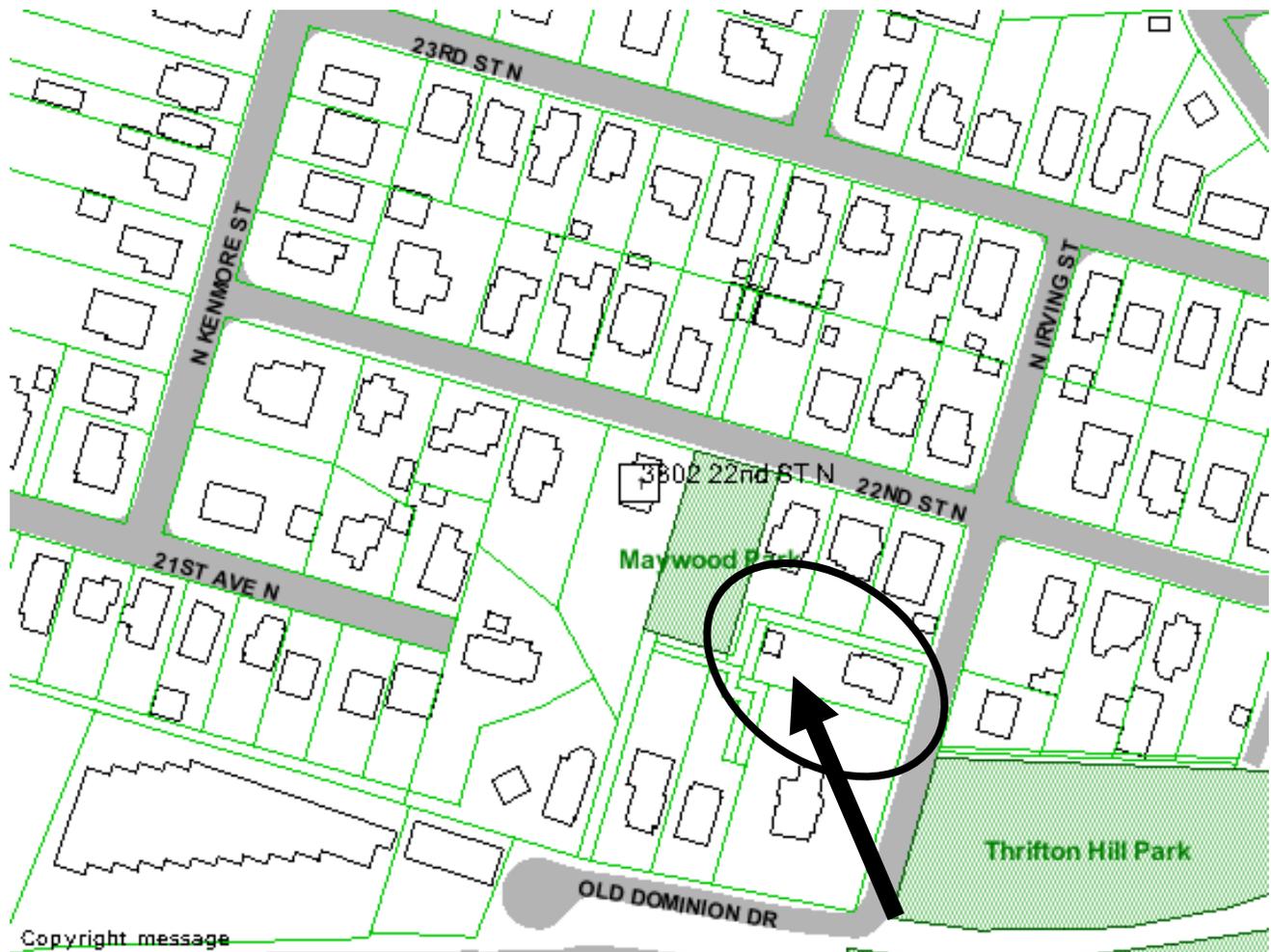


Historical Affairs and Landmark Review Board

Arlington County, Virginia

HALRB Case 13-14(HP1300016)



A request by Hugh & Diane Schratwieser, owners, to deconstruct one-car garage, move to another location on the property, and rebuild the garage with the addition of a 2nd story and other alterations on the property at 2102 North Irving Street in the Maywood Neighborhood Historic District.

For DRC (*circle those present*): **Robert Dudka, Charles Craig, Charles Matta, Darren Hannabass,**

For Arlington County (*circle those present*): **Cynthia Liccese-Torres, Rebecca Ballo**

Case #13 - 14 Agenda Item # No 5

Application Complete

Application Incomplete

Applicant(s): Schratwiesers

For Applicant(s): Schratwiesers & Heidi Kitzharris

(See attached application for applicant, address, name of property and property description, drawings, photographs, and proposed scope of work.)

Design Recommendations:

1. No dormers.
2. Look at using a larger garage door.
3. Scheme C with roof proportions of Scheme B most appropriate.
4. Hood at door is ok, keep it simple.
5. Use only 1 window on the side elevation as in Scheme B.
6. Use a 6 (or 5) panel door—as existing on garage.
7. Block walls should extend up to where the roof rests on it.
8. Can look at adding a skylight facing the rear property line for additional light.

