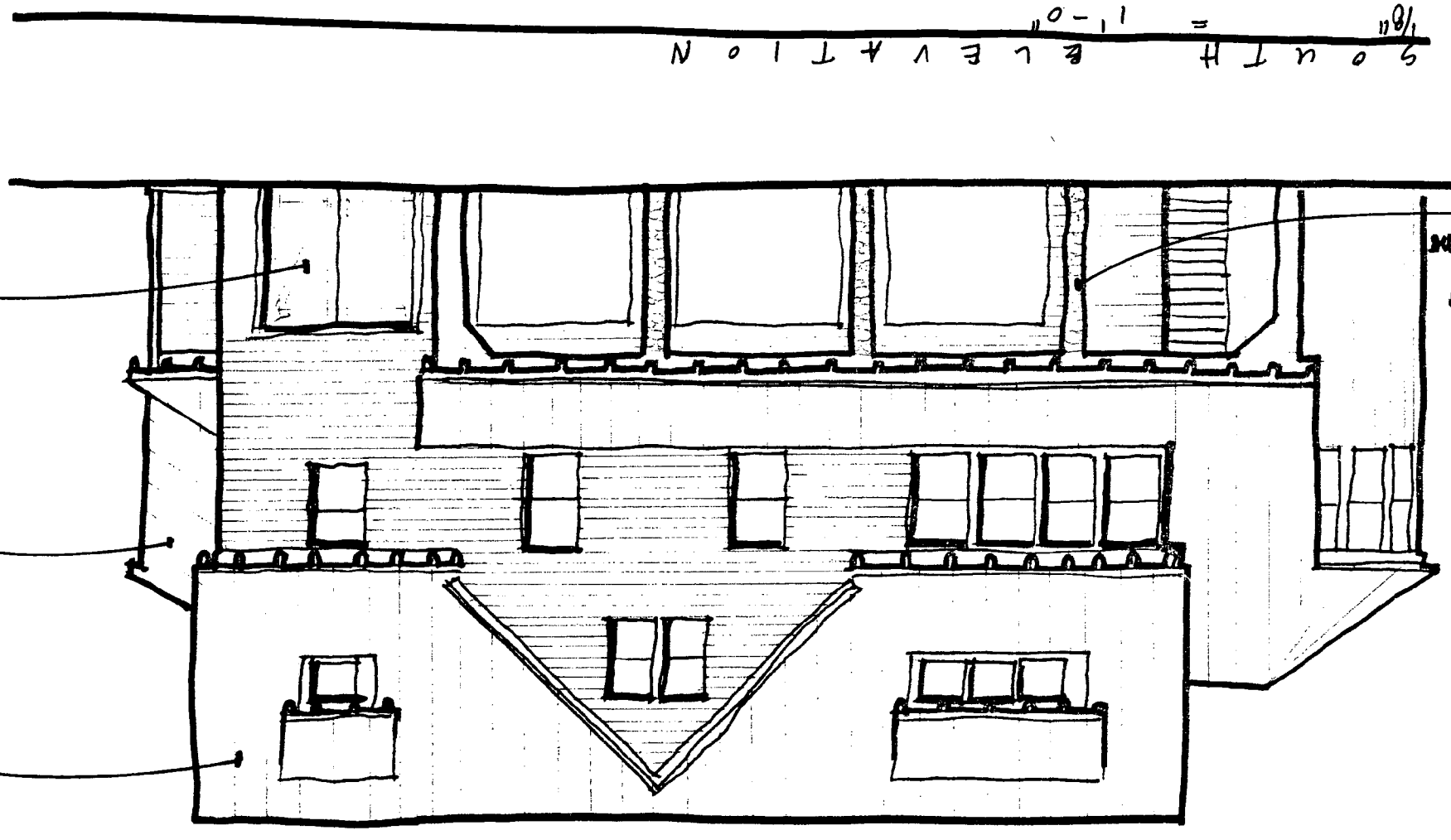

STANDING SEAM MTL ROOF TO MATCH EXIST'G

VERNACULAR SILO W/ METAL SIDING + REUSE OF HISTORICAL WINDOW

33.00' ± PEAK

WOOD LAP SIDING TO MATCH EXISTING

19.33' 3RD FL

10.00' 2ND FL

0.00' 1ST FLOOR

WEST ELEVATION

1/8" = 1'-0"

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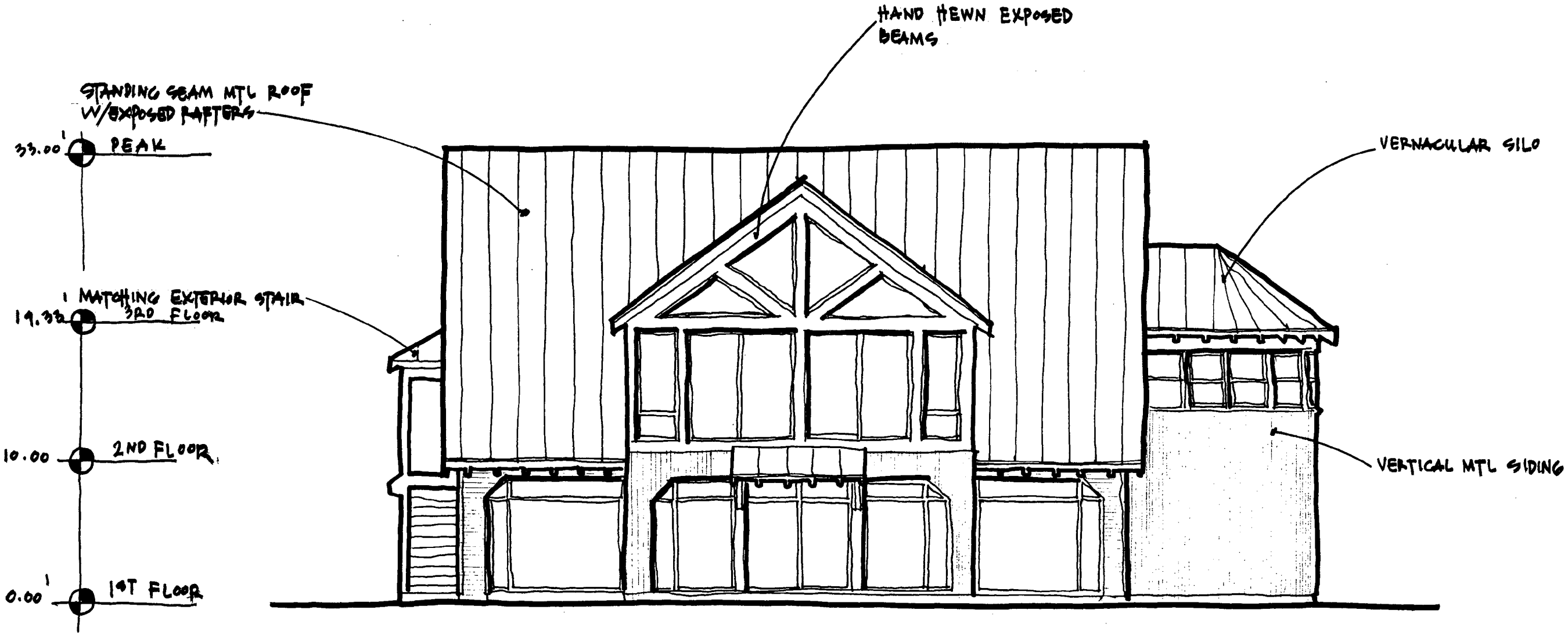

