

MS. FOTHERGILL: This is a preliminary consultation for Woodlawn which is an individually designated master plan site in Sandy Spring and there's an excerpt that describes the Manor House and the other buildings on the property, an excerpt from places in the past. One correction is it mentions that it's owned by M-NCPPC. It's actually owned by Montgomery County and there are a few corrections to my staff report.

But, for background, and I'm definitely going to defer to the applicants to make their presentation with more information about this project, but in a nutshell, the State Highway Administration gave M-NCPPC funding from ICC mitigation for the creation of the Woodlawn Visitor Center which was held by three themes, the Underground Railroad, the Quaker Heritage, and the Pennsylvania style architecture of the barn and the hope is it will be the center piece of Montgomery County's Quaker and Underground Railroad cluster. In your staff report and you were provided at the work session, more information on the programming and exhibits for the interior of the barn.

The Maryland Historical Trust holds an easement on the barn and some of the properties surrounding the barn, in front of the barn, and you have in Circle 101 you can see the boundary for the easement. So, any changes within that boundary are reviewed by the MHT Easement Committee and, in general, the HPC defers to MHT. They review projects that they have easements on with very strict scrutiny and, as you saw in some of the

Historic Area Work Permit applications tonight, those applications that have letters of support from the MHT Easement Committee are put on the expedited forum and they are generally not discussed by the HPC.

So, I do want to point out that while we can discuss the barn tonight and the changes proposed to the barn, they are being closely reviewed by the MHT Easement Committee and, at this point, are supported and there is a letter of support in your staff report. So, we'll just provide that information mainly for informational purposes about the project but not really to discuss the changes to the barn which, in fact, are very minimal.

So, here is an aerial photo and you can see -- this is actually to give you a context. The property has a lot going on. There is the Manor House. It now has a tent pad behind it that was approved by the HPC. There are a lot of wedding and events there. But, you can also see the Park Police uses this property and you can even see there's a helicopter pad off to the side. So, there's a lot going on. You can see the barn in sort of the center of the photo and you can see the carriage house diagonally behind it and there's a lot of circulation issues and parking issues and things like that that the applicants will talk about and that will ultimately be part of possible changes to this property for more visitors to this property.

But, at this point, I'm going to show you some photos and then talk briefly about the plans and then turn it over to the applicants. So, again, this area in front of the barn is within the easement boundary in Circle 101 and that run-in shed would be relocated further to the side for better views of the Manor House and from the Manor House. So, tell me if you want me to stop in anyway but I'm just orienting you. So, here's the house. This is the side view of the house and you can see the sort of the asphalt and the carriage house areas over on this side. This is an old photo that I just thought was nice to see. There are no longer cows in that pasture. These are the current conditions and here is the carriage house and its relationship to the barn.

And, this is the proposed site plan and the applicants are proposing to rehabilitate and adaptively use the bank barn as part of the Woodlawn Visitor Center project. They also are making some changes to accommodate the needs of Park Police. So, here's the site plan and here is the barn and I'm not going to go through all these changes. They are in your staff report. You certainly can ask the applicant questions about them. Essentially, the goal is to remove any non-contributing, non-compatible installations that have been made and install more compatible, more appropriate things; but as the applicants will discuss, they are not proposing major changes to the barn and that was a conscious decision as part of this project. And,

again, I'm not going through what they're proposing and we can come back to these if you want, but this is the proposed south elevation and you can see the carriage house.

So the main changes we're going to discuss are to the carriage house and in order to make minimal changes to the barn but enable this project to be successful, the applicants propose to locate the visitor orientation and bathrooms and those uses in the carriage house. The construction date of the carriage house is before 1897 but it is a later date than the Manor House or bank barn and so the idea is to really ensure the retention of the character defining features in the entirety of the Bank Barn while making some compatible alterations to the carriage house.