Findings:

Return to next DRC meeting

Send to HALRB (see below for recommended actions)

If sent to HALRB, recommended action is:

Place on consent agenda

Place on discussion agenda:

Recommend approval of CoA, with DRC design recommendations and/or additional information provided

Recommend deferral of ruling on CoA (explanation):

Recommend denial of CoA (explanation):

No recommendation.

For DRC (*circle those present*): **Robert Dudka, Charles Craig**, Charles Matta, Darren Hannabass,

For Arlington County (*circle those present*): **Cynthia Liccese-Torres, Rebecca Ballo**

Case #13 - 14 Agenda Item # No 4

Application Complete

Application Incomplete

Applicant(s): Schratwiesers

For Applicant(s): Schratwiesers & Heidi Kitzharris

(See attached application for applicant, address, name of property and property description, drawings, photographs, and proposed scope of work.)

Design Recommendations:

1. Prefer a lower roof height—give it one more look.
2. Rethink the double fascia boards—proportions are off.
3. Prefer Scheme A with a single door off center with pergola.

Findings:

Return to next DRC meeting

Send to HALRB (see below for recommended actions)

If sent to HALRB, recommended action is:

Place on consent agenda

Place on discussion agenda:

Recommend approval of CoA, with DRC design recommendations and/or additional information provided

Recommend deferral of ruling on CoA (explanation):

Recommend denial of CoA (explanation):

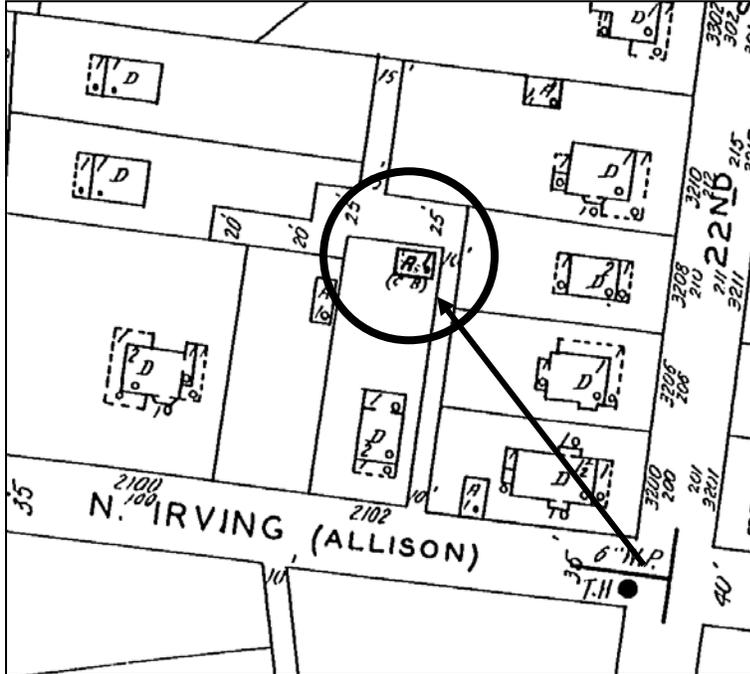
No recommendation.



CERTIFICATE OF APPROPRIATENESS STAFF REPORT

TO: HALRB
FROM: Rebecca Ballo, Historic Preservation Planner
DATE: August 14, 2013
SUBJECT: 2102 North Irving Street, Case 13-14, Maywood Historic District

The house is a Queen Anne style farmhouse that was constructed prior to 1923. The *Maywood National Register Nomination* describes the house as a “two-bay-wide, wood-frame dwelling rest[ing] on a solid rock-face concrete-block foundation. It is clad in narrow lapped wood siding and has a front-gable roof sheathed in asphalt shingles. It has a one-story, three-bay, wood-frame wrap-around front porch on Tuscan columns.... Windows are one-over-one wood-sash windows, with a single-sash craftsman-style replacement window in the gable end. Window and door surrounds are unmitered and with a projecting sill and molded lintel. Other notable features include two gable-roof dormers on the side elevations, wide, overhanging eaves, a three-faceted bay window on the south elevation, diamond-shaped wood shingles and molded gable returns in the gable end, and a new copper standing-seam metal roof on the porch.” The house and the Cherrydale block garage on the property are both listed as contributing buildings in the *National Register Nomination*.



This application is a request to deconstruct the existing one-car, block garage, move it to the southwest corner of the lot (currently it is located in the northwest corner), and reuse the blocks to construct a larger one-car garage with an attic story.

The existing block garage is a contributing structure in the National Register district. It is one of five historic concrete block garages remaining in Maywood. It does not appear on the 1929 Sanborn map, but is shown on the 1936 map (see image at left). The garage measures 13’ wide by 18’ long. It has a front gable roof with board and batten wood siding in the gable end. It has a wood paneled garage door and one wood side door for access.