NORTH ELEVATION

1/8" = 1'-0"

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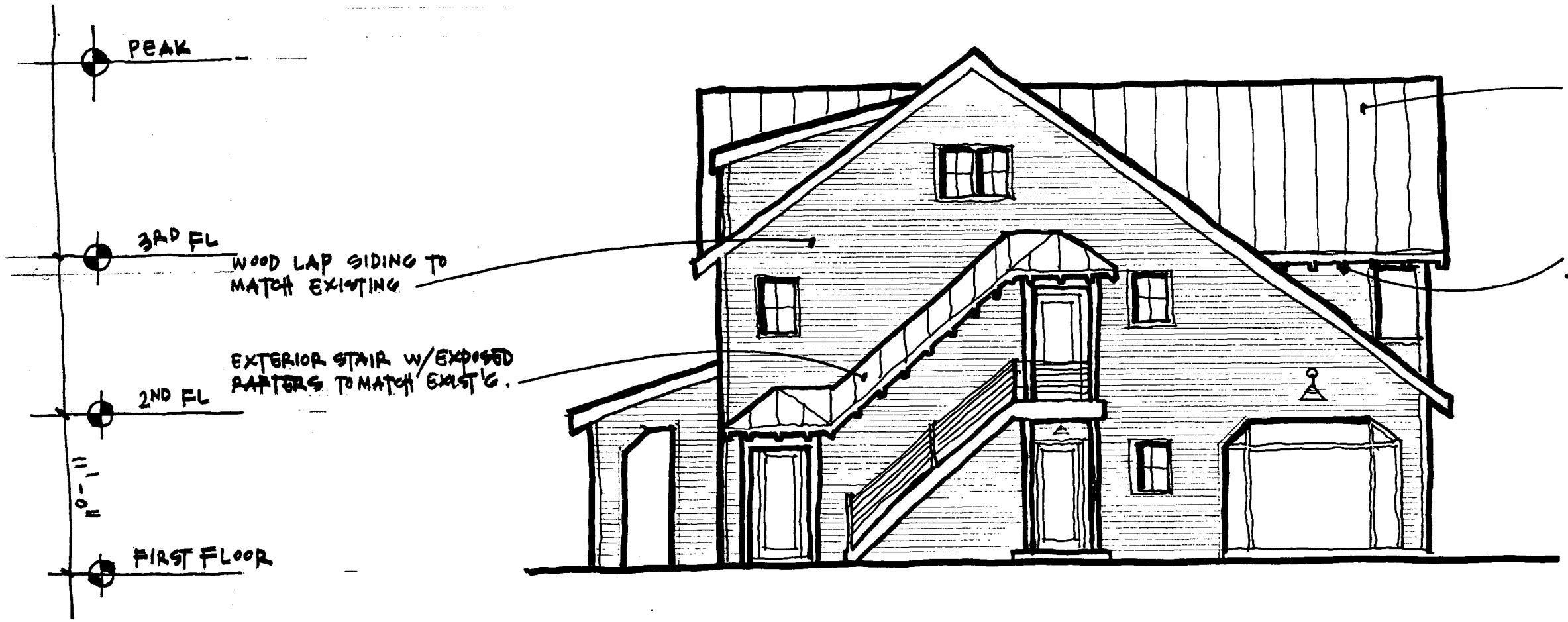

EAST ELEVATION

1/8" = 1'-0"

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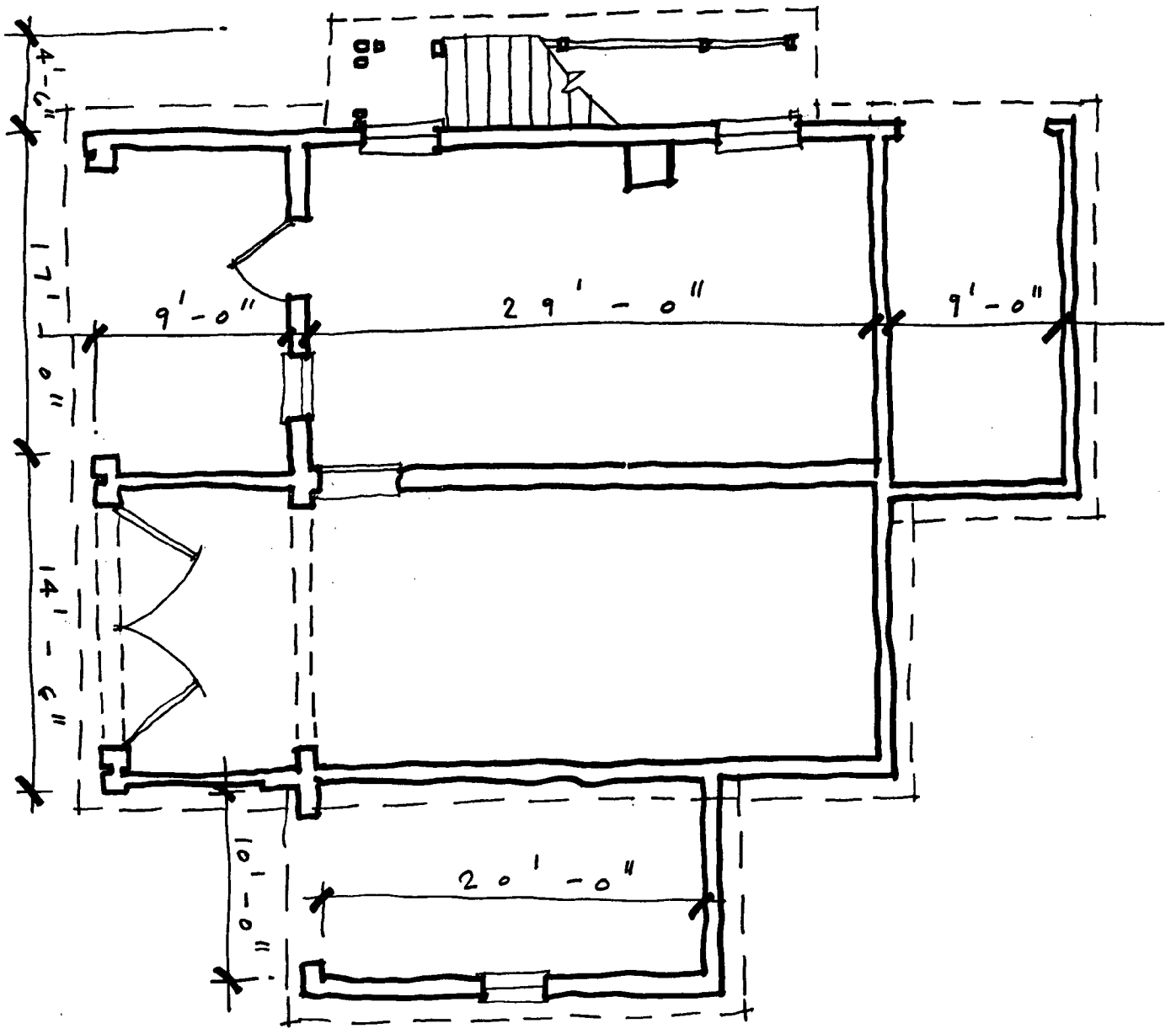
First Floor - Existing Building