The proposed changes are a new cedar shingle roof and these are just to show you that there are some alterations to the building. So a new cedar shingle roof. On the south elevation there would be new windows with operable louvered panels is my understanding. The architect can talk more exactly about what those are. The west elevation has new garage doors and one window in place of a door and one new window in the gable end. The east elevation has a new window in the gable end and a door, and a deck, a railing, and stairs to grade; and the north elevation has a new window and door and signage. And then, as you will see there is a rear addition to the north which is attached by a covered breezeway over an open vestibule

with brick and this section has wood awning windows, wood doors, standing metal roof and wood board and batten siding. There's also a low wooden enclosure that will have the trash and the HVAC equipment that's to the north of the addition.

And then there are some changes to the property. I mentioned the removing of that run-in shed and constructing a new shed. They will remove the non-historic pump house and block shed that are near the carriage house. They are going to construct a shed for the portable toilet and electrical to the east of the carriage house and then some other things like relocating the pasture gate for the Park Police horses, installing removable bollards, and installing some tar and chip walkways for handicap accessibility and circulation, constructing a low stone wall for seating south of the carriage house, and protecting trees and planting new trees.

So, again, because of the various funding sources and then all the various requirements for building codes and accessibility and public use and environmental use and lead certification and Section 106 and everything, I mean, there are many documents in this manual and other documents the Commission was provided this at the work session, this Woodlawn Visitor project manual, which is at 65 percent and I'm sure they'd be happy to answer any technical questions you have. I think the main goal for tonight is to talk about overall this project, the changes to the site, and specifically the changes to the

carriage house. Here is the floor plan and here I think we'll end on this one so you get one of these beautiful watercolors showing the changes to the carriage house.

Overall, staff finds the plans for the barn are needed for successful adaptive reuse of the barn but really successful and made very minimal changes to the barn. The barn is a very important building on this property and so removing the non-historic materials and replacing them with appropriate materials and then allowing people to be able to experience the barn and enter the barn and use the barn are really excellent goals and staff supports them.

And then, the use of the carriage house to accommodate the needs of the staff and visitors is a great solution. It wasn't the original plan and staff finds it very reasonable to make changes to this less significant building to minimize the impacts to the barn. The carriage house, as I mentioned, has been altered and this addition is clearly differentiated. It's reversible. The open breezeway acts as a hyphen between the two sections so that it's clearly the old and new can be read and differentiated.

The materials and design are compatible and while new window and door openings generally aren't supported in a historic building, in this case, staff supports them as part of this overall plan for the rehabilitation and reuse of the barn and also because they are compatible and many of them are using

existing openings, some of the openings have been altered, and staff finds that they are in keeping with the guidelines. So, the applicants are here. They have a presentation, but I know that they are hoping to get the Commission's support so they can move forward. There's a timeline in many different reviews and different agencies. So, I think, if the Commission can provide comments on changes to the barn, but again, these are reviewed by MHT, changes to the carriage house including the materials, the new deck, the doors, the windows, the addition, and then changes to the overall site, some of which are in the easement boundary and some are not, which include new walkways and pavement, walls and fences, sheds to remove, signage, bollards, and others. And, ultimately this will come back for an application, but if there are things that the Commission, you know, has issues with, they should be pointed out now because at a certain point this will be too far along for big changes.

At that, I'll turn it over to the applicants who, well, I guess, have seven minutes and we will use the timer.

MS. MILES: Before we do that, does anybody have any questions for staff?

Okay, yes, you do have seven minutes. Please identify yourself for the record.

MS. EMMET: I'm Eileen Emmet. I'm the Park's Project Manager. With me tonight is Joey Lampl, the Cultural Resources Section Manager, and her group will be managing the Visitor

Center once it's open. On my near left is Becky Roman; she's here representing the State Highway Administration, a big funder on the project. And to my right, is Miche Booz; he's our architect and our consultant on the project.

Before I get started, I'd like to actually give you a little background and Miche will present, but first Joey Lampl would like to say a few things.

