



# PROJECT REVIEW FORM

Request for Comments from the Maryland Historical Trust/  
MDSHPO on State and Federal Undertakings

MHT USE ONLY	
Date Received:	Log Number:

Project Name	<b>Downtown Frederick Hotel and Conference Center</b>	County	<b>Frederick</b>
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**Primary Contact:**

Contact Name	<b>Richard Griffin, AICP, CEcD</b>	Company/Agency	<b>City of Frederick</b>
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		Ext.	

**Project Location:**

Address	<b>200 &amp; 212 (Rear) East Patrick Street Frederick, MD 21701</b>	City/Vicinity	<b>Frederick</b>
Coordinates (if known):	Latitude	Longitude	Waterway

**Project Description:**

List federal and state sources of funding, permits, or other assistance (e.g. Bond Bill Loan of 2013, Chapter #; HUD/CDBG; MDE/COE permit; etc.)	Agency Type	Agency/Program/Permit Name	Project/Permit/Tracking Number (if applicable)
	State	DHCD - SDGIF Grant(s) **	See Below
	State	Maryland Capital Grants ***	See Below

This project includes (check all applicable):

New Construction     Demolition     Remodeling/Rehabilitation

State or Federal Rehabilitation Tax Credits     Excavation/Ground Disturbance     Shoreline/Waterways/Wetlands

Other\Additional Description: **\*\* 14015: \$350,000.00; 00047: \$500,000.00 \*\*\* MD Capital Grant -- DGS Item #145, Chapter 022, Acts of 2017 (\$4,000,000) and DGS Item #141, Chapter 027, Acts of 2016 as amended by DGS Item #145, Chapter 022, Acts of 2017 (\$1,000,000).**

**Known Historic Properties:**

This project involves properties (check all applicable):

Listed in the National Register     Subject to an easement held by MHT

Included in the Maryland Inventory of Historic Properties     Designated historic by a local government

Previously subject to archeological investigations

Property\District\Report Name    **MIHP: FHD-473 & FHD-1303. Frederick Historic District (Boundary Increase)**

**Attachments:**

All attachments are required. Incomplete submittals may result in delays or be returned without comment.

Aerial photograph or USGS Quad Map section with location and boundaries of project clearly marked.

Project Description, Scope of Work, Site Plan, and/or Construction Drawings.

Photographs (print or digital) showing the project site including images of all buildings and structures. **(On DVD)**

Description of past and present land uses in project area (wooded, mined, developed, agricultural uses, etc).

**MHT Determination:**

There are **NO HISTORIC PROPERTIES** in the area of potential effect     The project will have **NO ADVERSE EFFECT WITH CONDITIONS**

The project will have **NO EFFECT** on historic properties     The project will have **ADVERSE EFFECTS** on historic properties

The project will have **NO ADVERSE EFFECT** on historic properties     **MHT REQUESTS ADDITIONAL INFORMATION**

MHT Reviewer:    Date:

## Project Description:

This new full service conference hotel will service Downtown Frederick and the greater Frederick community as well as visitors from the surrounding markets of Washington DC and Baltimore. It is designed to be an elegant social venue and sought after hotel for the business and transient travelers interested in the rich culture and Civil War history, enticing restaurants, and boutique shopping of Downtown Frederick Maryland. The hotel will have 183 guestrooms and suites, a conference center with 20,000 square feet of gross meeting space including an 8,000 square-foot Grand Ballroom. There will be a lobby bar, a three-meal restaurant, a specialty restaurant, and a roof top bar and meeting venue. There will also be a fitness center and underground parking for 170 cars. The hotel will be a Marriott full service product brand. The hotel will implement Marriott's new innovative programs and technologies and create destination food and beverage venues which will engage the adjacent Carroll Creek Promenade and Patrick Street retail district complimenting the excellent culinary community. The project will be designed with sustainability in mind and seek Leadership in Energy and Environmental Design (LEED) certification.