1/8" = 1'0"



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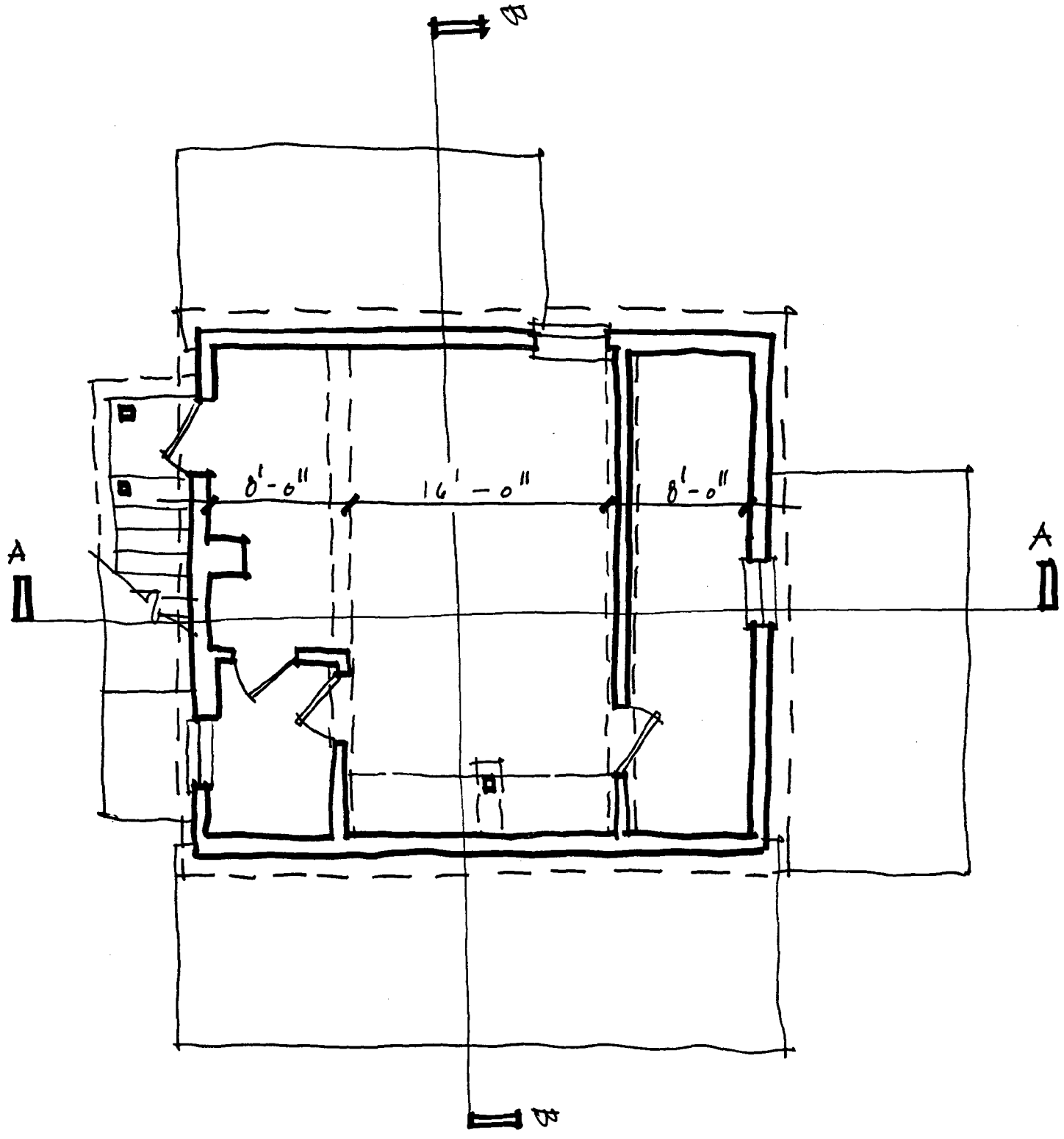

Second Floor Plan – Existing Building.

1/8" = 1'-0"

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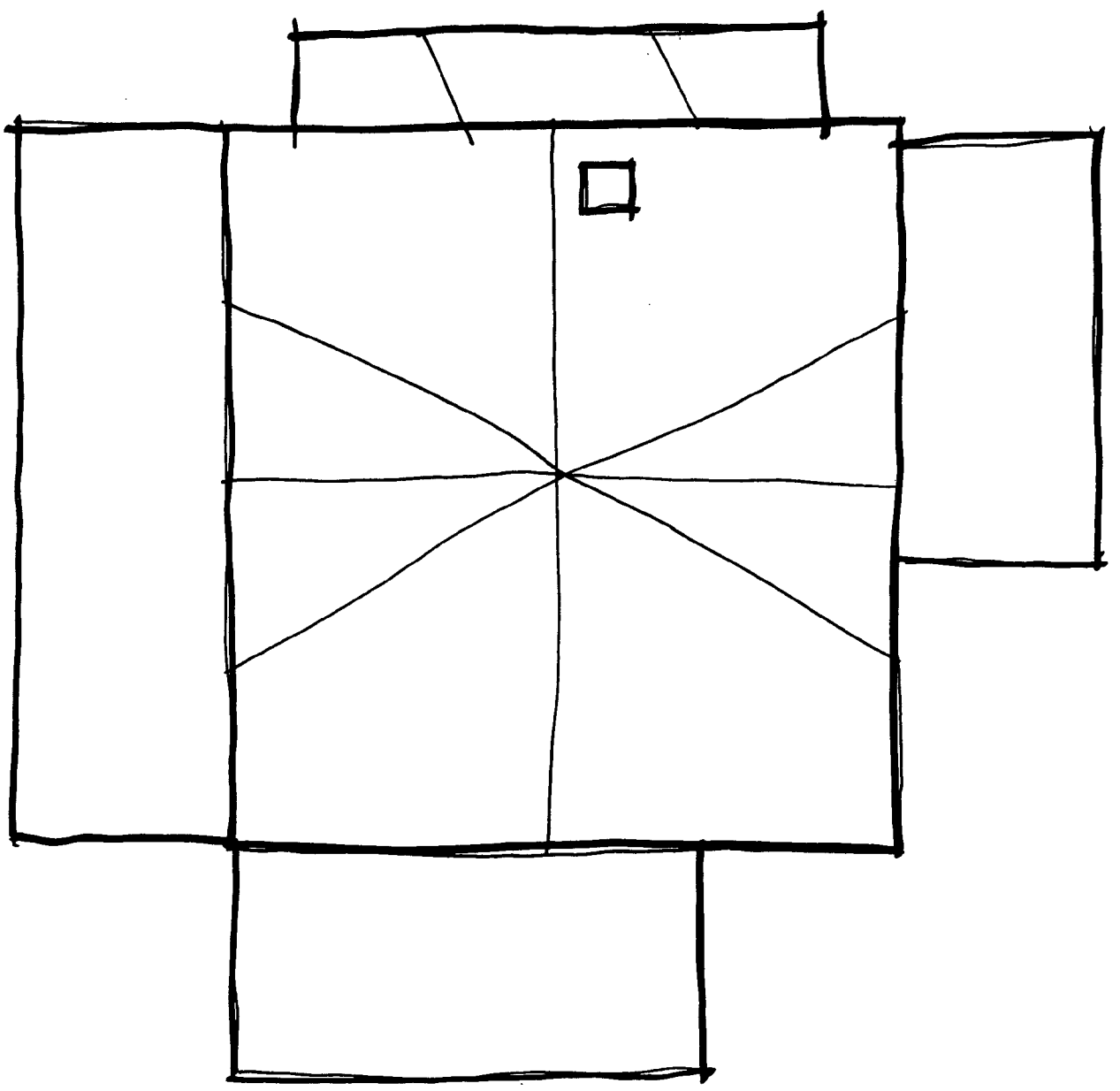
Roof Plan - Existing Building.