MR. LAMPO: Good evening. Thanks for hearing our case this evening. I just want to give you two seconds on of context. We have 110 historic structures on 35,000 acres of park land. Out of those 110 historic structures, we have two projects that are really the most important public interpretive projects right now. It'd be this and Josiah Henson, formerly known as Uncle Tom's Cabin. Of the two, this is the only project that is fully funded and this is funded not only with ICC mitigation money, courtesy of the ICC, but it's really important you know that this is \$800,000 of County Council support. So, we can build this project and I can't say that about a lot of what we try to do with our historic buildings; that's really important.

And, we have tremendous talent on this project. In addition to our consulting/design team, we have a leading Underground Railroad scholar, we have a leading Quaker expert from Swarthmore, we have the best architectural historians from Maryland Historic Trust advising us on the architecture of the

barn, we have the leading paint analyst advising us on parging and white wash. So, we're really excited and we welcome your guidance tonight. Thanks.

MS. EMMET: Okay, thank you, Joey. So let's get started.

To orient you, this is the Sandy Spring/Ashton master plan and it shows Woodlawn at the southern tip of the area and it's among many other historic master plan sites. The project idea culminated in 2002 as a proposal in the Montgomery County Heritage Area Management Plan and the County's Heritage Area has three themes. The one identified for the eastern county where Woodlawn is located is called the Quaker and Underground Railroad Cluster.

The original idea for the project was to rehabilitate and convert the stone barn to an interpretative center devoted to the Underground Railroad and as a gateway to historic Sandy Spring. It also included interpretation of the Quaker family who build Woodlawn and the adjacent Underground Railroad experience trail. In 2003, the Department of Parks completed a feasibility study. The plans were presented to the Historic Preservation Commission and received approval from the Planning Board and the County Council so that we could complete design and construction. The exhibit themes that we are developing include the Underground Railroad, the Quaker experience in the County, and the barn is a feature of the County's agricultural

landscape.

The main attraction of the Visitor Center will be multi-media exhibits throughout the barn where images, sounds, and stories are expected to be projected across interior walls and spaces to create a unique experience for visitors while also enhancing the structural, spatial, and historic integrity of the barn. The adjacent carriage house will have visitor orientation information, staff work space, storage, and restrooms and will also be the starting point for docent-led hikes.

The current project before you was initiated in 2010 and we are now proposing fewer changes to the barn and have moved visitor and operational functions, including the heating and air conditioning systems, to the less historically significant carriage house. Going forward we hope to submit for DPS permits in July of 2012, bid it in the fall of 2012, construct in 2013, and then open in 2014; that's a very aggressive schedule for us but, believe it or not, we are a little behind. But, we look forward to hearing your comments and getting your feedback tonight and I'll turn it over to Miche now.

MR. BOOZ: Good evening. Could we turn -- how are we going to do this? Move that over here a little bit so I can operate this thing. That would be great. This one doesn't --

MS. EMMET: You can use the mouse too.

MR. BOOZ: No, I'll just do this. I just want to get

to the site plan.

I think everybody understands how the site works, right? I think what I'd like to do, because we don't have much time to present this, is to go forward and show you the carriage house just briefly. These photos are a little bit better. Just to show you so you understand, it's really a two bay carriage house. You can see here that this is the side, there's a door right there and you're looking in right there.

This was a granary which is where they kept hay and grain for, I suppose, horses here. There was a door there. This is a non-historic door. This is where the carriage was kept and then there's a loft above. You can see there's a ladder there. Essentially see the kind of construction within the carriage house itself.

The addition, which is going to be coming off the north side, will take this down and there's a non-historic well that's inside but there's also a backflow preventer and some other plumbing and water which will be incorporated into the addition. This is the site plan, and I gather we're not really going to be talking too much about the barn, but I think to understand, because the easement essentially does this and -- but the changes to the site and the carriage house are all shown here.