This project is very important to both the Historic District as well as to the future development of Downtown Frederick. As a complex project and a major addition to the City, featuring adaptive reuse of an historic building as well as new construction, sensitivity to the site and the existing built environment was of the utmost concern, as are the concerns raised by local preservationists.

Historic preservation concerns were a major driver in shaping the architectural program, with the adoption of objectives to:

- Retain the maximum amount of historic fabric, making every reasonable effort to incorporate contributing historic properties.
- Developing a building design that celebrates the historic nature of downtown Frederick while distinguishing itself through a rich contemporary palette of brick, cast stone, decorative metal panels & glass.
- Minimize the impacts to character defining features of the Historic District through scale, massing, and integrity of the streetscape.

The design achieves these objectives by using accepted principals of planning & design to create an architecturally sensitive solution from a preservation perspective:

- The initial design response to the City's Request For Proposals has been refined over several iterations to create a more sensitive solution.
- As a response to concerns over the original proposal, the main height & mass of the building has been shifted to the center of the site, so as to minimize its impact on the surrounding historic fabric. The building was also lowered by a story as a reflection of the design team's sensitivity to this concern.
- The mass of the building is broken down by the creation of a series of terraces for the lobby bar, restaurant & ballroom grand "lawn", softening the building at the Carroll Creek Park.
- On the second, fourth and roof levels the building also steps back, creating additional terraces overlooking Carroll Creek Park and the adjacent historic structures. The roof terrace will afford visitors with a spectacular view of the clustered spires, as well as provide an opportunity to collaborate with Frederick's chefs on a culinary garden.
- The building is organized around a grand urban design gesture; a formal entry court which organizes the entries to both the conference center and hotel separately and jointly. The glass

base of the building allows guests to experience the Carroll Creek Park immediately upon entering the drive court off South Carroll Street.

- Making a deliberate design decision to orient the building towards Carroll Creek Park, the building is organized into a series of architectural elements accentuating a variety of architectural styles which speak to the craft of design and construction, in the rich tradition of Downtown Frederick. All located to activate Carroll Creek, the lobby bar is treated as an open indoor/outdoor pavilion, and the restaurant space patio and Grand Ballroom terrace will provide a variety of experiences for the users of each space. We refer to these architectural treatments as a “String of Pearls” along Carroll Creek Park.
- The Frederick Railway Terminal Building is retained and rehabilitated into prime retail space oriented along both East Patrick and South Carroll Streets. The former Trolley entry doors along Patrick St. will be reopened, and a new glass door will be installed in order to create an indoor/outdoor dining room for the new proposed restaurant use. The original door openings & stairs at either end will also be restored and reinstalled. The rear of the warehouse portion of the building will be modified to create a secondary front for the new commercial uses. This side of the building will face the new Hotel’s entry drive from Patrick Street and as such the existing masonry openings which are similar to the Carroll Street side will also be opened up and replaced with storefront glazing. There will be new sidewalks along Carroll Street and along the entry drive, which was the former rail siding. For future tenants, outdoor dining will be encouraged and provided for in the new streetscape design.
- The 1967 Press Building Addition to the building is proposed to be demolished, due a number of concerns. The interior configuration presents many challenges to reuse, since the floors are at different levels and have multiple inconsistencies created by the original need to accommodate the large printing press in the space. The lack of interesting architectural elements, distinguishing features, or exemplary craftsmanship lead us to the conclusion that the addition is non-contributing and that retention does not add historical or architectural value to the Historic District.

Unfortunately, we had to make the compromise to not retain the former Birely Tannery/W & W Poultry Building due to the site & program constraints.<sup>1</sup>