1/8" = 1'-0"



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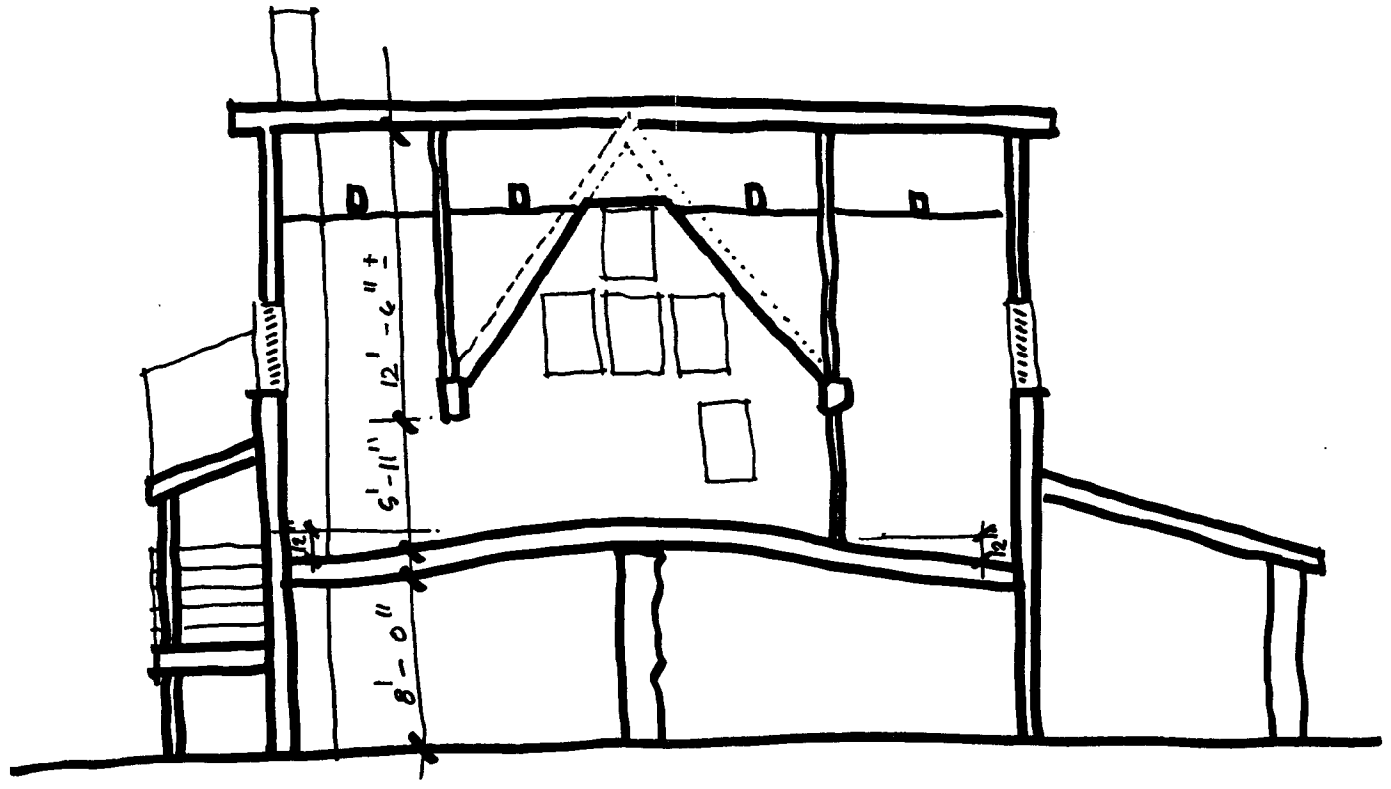

Section 'A' - EXISTING BUILDING.

1/8" = 1'-0"

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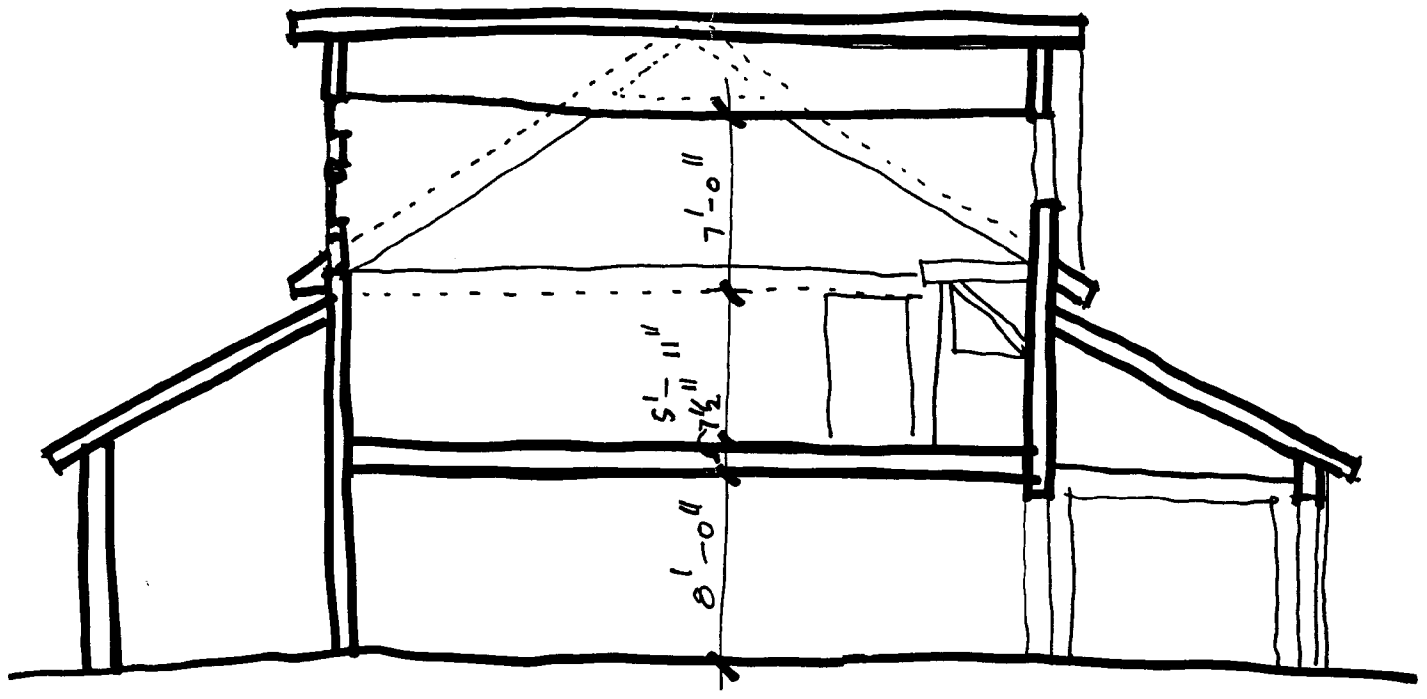