Starting from the north, this is the carriage house with a breezeway, the bathrooms there. We're going to be

creating a new path coming down from the existing parking above  
creating a new path with an accessible route back to parking.  
Where you can't see here but was visible in the previous slides  
was most of the parking which occurs to the north. Those people  
will be coming down this path, accessible route down, past a  
ramp, past the new portable toilet enclosure. The accessible  
route then continues down here. This barn actually has at grade  
egress at all three levels. Unfortunately, we won't have an  
accessible route to the upper level because we don't want to,  
everybody agrees, that this wagon entry level and its character,  
its steepness and everything, doesn't want to be made  
accessible; but it is sloped up to the wagon entry level.

This other path will take us to the middle level which  
happens underneath the bridge which is the wagon entry level but  
below that there's another entry. This is what's called a  
double decker, stone arch, forebay, subtype barn, or something  
like that. But what that means, essentially, its three levels  
and the final level being down here so this would be that other  
path that brings you down an accessible route to the lower level  
there. There is going to be handicapped parking here and this  
is a tar and chip barnyard.

We'll be adding some low walls here. I don't think we  
need to go through these. I think I'm probably reaching the end  
of my time. What I'd like to get to, I guess, is to the  
elevations of the carriage house so that we can talk about them.

There we go.

Is that about the right place to stop? Do you want to ask questions?

MS. MILES: If you want to go another minute and just explain the elevations on the carriage house a little that would probably be useful.

MR. BOOZ: Okay. What you're seeing here is the west elevations facing towards the Manor House. The existing gable elevation has an opening but it's shingled over and also has a non-historic garage door here. We're altering -- we're using the existing opening here but we are altering the shape of this to make a better elevation out of it and we are proposing new wood doors here that are non-operable, proposing to put a window where there was a door in the photo you saw where it was open. You can see the addition here with the breezeway, board and batten siding, windows into the restrooms that are high and probably some sort of a glazing so you can't see in.

South elevation, we're showing operable louvers on top of double hung windows, wood windows, with new shingles shown on the siding, new shingles on the roof. East elevation, a new door for the staff to this deck that then takes you down to the pedestrian plaza where a lot of the tours and walks will probably originate. This is the entry to the bathrooms with two doors here with fountains on the back.

This is the north elevation, with the enclosure for

trash and for HVAC, and another window which is near there. Here's the plan. You can see here's the bathroom addition, women and men. This is where that little pump house is currently with the non-historic well and some of that other stuff that we're putting into the janitor's closet space. This is the vestibule with a bench, a new door in, stair up to the loft, staff desk, and exhibits here, staff door and stair down. You can sort of see all of that here. There's a stair down, stone wall, walkway up.

MS. MILES: Okay. Does anyone have any questions for the applicant?

MR. RODRIGUEZ: Out of curiosity, you have a barn that is three levels. Are you providing an elevator between the levels inside the barn?

MR. BOOZ: No.

MR. RODRIGUEZ: So how are you getting away with the issues of accessibility on having exhibits on all three levels?

MR. BOOZ: We're going to be providing exhibits and sort of an equivalent experience where we can. The easement on the barn and all discussions we've had about what we can do to the interior of the barn, it's such a high value resource that to actually put some sort of an elevator on the interior was deemed overly intrusive.

And I have to say, I absolutely agree with that. I think that it's, you know, it's an incredible structure. You

just have to go in there to see what an amazing specimen building it is. So, that sort of intervention actually is the reason we're doing all this in the carriage house because originally for the first feasibility study, we were the architects for that too, and the proposal, we were sort of steered towards this proposal, I have to say, was to actually condition the lower level, the animal level of the barn which would have done actually a fair amount of modifications, a lot of change to the existing historic fabric, let's just say. And, again, with discussion, we decided to go this direction which I think is more respectful to the barn.

MS. MILES: Are there any other questions?