Public funds are slated to be used for land acquisition, site preparation, utilities, and on-site public parking.<sup>2</sup> The public funds for the project are made up of a combination of Frederick City, Frederick County, and State of Maryland funds. The State funding includes two Strategic Demolition and Smart Growth Impact Fund (SDSGIF) Grants from the Department of Housing and Community Development (DHCD), two fiscal year 2018 Department of General Services (DGS)/Board of Public Works (BPW) Capital Project Grants, and a fiscal year 2012 - reauthorized in fiscal year 2017 - Bond Bill. The two DHCD- SDSGIF Grants (one for \$350,000.00 and the other for \$500,000.00; \$850,000.00 total) are intended to be used for property acquisition. The two fiscal year 2018 DGS/BPW Capital Project Grants (\$1,000,000.00 and \$4,000,000.00; for total of \$5 million) are for “the acquisition, planning, design, construction, repair, renovation, and reconstruction of the Downtown Frederick Hotel and Conference Center.” The Bond Bill (\$250,000.00) is also earmarked for “the acquisition, planning, design, construction, repair, renovation, and reconstruction of the Downtown Frederick Hotel and Conference Center.” Local funding includes a City/County TIF of \$4 million, Parking Fund cash of \$1 million,

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<sup>1</sup> Project Description courtesy of Fillat + Architecture

<sup>2</sup> (Panuska 2017)

Parking Fund Revenue Bonds of \$2.5 million, and Tourism Council Hotel Tax funds of \$3.5 million. Additional funding for the planning and construction of the hotel is provided by the private developer.

## Works Cited

Panuska, Mallory. 2017. "Fewer rooms, more parking, new funding breakdown included in latest downtown Frederick hotel plans." *The Frederick News-Post*, May 18.

## Past/Present Condition:

### Frederick Marriott Hotel & Conference Center Site

#### General Site Overview; 200 E. Patrick Street & 212 E. Patrick Street - Rear

The site of the proposed Frederick Marriott Hotel and Conference Center consists of two lots in the City of Frederick, Maryland. One lot is addressed as 200 E. Patrick Street, and is located as tax map 0418, grid 0001, parcel 0106B, lot 2690 and the second is addressed as 212 E. Patrick Street - Rear, and is located as tax map 0418, grid 0002, parcel 0106B, lot 3. Each lot currently contains an historic structure, further described below. The property is located within the expanded boundary area of the Frederick Historic District (1987, MIHP #F-3-39).

The City of Frederick is located in the Piedmont area of Frederick County, a region characterized by rolling hills and deep cut valleys. The county is within the Potomac River Basin and the Chesapeake Bay Watershed. The Monocacy River and Catoctin Creek are the two major waterways which drain into the Middle Potomac River.<sup>1</sup>

Fredericktown marked the beginning of urban settlement in western Maryland. Daniel Dulaney, the Elder (Sr.) was the founder of Fredericktown, later known as Frederick. Between 1724 and 1746 he acquired over 37,000 acres of land in what became Frederick County. In 1745 he surveyed 340 lots, which he named Fredericktown. Some lots he sold, others he leased. His plans were not only to sell lots but to develop a town, a place to set up a market and attract trade. Therefore, all lots came with a stipulation requiring improvement. Frederick was made the county seat of Frederick County shortly after the County was formed from parts of Baltimore and Prince George's Counties. The market was established in November 1770.<sup>2</sup>

The City was one of the first locations served by the railroads, starting in 1832 for freight and adding passenger service by 1854. Frederick became a regional market town and transportation hub. The surrounding agricultural land provided produce and livestock products, such as hair and hides, for brush factories and tanneries that provided jobs and trade goods. Additional industrial development came to Frederick in the 1860's after the US Civil War, including canneries, Brick and shoe factories, iron and steel producers, and grain mills. This resulted in significant residential development. Communities grew up around schools, churches, and factories, with housing stock that reflected the socioeconomic status of the residents. Larger lots were subdivided with a mix of single family, duplex, and "townhouse" residences. The townhouse type was particularly common in the city.<sup>3</sup>

The historic Town lots 266, 267, and 268 (parts of which are within the proposed project area) were purchased from heirs of Daniel Dulaney by Peter Fout in 1809. There is no indication that the lots were improved or occupied at the time of the transaction. Frederick Birely had purchased two lots on the west side of Carroll Street, one from a Ludwick Birely (lot 45, maybe his father) in 1787 and the other (lot 46) acquired in 1797 in a deed by the State of Maryland, indicated as land confiscated from a loyalist during the American Revolution. It is possible that Frederick Birely established a tannery on these lots. His wife, Elizabeth, inherited his property upon his death in 1806. Elizabeth purchased lots 266, 267, and 268 from Peter Fout in 1819. Frederick's sons, Valentine and Lewis took over operation of a tannery on lots 45 and 46. Valentine operated the tannery on that site until his death in 1860.