Section 'B' - EXISTING BUILDING.

1/8" = 1'-0"

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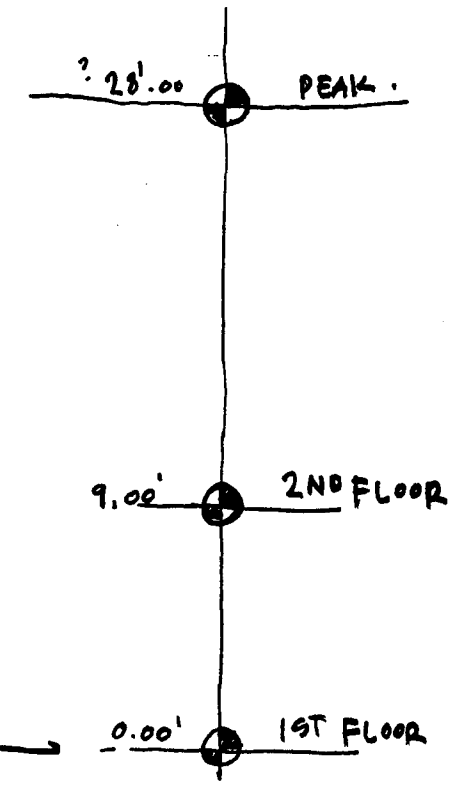
STANDING SEAM MTL ROOF

EXTERIOR STAIR W/
ASPHALT ROOF



SOUTH ELEVATION

1/8" = 1'-0"

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WEST ELEVATION

1/8" = 1'-0"

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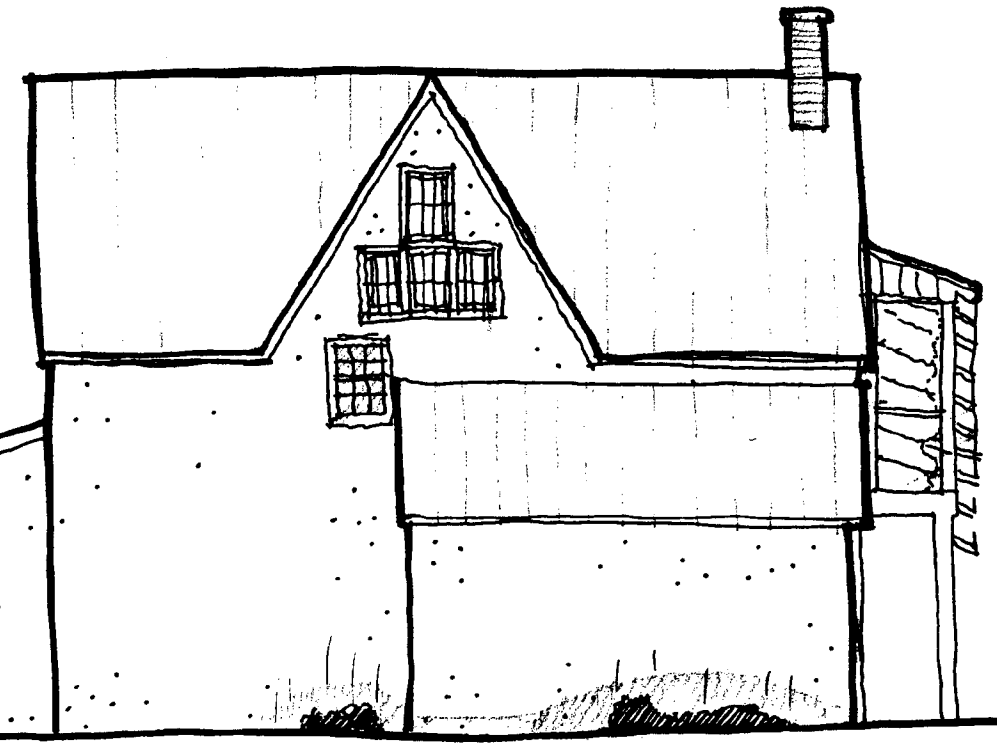
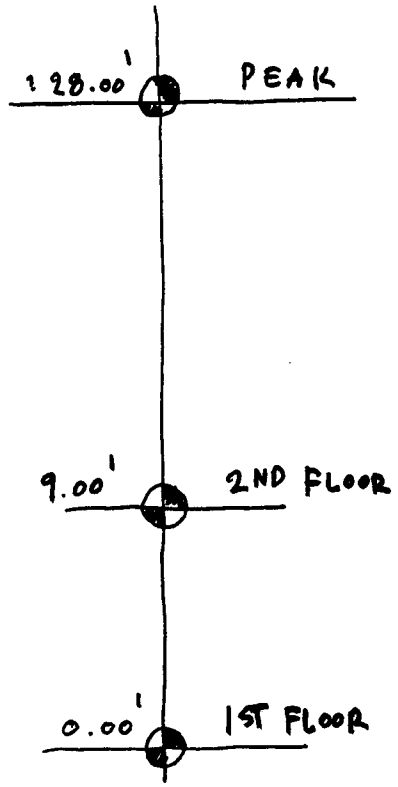


STANDH MTL LATH + PLASTER EXTERIOR W/WOOD SIDING UNDERNEATH.