MR. KIRWAN: Yes, for the architect. Could you talk a little bit about the exact positioning and configuration of the bathroom wing that's added onto the carriage house? I think the particular things that I'm looking at are the very sort of tangential relationship of that ridge of the bathroom wing to the underside of the soffit of the carriage house and the gutter board of the bathroom wing coming right into the side plane. It seems like there wants to be a little more breathing room there, but I'd also like to understand just laterally what is placed in that bathroom wing, sort of, just slightly off-center and sort of, you know, in plane with the side of the carriage house.

MR. BOOZ: Yeah. Let me just say one thing about the relationship of the roof to the existing is that it actually is

the least intrusive way to attach this to it. I think that, well, it's full disclosure, is that the earlier plan was to in fact have a taller addition with some other stuff and it was actually a bigger addition and this is the second version because we went through a whole revision because of cost cutting. So this whole piece is now a fair amount smaller and simpler than it was before and originally it actually had tied in about this high and there was a stair in it and you actually, you know, were able to walk into the loft.

So, in order to really make this affordable, this has shrunk, okay? So, I don't know if that explains the roof, but anyway, the roof, I suppose, could still be taller but the idea is that it's really, it's not meant in any way for people to move from this building to this one. The bathroom is held back here mainly because there's a driveway that runs right by the building and to get this accessible route in and from that edge of that path it's 20 feet just to the other side. So, to get the carriage house, the path and the driveway to all actually work, gave us this edge, and didn't want to go past this edge because the arborists were talking about this nice Osage orange tree that they really didn't want us to move past that edge. So, sort of hemmed in on this side and hemmed in on that side and that gives us our shape.

These bathrooms are about as small as they can be and be accessible bathrooms. There was a need for a janitor's

closet and there's some, you know again, sort of cost considerations for dealing with -- we're keeping the water and the backflow preventer and a few things where they were. So, a lot of reasons sort of put us in this position about that size and about that shape. I don't know if that helps explain.

MR. KIRWAN: I guess not knowing the history that it was much taller, I was actually wondering if the roof could come down a little bit and give a little more breathing room to underside of the carriage house?

MR. BOOZ: It could.

MR. KIRWAN: Maybe even come in from the side plane a little bit.

MR. BOOZ: Yeah.

MR. KIRWAN: And normally with, you know, additions to historic resources, we're often looking for some kind of exposure of the corner; so in regard to that eave line coming right in and co-planar to the face sometimes when there's a structure wall or something that's abutted the addition, the eave line is less the connecting point to the addition than it is the sidewall of the addition itself. Here you don't have a sidewall because it's a breezeway.

MR. BOOZ: Right.

MR. KIRWAN: So the only point of connection of that roof is right in line with the side face of the carriage house. So, I think, from my perspective, it would be a little helpful

to give that a little -- shift that over just a little bit, give us six inches there or something, six inches down from the top where the ridge line is coming into the gutters.

MR. BOOZ: Move this wall this way or this way?

MR. KIRWAN: Yeah. Or --

MR. BOOZ: That way?

MR. KIRWAN: Move the wall to the right.

MR. BOOZ: That wall, that way?

MR. KIRWAN: With the overhang. Right.

MR. BOOZ: Yup.

MR. KIRWAN: So then that eave line, that gutter board comes in; you're not creating this co-planar relationship with the side of the carriage house. You've got a little bit of an offset there and some breathing room to allow that detail to come in and stop it cleanly.

MR. BOOZ: All right. We can do that if we can. It is literally -- to get those bathrooms to work, it's just very tight.

MR. KIRWAN: Well, can't you move the whole thing over?

MR. BOOZ: Well, because the path -- we could squeeze the path but then the path gets narrower and it can't get any wider because the road is right there and we've got 20 feet. In other words we're right at the point where we're legal to the driveway. So, if we can move the whole thing over, we could

squeeze the path a little bit and it is a route that's going to carry a lot of traffic and I think we want to not expose the people on the path; but I think you're talking about inches here.