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<sup>1</sup> (Kerns 2016, 11)

<sup>2</sup> (Kerns 2016, 14)

<sup>3</sup> (Kerns 2016, 14)

Lewis started the tannery on lots 266, 267, and 268 in 1819, which passed to his son, George Krebs Birely, upon Lewis' death in 1858.<sup>4</sup>

We have no indication of the status of lots 266, 257, and 268 before the tannery was established there in 1819. It is possible that Peter Fout also operated a tannery there. Before development the land was likely wooded, but no documentation was found.

### **News-Post Building; 200 E. Patrick Street; MIHP #FHD-473**

The Frederick News-Post Building includes the Frederick and Middletown Railroad Terminal Building, which provides the street façade on Patrick Street and most of the street façade on Carroll Street. A large addition was made to the rear (and provides part of the façade on Carroll Street) when the newspaper purchased and occupied the building in the mid-1960's. This plain brick addition housed the press room and distribution space for the paper.

The first of the Sanborn Maps to show a building related to the Railway is 1897, which shows a Car Barn belonging to the Frederick and Middletown Electric Railroad sited back off Carroll Street, closer to the creek. The 1904 map shows both the Car Barn and a Freight House with a waiting room, facing on East Patrick Street. Neither of these structures is represented on the site today. The historic portion of the existing Frederick News-Post Building, which was the Frederick and Middletown Railroad Terminal Station, appears on the 1911 Sanborn. By that time, the Car Barn had been removed, and the older freight house with waiting room is labeled as "To be removed." In 1922, it is labeled as the Hagerstown and Frederick Railway Company Terminal Station, and in 1930 the Sanborn indicates that Potomac Edison had offices on the upper level.

The Frederick and Middletown Railroad was incorporated in 1894, and sold stock subscriptions to finance the construction of the line to Catoclin. The line opened service to the new resort (also owned by the principals of the railroad) at Braddock Heights on August 22, 1896; with service to Middletown beginning on October 21 of the same year.<sup>5</sup> After a small additional line was built into Myersville, the Hagerstown Railway, which had built as far as Boonsboro, built an extension into Myersville in 1904. The two companies remained independent, but allowed passengers to transfer between lines.<sup>6</sup> The Frederick Railway Company, after merging with some other lines including a steam line to Thurmont, merged with the Hagerstown Railway in early 1912. This formed the Hagerstown and Frederick Railway Company (H&F).<sup>7</sup> Because most of these rail lines were electrified, the ownership also acquired the local power companies in Frederick and Hagerstown and carried those divisions under the name of the railroad.<sup>8</sup> When additional Power companies were acquired in the early 1920's, the Company reorganized under the name "Potomac Edison," as it was now deriving over 67 percent of its income from electric utilities. At this point the H&F no longer legally existed, although it continued to be referred to that way within its service area and its cars retained their labels until the final run on February 20, 1954.<sup>9</sup> The Utility Company Potomac Edison eventually became a regulated subsidiary of Allegheny Energy, which merged with FirstEnergy in 2011.<sup>10</sup>

The rural electric interurban lines of the H&F connected rural communities for social, recreational and business purposes. For recreation, principals of the railroad developed Braddock Heights, a summer residential subdivision, as a revenue generator for the rail line. Braddock Heights serves as an example of an early twentieth century summer resort, and an early planned resort community. The connecting

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<sup>4</sup> (Kerns 2016, 17-19)

<sup>5</sup> (Herbert H. Harwood 1970, 11-15)

<sup>6</sup> (Herbert H. Harwood 1970, 17-18)

<sup>7</sup> (Herbert H. Harwood 1970, 22-27)

<sup>8</sup> (Herbert H. Harwood 1970, 26-27, 35)