The garage is in poor structural condition. The roof and joists are rotted and collapsing. The block structure itself is also failing, as the large white oak adjacent to it has begun to heave against the blocks. There are large vertical cracks in the blocks where the tree has damaged it. The County arborist assessed

the tree and determined it was in very good health. He recommended, however, that the existing location of the garage would eventually be detrimental to the tree. The garage is currently unusable and is an unsafe structure. The tree will presumably continue to grow into it and will continue to split the walls apart. Coupled with the failure of the roof, the structure will eventually collapse if left in place.

The applicants are proposing to move the garage to the southwest corner of the property. They would deconstruct the blocks and reuse them, along with some additional Cherrydale blocks from a different County salvage project, to construct a larger garage. The new structure would be 18' wide by 24' long, large enough to hold a modern automobile. The applicants are proposing to add a new side door on the east elevation with a pergola and to change the garage door to a carriage style door. The new garage would have one new wood casement window in each gable end, one double-hung wood window on the east elevation, and two skylights on the west elevation roof. The proposal would also add a usable attic story to the structure, raising its height from approximately 11'-12' (actual height is difficult to measure because the roof has collapsed) to 19' 10".

Typically, moving a contributing historic structure is not recommended. However, given the unique site conditions present in this case, staff supports the applicants' request to deconstruct and move the garage. The garage cannot stay in place unless the large white oak is removed, and staff and the owners would not support that decision because there are other options. In this case, the structure can be rebuilt very nearby in the yard. This change in location does not compromise either the setting of the house, or the historic understanding of how the garage should be used. It would still be located in the rear of the property and would have the same orientation, with access in the same location. Staff and the DRC had no issues with the request to deconstruct and rebuild the garage, in this case.

When evaluating the appropriateness of this request, the HALRB must make a determination about whether the proposed alterations to the garage, including the new openings, change in scale and mass, and the addition of new features such as the pergola are appropriate and acceptable under the *Design Guidelines*. The *Guidelines* do not differentiate between historic houses and outbuildings such as garages, and all historic buildings must be evaluated the same way. The *Guidelines* also use the Secretary of the Interior's Standards for Rehabilitation as a guide, and the Introduction to the *Guidelines* state that they are applicable to Maywood (pg. 3). This specific project meets some, but not all, of the Secretary's Standards, including Standards 5 & 6:

- 5) Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be maintained.
- 6) Deteriorated historic features should be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the old in design, color, texture, and where possible, materials. Replacement of missing features should be substantiated by documentary and physical evidence.

The applicants are proposing to reuse as many of the historic Cherrydale blocks as possible, and have obtained additional period blocks for the construction. These blocks are historic building materials that, while they are fairly ubiquitous in early 20th-century Arlington buildings, are no longer manufactured. It is nearly impossible to replicate new blocks, and the owners' commitment to reuse the blocks and repair them for use in a new structure is commendable and appropriate. The new structure will read as a complete Cherrydale block building and will be constructed of historic materials.



The project does not, however, meet the Secretary's Standards 1 & 2:

- 1) A property should be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
- 2) The historic character of a property should be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property should be avoided.

It is staff's opinion that the addition of the attic level to the garage changes the overall building height significantly, and also alters the spatial understanding of the original building. As historically constructed, this is a one-car garage. The proposal would essentially add an additional level above the existing garage, thereby altering the original structure, changing the pitch of the roof, and noticeably increasing the total height of the building. The new desired use being proposed, namely for having usable storage space in the attic, requires changes to the original structure that staff does not necessarily consider as minimal. Typically, the HALRB has discouraged additional stories to be added to historic buildings in the district. The first issue for the HALRB to determine is whether this proposed change in the garage's spatial relationship and features can be considered minimal, or if it constitutes a significant alteration.

The second issue the HALRB needs to consider is whether the addition of the pergola and the new carriage style door are historically appropriate as alterations to a contributing historic structure, given that the original garage door can be easily replicated and the building currently does not have a pergola. These changes could be seen as altering the character of a simple, utilitarian structure into something more elaborately designed and decorated. Although these changes are well-designed and similar changes have been approved for new garages and other new construction in the district, it must be determined whether or not they are appropriate for this particular historic building.

The DRC heard this case at their June and August meetings. They expressed support for a simple structure in terms of the overall design, and had some concerns about the proposed height. Four different versions of the garage have been presented at the DRC meetings and the current submission reflects the DRC's comments. The height has changed from the last DRC meeting from 20' 1" to 19' 10". The DRC had urged the applicant to work to lower the roof using whatever means were necessary. The DRC recognized staff's concerns, and recommended the case be put on the discussion to address and resolve the preservation issues. The DRC did not have issues with the final design. The DRC recommended approval of this application and asked that this case be placed on the discussion agenda for the August 21, 2013, HALRB meeting.

If the HALRB approves the CoA, findings must be made stating that the alterations are not significant and that the addition of the attic space and enlargement of the footprint does not qualify as an alteration of distinctive features of the historic building, namely its scale and mass.