MR. KIRWAN: Well, maybe there's something in the bathroom or something that might give it to you.

MR. BOOZ: Absolutely. And, I take your point. I think that this could come down a little bit and I think if it were down six inches -- I guess we wrestled with the fact that this is starting to look a little bit too flat but I think, again, six inches is probably easily done.

MR. KIRWAN: And in some of the drawings, there is what looks like an overhang beyond the bathroom doors, and other drawings like these, we don't see that overhang. I'm wondering, where that is headed, like in your roof plan?

MR. BOOZ: Are you talking about here?

MR. KIRWAN: Yeah. There looks to be roof overhangs extending beyond the bathroom doors on your plan here.

MR. BOOZ: Oh, in the plan. I see.

MR. KIRWAN: Yeah.

MR. BOOZ: I think that's an old --

MR. KIRWAN: There's a step sort of profile of the roof line. It looks like the roof is going to be doing something there but I'm not seeing it in those drawings

MR. BOOZ: Oh, here, yes, right. They're not.

They're not doing that.

MR. KIRWAN: Good answer.

MS. MILES: Are there any other questions? We don't need to slide the desks.

UNIDENTIFIED MALE SPEAKER: That was a joke.

UNIDENTIFIED FEMALE SPEAKER: And we laughed.

MS. MILES: It worked. If there are no other questions, can we offer some feedback?

MR. SWIFT: Sure, and for the record, I am providing consulting services to the County on a separate project and I don't think that is a reason to recuse myself in this case, but I did want that noted in our minutes.

I don't have any strong objections or any minor objections really. I did have a question about, when I saw the vestibule; I thought that there might be a covered pathway to the bathroom entrances. I think you've answered why that's not a possibility. I thought that might be a nice thing to have but it doesn't seem like it's worth trying to do.

MR. BOOZ: The original plan did actually have an entrance there.

MR. SWIFT: I kind of was trying to figure out how it worked and I understand now why that doesn't fit, but I'm really excited to see that the barn is essentially having nothing done to it; I think that's very appropriate and nicely done. I think the carriage house, I think, the changes, the openings seem

appropriate and the connection of the restroom facility seems to be done as it needs to be and without being intrusive. So, I've really -- I don't think I see any issues.

The site also seems with, you know, I saw a lot of pavement, it took me a while to understand why so many driveways were required and then I saw there's police access and a number of other things, so that's what it is and I don't have any further comments. I think its great work. Thank you.

MR. BOOZ: Thanks.

MR. KIRWAN: Yeah, I would agree. I think other than the comments that kind of were drawn out from my questioning; I think it's a terrific project. I think both the barn and the carriage house work are very well done. I think the entire team should be commended for the great work you're doing on this property and for the County.

The only, and again, this is kind of a question that might lead into a comment, but the operable shutters over the windows, I'm curious where that is coming from. The other sides just have windows and there's this detail, is that something from the site or something from the collective resources in that area that it's being drawn from or --

MR. BOOZ: Really they've come out of a series of discussions with staff. We've done many studies of that elevation and operationally the Park feels pretty strongly that they would like to have as much visibility out of the south side

as they can, a bit of eyes on the site there. We're putting windows elsewhere. The thought was that they might be more barn like, I guess, since that was the granary portion of the carriage house that the louvers would evoke that, you know, that part of its past. It's a detail you see in a lot of barns. But, a louver over double hung windows isn't a detail you see on a lot of barns. It's actually more like a shutter and we're calling it an operable louver at this point on the elevation.

So, I think it'd be useful -- actually, this is south elevation. It would be useful if they could actually open up and, you know, just let them be windows and then closed up when the sun is too bright or when it's low in the horizon that it would be give flexibility, I think it would be useful. The team would probably agree.