<sup>9</sup> (Herbert H. Harwood 1970, 78-79,123)

<sup>10</sup> (First Energy n.d.)

services of the H&F to the Baltimore & Ohio (B&O) and Western Maryland railroads allowed visitors to come from the urban centers of Washington, D.C. and Baltimore, Maryland. Braddock Heights was centered on a large park, which was designed to include picnicking, games, dancing, and promenading.<sup>11</sup>

For the businesses in the City of Frederick and local towns, the H&F provided electrified freight service to industries in the city, facilitation of rail car connections to the Baltimore & Ohio (B&O), Pennsylvania, and Western Maryland (WM) railroads for heavy freight and providing railway express package service for lighter goods. Between 1909 (merger with the Washington, Frederick & Gettysburg [WF&G] electric interurban) and 1911, the H&F consolidated and rerouted lines, and added and rebuilt facilities. Included in the new facilities was the new Terminal Building at East Patrick and Carroll Streets. The new Terminal served passengers, express, and package freight.<sup>12</sup> During same period, H&F provided sidings to major industries in the City of Frederick, allowing them to receive raw materials and ship finished products to and from anywhere in the country using the H&F connections to move cars to the major regional railroads (WM and B&O). No repacking or reshipping was required.<sup>13</sup> Eventually, the H&F railroad, both passenger and freight services, were put out of business by the automobile, busses, and trucks, which could fulfill the same roles with more flexibility.

The H&F built a combined freight and passenger service terminal around 1911. This building became the offices of Potomac Edison, which expanded their second floor office space over the freight house twice, once between 1922 and 1930, and again between 1930 and 1947 (as indicated by Sanborn Insurance Maps). After the rail services declined and trolley service ended, Potomac Edison, which was now solely a power company, chose to relocate. The building was sold to the Frederick News-Post around 1966, and they added a press room to the former freight house.

While the Terminal Building retains a great deal of integrity, it does reflect the development of its site and uses over time. The open trolley car entry from Patrick Street no longer exists, it was eliminated between 1930 and 1947 (indicated by Sanborn Insurance Maps) as trolley service declined, but the outline of the opening is still obvious. The street entries for pedestrians at the two corners of the building along Patrick Street have been modified, with their granite steps removed. These once served the Express office (east corner) and the passenger waiting room (west corner). Some of the granite steps are stored on the 212 East Patrick Street (Rear) site, and the stairways could be reconstructed. This is dependent on how much material is actually available on site, and there may be a space problem at the west corner (East Patrick and Carroll Streets) because of realignment of city streets. While the two second floor additions over the freight house are not within the historic period (one built between 1922 and 1930 and the other built between 1930 and 1947), they reflect the development and changes in use during a significant period of the building's original occupancy and are largely within the period of significance for the historic district (1745-1941), so they contribute to the integrity of the building rather than compromising it. The remainder of historic structure is fairly complete, including a few interior partitions of the passenger waiting room and the railroad offices above, and a couple of safes which were built into the building. The setting is somewhat compromised by the removal of the rail yard and the siding track which served the freight house, but once service ended, most of the track was pulled up. The space once occupied by the siding for the freight house is still obvious along Carroll Street.

### **Birely Tannery; 212 E. Patrick Street - Rear; MIHP #FHD-1303**

Jacob (farmer) and Frederick (tanner) Birely arrived in Frederick in 1776, from Pennsylvania and by the early 19<sup>th</sup> century invested in many businesses, including shipping, warehousing, brick manufacturing, and two tanneries. After Frederick's death, his wife Elizabeth gave each of their sons, Valentine and

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<sup>11</sup> (Herbert H. Harwood 1970, 14)

<sup>12</sup> (Herbert H. Harwood 1970, 22-25)

<sup>13</sup> (Herbert H. Harwood 1970, 26)

Lewis, one tannery.<sup>14</sup> It is interesting to note that Lewis Birely was the owner of a large number of slaves, and upon his death in 1858 became one of the first citizens of Frederick to grant some slaves their freedom. Lewis also donated a strip of land to the Baltimore and Ohio Railroad in 1832.<sup>15</sup>