NORTH ELEVATION

1/8" = 1'-0"

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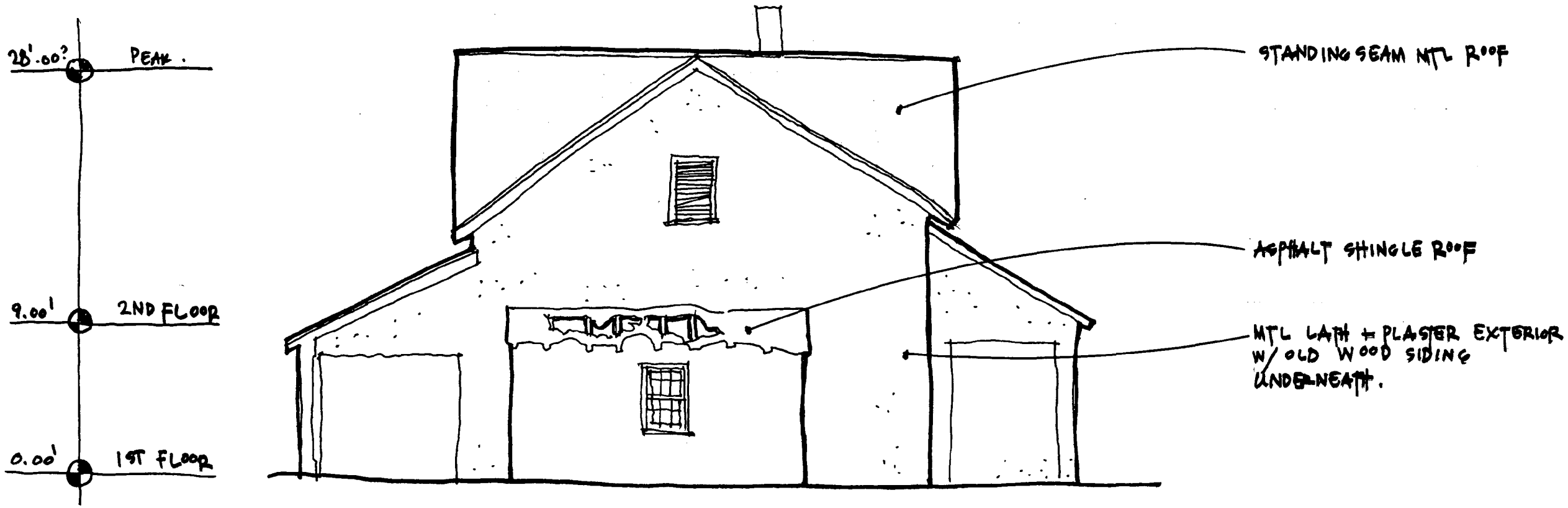

EAST ELEVATION

1/8" = 1'-0"

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Fig. 1.1 South Elevation

Fig. 1.2 South West Elevation

Fig. 1.3

Fig. 1.4 East Elevation

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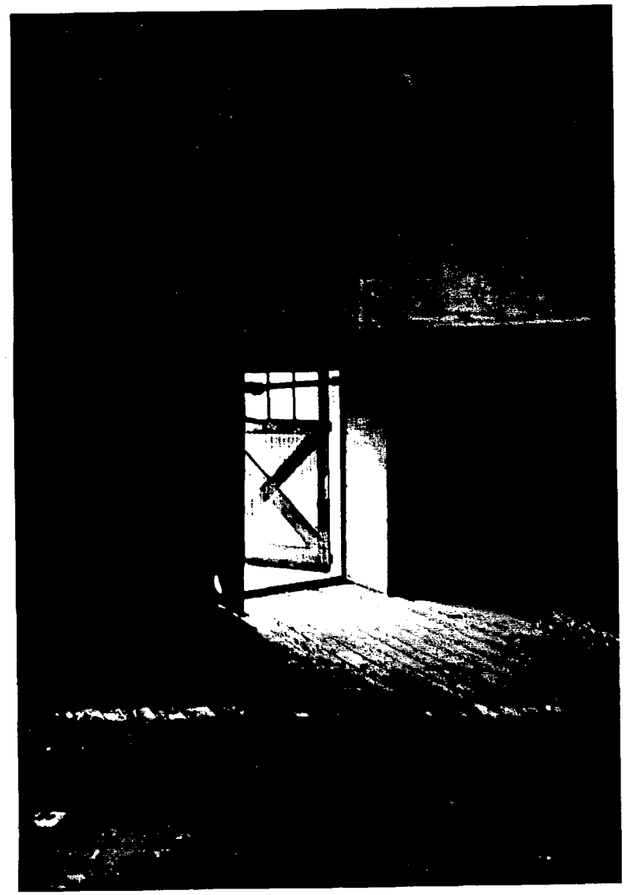

Fig. 2.1 Second Floor - Looking toward door.