MR. KIRWAN: I was wondering if it had something to do with the exhibits inside given the exposure. So is the intention to have it closed most of the time or open most of the time or is that not really an issue?

MR. BOOZ: I think it would just be the opportunity to cut the sun when you want it and have the visibility when you need it. Eileen, if you want to add.--

MS. EMMET: I might just comment from an operational standpoint. The hours of operation of this facility are not fully established because they don't have funding for staff yet. They hope to get it in their operating budget in the future.

But this is going to be run on the weekends and, you know, 12:00 to 4:00, Joey can speak to that. But, I think having the shutters closed might say that the Visitor Center, the barn, and the carriage house are closed and that when somebody's in there would say the building was up and operable.

MS. LAMPL: Yeah, just to add to the operational plan. Right now, and this could change, but it would be February through November, Wednesday through Sunday, 10:00 to 4:00, focused mostly on school groups and other groups and it would be a docent-led, moderately priced fee based situation.

MR. RODRIGUEZ: Well, I agree, it's a beautiful project and is very nice to see nice drawings being done. I don't have anything to say about the barn. I think it's a terrific idea. I was more concerned about if there was something I was missing regarding the accessibility and that was the nature of my question.

I do understand there is a lot of restrictions and probably budget constraints in this project and I think because of that, I understand the simplicity of this addition to the carriage house but I have to say it bothers me when I look at it and I start seeing water fountains, doors, windows. It looks like an outhouse. It takes away from the simplicity of the idea. So, I know when I start seeing that you are adding an enclosure at the end to cover some mechanical equipment, it makes me wonder why all that is not enveloped in one volume and

why there is no passage at the bathrooms so that you don't see the doors from the outside? It makes me -- because there is certain -- it makes me wonder why; that's a question that jumps when I look at the drawings and there is so much care put into the treatment of the house and how precisely we are keeping some of the elements of the house. But, when it goes to that side where the bathrooms are, I think it just loses that capacity that made it so unique and cohesive and defined and that's the only point that I see in the project that I would like to understand why.

I understand that there are constraints probably put on the project by budgetary issues; but I would just ask the question and I would recommend the team to look at that really because even when I start looking at the plan, I start seeing that suddenly the roof line starts shifting and there is little scribbles in the view, on the top view, that start announcing that there is a cover some kind of overhang to cover the door. And I think that will detract the project from the quality that the drawings are talking about and I think it will be much, much higher quality if some of these elements just blend away and you don't see them as prominently as your, as these drawings are showing them.

So, I don't know what is the solution, but when you were talking about the path and maybe make me wonder maybe there is a pavement treatment in the zone in front of that and the

path and the driveway gets blend by treating it with another type of pavement that makes the cars whatever coming really slow down so you protect whoever is there, but at the same time let and maintains both things at the same time. When I was looking at the site plan that came to my mind is shouldn't be some pavement treatments and some changes in the pavement as you have all these paths coming from the carriage house to the barn. So maybe that intersection is treated completely differently with another material. It's not just, just the asphalt that is there.

But, that would be my comments. In general, it's a beautiful project. I think it will have all my support but those are my questions.

MS. WHITNEY: I want to add feedback. I want to give you my own personal touch and I have none. It was wonderful. I want to be one of your first visitors. Good luck in your project and I think it looks great; that's my feedback.

MR. BOOZ: Thank you.

MS. MILES: Pretty much ditto. I don't see any -- I think the barn is beautifully handled. I think it's going to be just unbelievably cool to go in there and see exhibitions on the walls. I think that sounds awesome. And I think that the decision to shove all of these uses into the carriage house is very wise and I think the design is lovely and, although I agree that Commissioner Rodriguez raises some good questions to raise,

I think the whole overall concept is outstanding and very sensitive and beautifully handled and beautiful drawings and outstanding work by everybody and I would like to be the second visitor. Thank you all.

MR. BOOZ: Thanks very much.