Lewis' son, George K. Birely learned the tanning trade from his father and around 1830 began his own tannery, which he ran until his death in 1873. According to the report, *The Birely Tannery*, "At first, the tannery was located on a single 360 x 60 foot lot, until 1867 when George was able to purchase the former Hauer Tannery which was located east of and adjacent to his property."<sup>16</sup> An 1841 map (see fig. 2) illustrates the course of Carroll Creek which demonstrates its similarity to the course of the creek prior to flood mitigation. In 1836, there is a record of conveyance of water rights and records of agreements on water usage of the creek, the dam that was in place at the time, and adjoining lot usage.<sup>17</sup> These agreements reinforce the importance of water to the operation of the tannery. George married Annie E. Schley in 1839 and they were parents to five children: Lewis, Fanny, George, Charles, and William. Lewis and George purchased the tannery in 1880 and grew the tannery into its height of operation. It is noted in 1910 that the tannery was known for "a specialty of oak tan leather, especially adapted for the purpose of manufacturing harness."<sup>18</sup>

In July of 1909, a devastating fire broke out in a hay car on the adjoining railroad lots and eventually spread to the tannery, destroying many buildings. An article from the Frederick News notes that about 600 tons of bark were lost in the fire.<sup>19</sup> While the tannery was rebuilt within two months after the fire, the tannery never fully recovered. By this time the tanning industry as a whole was in decline due to several factors including the advent of the automobile and the increasing use of denim and rubber. Tanning at Birely Tannery ceased around 1924, after the death of George Birely,<sup>20</sup> but by many accounts it was the last operating tannery in the city. George K. Birely and Sons persevered, changing to leather wholesale rather than production.<sup>21</sup> After the death of Lewis in 1941, the tannery site was inherited by a nephew, George Birely Delaplaine who continued to run the leather wholesale business. After another fire in 1952, the leather business was discontinued.<sup>22</sup> George sold the property to his brother, William T. Delaplaine, who then converted part of the complex into apartments.<sup>23</sup>

In 1955, W&W Poultry, founded by Alton Williar and F.S. Warner in 1947, began leasing the remaining building on the tannery site.<sup>24</sup> Some time prior to W&W's purchase of the property in 1960, all remaining buildings associated with the tannery operation except the brick main structure were removed from the site and updates to the remaining building occurred to accommodate a modern poultry dressing plant.<sup>25</sup> It is apparent from the 1971 Sanborn that W&W Poultry maintained three apartments on at least part of the upper levels.<sup>26</sup>

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<sup>14</sup> (Hoffman 1984, 14)

<sup>15</sup> (McKinsey and Williams 1910)

<sup>16</sup> (Hoffman 1984, 14)

<sup>17</sup> (Thomas 1984, I-15)

<sup>18</sup> (McKinsey and Williams 1910, 1393)

<sup>19</sup> (Big Tannery Burns 1909)

<sup>20</sup> (Randall 2011)

<sup>21</sup> (Potts and Randall 1992)

<sup>22</sup> Ibid.

<sup>23</sup> (Robb, et al. 2011)

<sup>24</sup> (A Number of Changes Have Taken Place Since Alton Williar and F.S. Warner Began Turkey Trade 1964)

<sup>25</sup> (Poultry Firm Purchases Property 1960)

<sup>26</sup> (Frederick, Maryland 1971)



During the poultry plant occupation, all of the accessory structures from the tannery were removed. The remaining main tannery building was renovated and altered for the poultry plant operation, and a large parking lot was established.