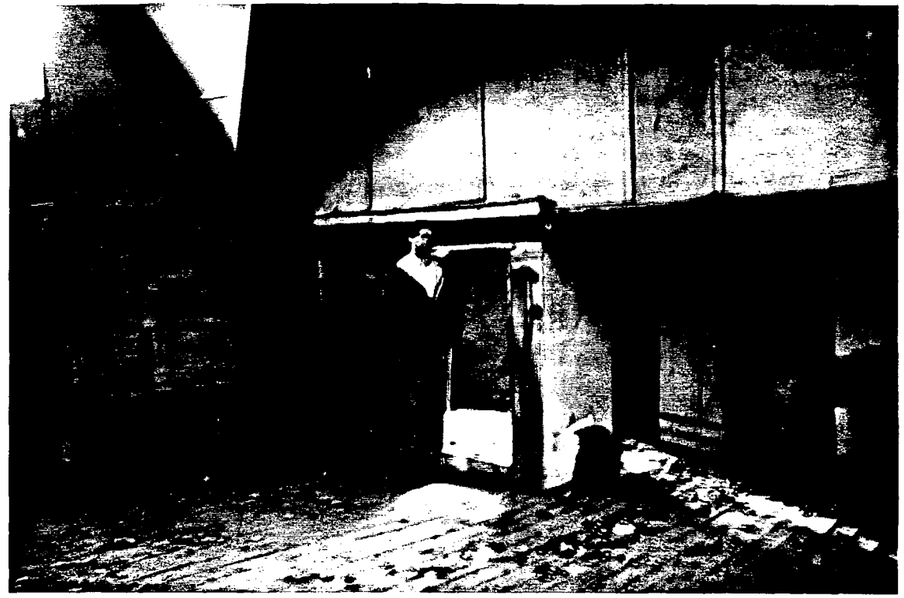

Fig. 2.2 Second Floor - Looking toward front

Fig. 2.3 First Floor - Looking toward front

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Fig. 3.1

Fig. 3.2 Shed

Fig. 3.3 Barn

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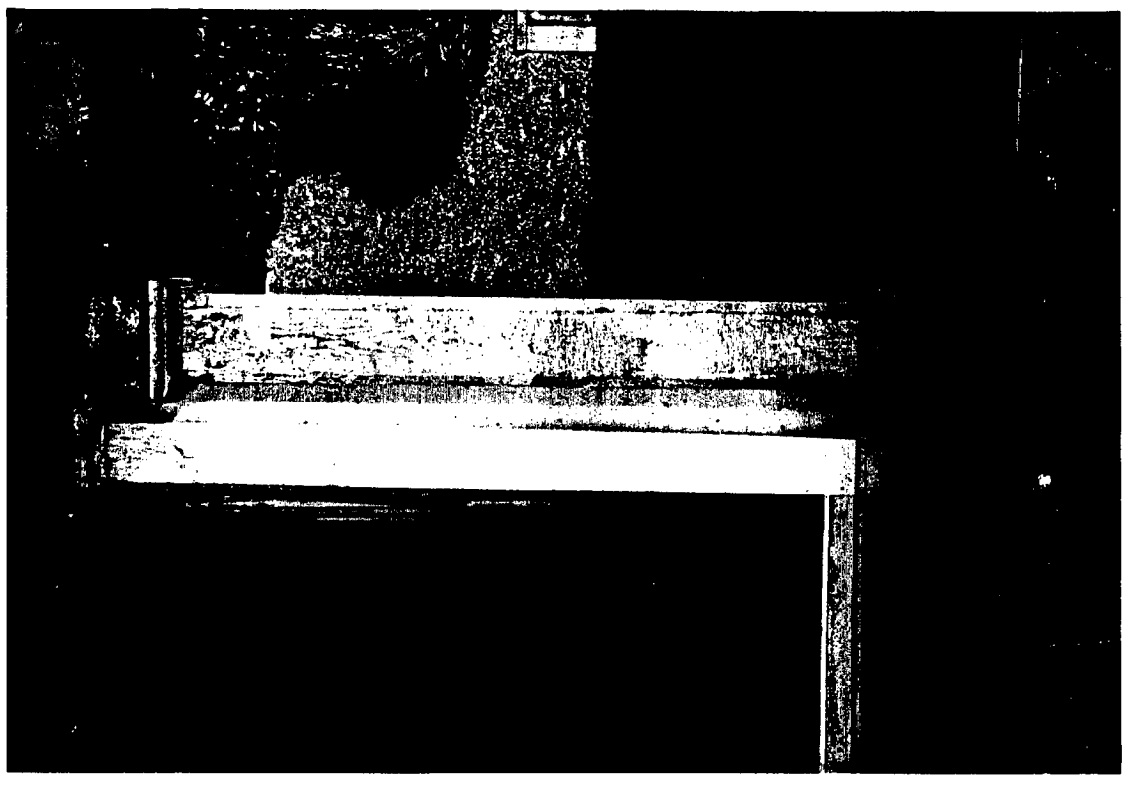