On October 10<sup>th</sup>, 1976, a severe storm hit the City of Frederick, inundating it with 7.2 inches of rain after 3.5 inches in the previous 10 days.<sup>27</sup> While the storm affected the entire region, Frederick was the hardest hit, which caused the normally slow paced Carroll Creek to crest at 20 feet<sup>28</sup> and buried major streets in eight feet plus of water and mud.<sup>29</sup> When the waters receded, "more than 80 small businesses were hit and 11 businesses were badly damaged by the flooding."<sup>30</sup> The Baltimore Sun noted that Frederick had developed a flood-control plan which included widening the base of Carroll Creek, but it had not been a top priority and therefore had not been completed.<sup>31</sup> Significant damage was done to Frederick's business district, and newspaper articles place the early estimates at over \$10 million in damages.<sup>32</sup> While no article specifically mentioned the tannery site, it is likely that it saw extensive damage as it is situated between the main business district and the creek.

Both hurricane Agnes in June of 1972 and hurricane Eloise in September of 1975 are referred to as causing flooding along Carroll Creek. While this flooding was not as extensive as the 1976 storm, it is likely that some amount of damage was caused to the tannery property with both floods. The repetitive nature of flooding along Carroll Creek was the impetus for designing and implementing flood controls. By 1978, the city had begun the design process; the resulting project was the Carroll Creek Flood Control and Linear Park.

Historically, the Birely Tannery had a strong and essential relationship to Carroll Creek (N). Tanneries required water from the creek to support operations. There is documentation of a dam and water wheel adjacent to the Birely Tannery site, which appears to have been owned by the Birelys but was shared by a water rights agreement with an adjacent tannery operation.<sup>33</sup> Such water works were necessary to convey sufficient water to the tanneries to fill their vats and rinse the hides at various points in the process, and at some point may have driven machinery at the tanneries. At the Birely Tannery, the yard containing the vats, leeches, and in good weather, drying racks, extended toward the creek on what appears to have been gently sloping ground (O). The yard was an integral part of a tannery's operation, and should be considered a character-defining element of the resource. The location meant that water was easily diverted from the creek to feed the vats and leeches, and the area drained well when vats were emptied.

At the Birely Tannery site, the design of the Carroll Creek flood control project relocated the bed of the creek, raised the grade along the creek, and placed a three to four foot retaining wall (with a fence on top) approximately eleven feet from the face of the three story portion of the remaining "L" shaped tannery building. The grade continues to rise beyond the retaining wall, toward the creek, attaining an elevation roughly eight and a half feet above the tannery property's grade at a point about 36 feet from the wall of the tannery (P). All of this has been constructed over what was the yard of the tannery (Q). Due to these improvements along Carroll Creek, the historic relationship of the tannery to the creek has been severed. The integrity of the setting of the remaining portion of the Birely Tannery is seriously compromised. Standing at the Tannery buildings, one is unable to even see the creek and cannot imagine the historic connection of acquiring water supplies and draining a field of vats to the creek.

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<sup>27</sup> (Yohn 2011)

<sup>28</sup> (Frederick county, city to get U.S. aid for flood damage 1976)

<sup>29</sup> (State Pounded by Wind, Rain 1976)

<sup>30</sup> (Floods Halt East-West Freights 1976)

<sup>31</sup> Ibid.

<sup>32</sup> (Coltman 1976)

<sup>33</sup> (Thomas 1984, I-15)

The integrity of the remaining Birely Tannery building is compromised by a loss of historic fabric. A serious fire significantly compromised the shell of the tannery building in 1909, with losses approaching half of the exterior fabric. The tannery was reconstructed after the fire, and the reconstruction re-used much of what remained from the fire. The reconstructed plant replaced some of the formerly wood frame building areas with brick, probably to reduce losses due to fire in the future. There have been several additional fires since 1909, including 1957, a possible fire in the 1970's, and recent fires including one in 2011. The loss of the outbuildings (likely removed in the 1950's) also compromises the setting of the tannery, as the bark sheds, bark mill, lime house, and beam house were essential to the operation of the plant. The interior fabric of the building appears to have been mostly lost in the 1909 fire, and was later compromised by re-use of the building as apartments and a poultry processing plant. The later fires have compromised historic and rehabilitation finishes as well. Much of the existing wood framing in the building appears to be contemporary materials. There are essentially no extant interior finishes, with the exception of a mostly tiled room on the first floor that was likely constructed for the poultry processing operation.

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# Maryland Historical Trust

## Photographic Documentation Form

### Project Review Applications

#### Digital Photograph File Log

Name of Project: Downtown Frederick Hotel and Conference Center

Address of Property: 200 & 212 (Rear) E. Patrick Street Frederick, MD 21701

<b>File Number</b>	<b>Photo Description</b>	<b>Date</b>	<b>Notes</b>
Photo001.jpg	North west corner of Frederick News-Post (FNP) Building.	May 12, 2017	Corner of East Patrick Street and South Carroll Street
Photo002.jpg	View East on East Patrick Street from South Carroll Street.	May 12, 2017	
Photo003.jpg	Former Freight Shed of FNP Building.	November 11, 2013	Looking south on South Carroll Street
Photo004.jpg	Former Freight Shed (south) and Passenger Waiting Room (north) of FNP Building.	November 11, 2013	Looking north on South Carroll Street
Photo005.jpg	South end of Press Room addition to FNP building with Carroll Creek Linear Park and the Delaplaine Center beyond.	May 12, 2017	Looking south east from South Carroll Street
Photo006.jpg	South end of Press Room addition to FNP building with former tannery/poultry plant beyond.	May 12, 2017	Looking east from South Carroll Street
Photo007.jpg	Entrance to Carroll Creek Linear Park (south) with former tannery/poultry plant beyond (north).	May 12, 2017	Looking east from South Carroll Street
Photo008.jpg	Portion of former tannery/poultry plant from Carroll Creek Linear Park.	November 11, 2013	Looking north east from Carroll Creek Linear Park.
Photo009.jpg	Portion of Carroll Creek Linear Park.	June 10, 2016	
Photo010.jpg	Portion of former tannery/poultry plant from Carroll Creek Linear Park.	November 11, 2013	Looking north east from Carroll Creek Linear Park.
Photo011.jpg	Former tannery/poultry plant from Carroll Creek Linear Park.	June 10, 2016	Looking north west from Carroll Creek Linear Park.
Photo012.jpg	Portion of Carroll Creek Linear Park with former tannery/poultry plant to north.	June 10, 2016	Looking west along Carroll Creek Linear Park.

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Photo013.jpg	South east corner of former tannery/poultry plant.	June 10, 2016	Looking north west.
Photo014.jpg	West portion of south elevation of former tannery/poultry plant.	June 10, 2016	Looking north.
Photo015.jpg	North east corner of former tannery/poultry plant.	June 10, 2016	Looking south west.
Photo016.jpg	North elevation of former tannery/poultry plant.	June 10, 2016	Looking south.
Photo017.jpg	South elevation of neighboring buildings. Fraternal Order of Eagles on west, and portion of FNP building west of parking area.	June 10, 2016	Looking north.
Photo018.jpg	North west corner of former tannery/poultry plant.	June 10, 2016	Looking south east.
Photo019.jpg	West elevation of former tannery/poultry plant.	June 10, 2016	Looking east.
Photo020.jpg	South of former tannery/poultry plant, with retaining wall of Carroll Creek Linear Park to south	November 11, 2013	Looking east.
Photo021.jpg	FNP building from parking area north of former tannery/poultry plant. Press room addition in foreground, Railway Terminal behind and to north.	November 11, 2013	Looking north west.
Photo022.jpg	Former tannery/poultry plant from parking area east of FNP building.	November 11, 2013	Looking south east.
Photo023.jpg	View of FNP building from parking area, showing Press Room addition attached to the former Railway Terminal building.	May 12, 2017	Looking south west.
Photo024.jpg	East Patrick Street looking west toward South Carroll Street.	June 10, 2016	

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Photo025.jpg	Looking south from East Patrick Street toward former tannery/poultry plant.	June 10, 2016	
Photo026.jpg	Looking south west from East Patrick Street toward FNP building.	June 10, 2016	
Photo027.jpg	View from adjacent parking area, with former tannery/poultry plant to south and FNP building to east.	June 10, 2016	Looking east.

Frederick Hotel & Conference Center  
Frederick, MD  
PHOTOGRAPH KEY