Fig. 4.1

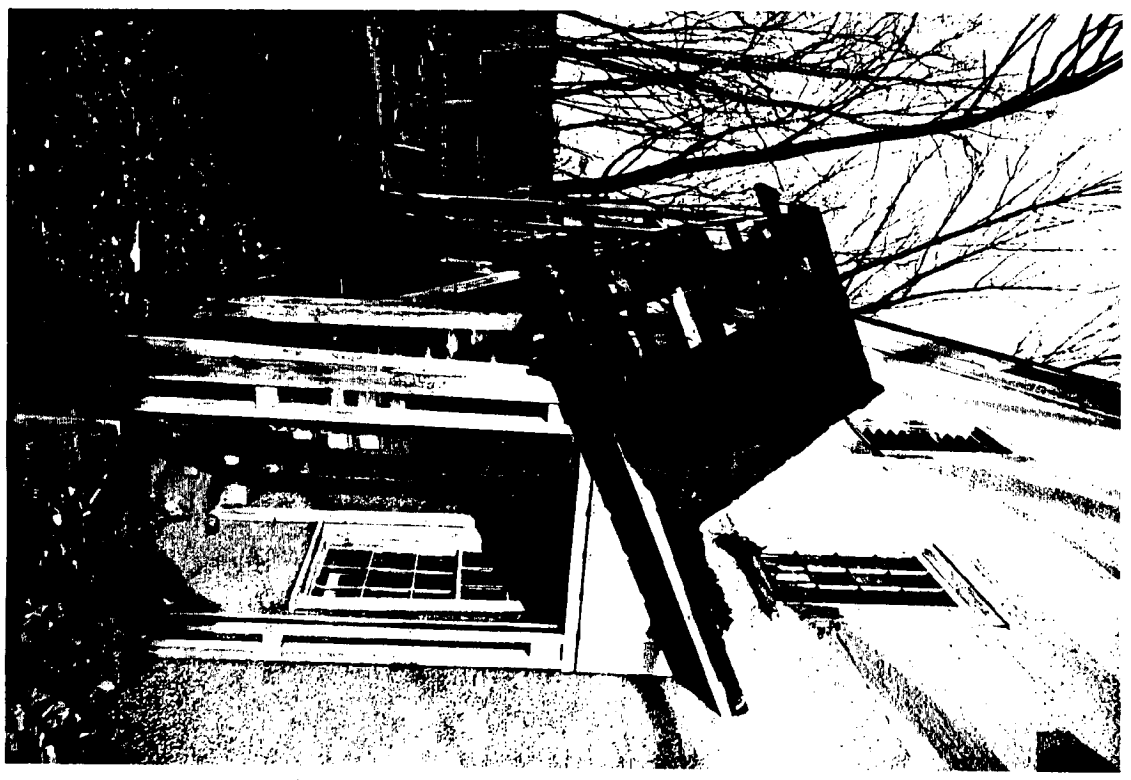

Fig. 4.2

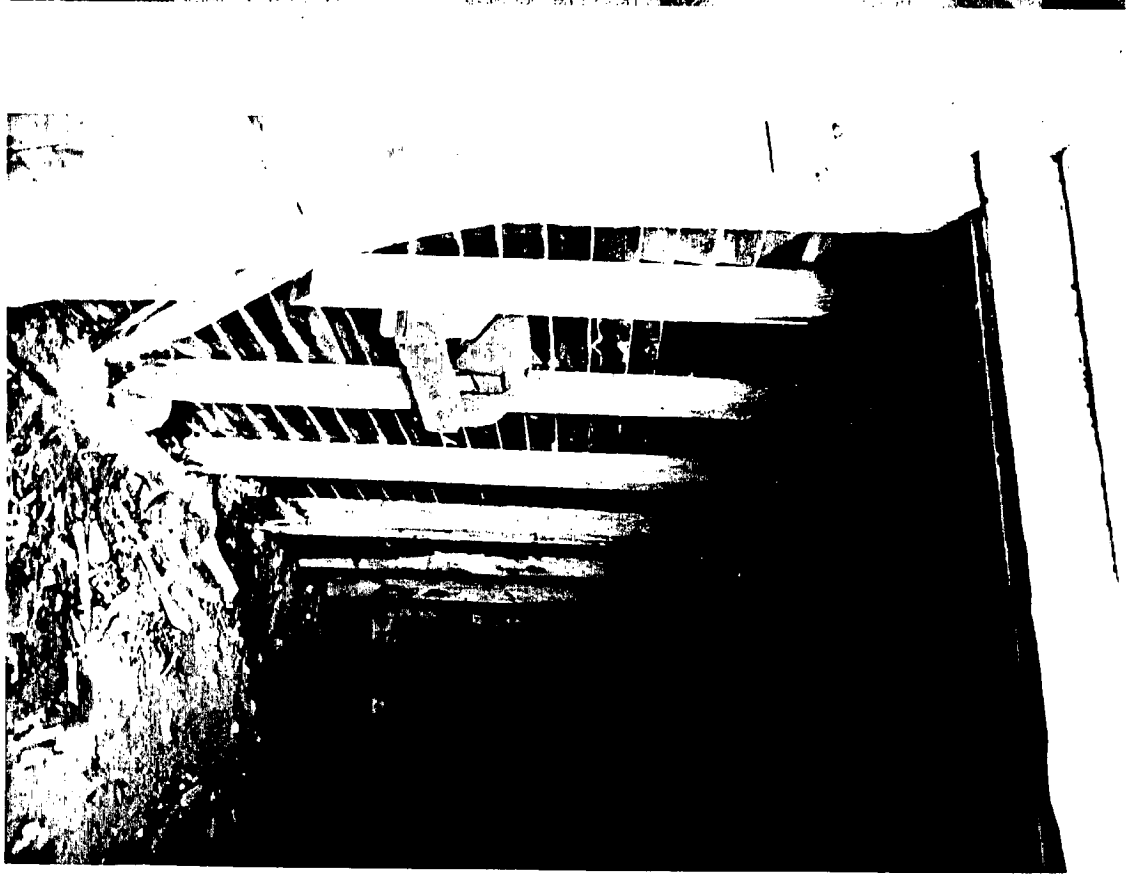

Fig. 4.3

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Fig. 5.1

Fig. 5.2

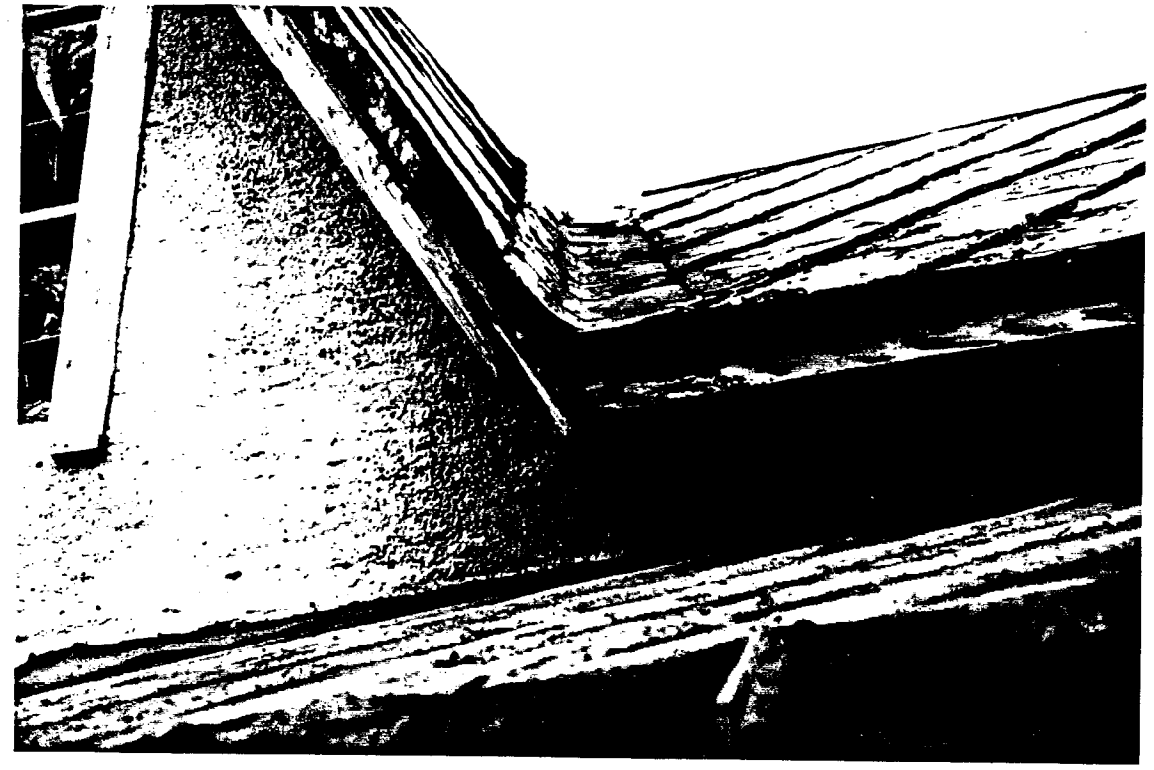

Fig. 5.3

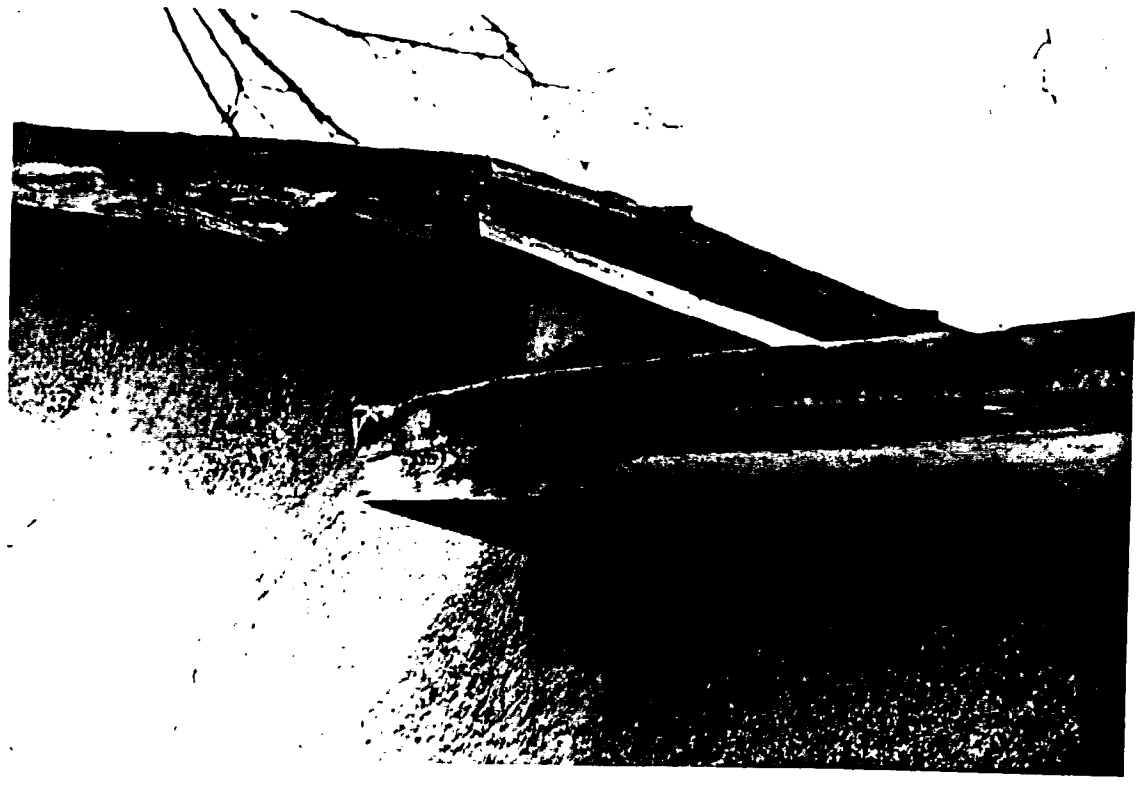

Fig. 5.4

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