
**HISTORIC PRESERVATION REVIEW BOARD
STAFF REPORT AND RECOMMENDATION**

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| Landmark/District: | Capitol Hill Historic District | <input checked="" type="checkbox"/> Agenda |
| Address: | 108-110 8th Street NE | <input type="checkbox"/> Consent |
| | | <input checked="" type="checkbox"/> Concept |
| Meeting Date: | December 15, 2016 | <input checked="" type="checkbox"/> Alteration |
| Case Number: | 16-694 | <input checked="" type="checkbox"/> New Construction |
| Staff Reviewer: | Gabriela Gutowski | <input type="checkbox"/> Demolition |
| | | <input type="checkbox"/> Subdivision |

Applicant Utka Aslanturk, with plans prepared by architect Jennifer Fowler, seeks concept review for a three-story rear addition and construction of a one-story carriage house at this property in the Capitol Hill Historic District.

Property Description

108 and 110 were constructed as two houses but are currently combined as one tax lot. The houses appear on the 1857 Boschke map, indicating that their date of construction predates 1857, and are the oldest structures on the block. The block, bound by A, 7th, and 8th Streets, and Massachusetts Avenue, has a diagonal shaped alley that is accessed from 7th Street and terminates at the entrance to the property's one-story garage.

108 features a painted brick façade. The façade at 110 is likely brick as well, but is currently clad in horizontal wood siding. Although not discernable from the street due to the continuation of the horizontal siding and roofline, the northern exterior wall at 110 is detached from the neighbor at 114. Both houses feature six-over-six double-hung wood windows, wood window surrounds, and single-leaf wood entrance doors. The rear elevations have continuous horizontal siding and regular spaced four bays of one-over-one double-hung windows at the second floor. An "L" shaped one-story rear wing with an asphalt shingled shed roof currently exists at the rear. The two houses share a side gable roof.

A two-door wood-frame garage clad in corrugated metal is located at the rear of the property. The garage dates from 1904-1928, and a 1928 Sanborn map labels the structure as an Auto Repair shop. The rear façade and garage are not visible from any streets.

Proposal

The plans call for the removal of the rear wing and partial rear facade and the construction of a rear addition that would extend across almost the full width of the rear façade for three-stories and for two-stories at one bay. The top-most floor of the addition would open up onto roof deck, but neither the deck nor the addition would extend onto the existing gable. The rear façade of the three-story addition would be separated visually into two, one half clad in Azek panels with banked two-over-two double-hung windows, and the other half clad in brick with punched

window openings and two-over-two double-hung windows. The plans also call for the complete removal of the secondary northern façade at 110 and construction of a side addition.

The one-story garage would be demolished. A new one-story garage would be constructed at a new location at the rear of the lot. Whereas the existing two-door garage is located at the northwest corner of the lot directly adjacent to the garage at 725 Massachusetts Avenue, NE, the new garage location would be at the southwest corner of the lot. The proposed footprint would be irregular in shape, measuring 10'0" wide at the alley façade and 17' 0" wide at the façade facing the rear yard. Both facades of the garage would measure 11' 0" in height. The alley façade would be clad in brick and feature a paneled garage door flanked by two light fixtures. At the east yard facing façade, the garage would clad in brick and have a single leaf door and paired two-over-two double-hung windows with an arched brick lintel. Both secondary north and south facades would be clad in brick as well. The north secondary façade would feature six two-over-two double-hung windows with arched brick lintels.

Evaluation

108 and 110 were built as two separate buildings and still read as two distinct buildings at their facades. Although the rear facades share continuous siding, there remain regular four bays of windows reflective of the window pattern at the primary facades. The proposed height and width of the rear addition obscures the building as having historically been two, two-story, two-bay homes. The use of two cladding materials, introduction of five bays and varied fenestration patterns, cause the addition to read as two distinct three-story buildings. While historically there are three-story buildings of similar width and height within the row and block, the proposed massing of the addition detracts from the smaller scale of 108 and 110, the two oldest buildings in the block, both reflective of a significant period of construction in Capitol Hill when buildings were built small.

Cumulatively, the extent of the proposed demolition and alteration is too much for these two small residences.¹ The additions would demolish a substantial portion of the exterior walls and the majority of the interior structure. The side wall demolition at 110, in particular, does not appear to gain much in terms of interior space, yet removes much of the historic fabric.

There are aspects of the proposed rear addition that are appropriate to the buildings. The removal of the existing rear extension and the construction of a rear addition will not damage or destroy significant architectural features on the rear elevation or roof. The top-most floor of the addition would not extend onto the existing gable roof and would preserve the historic roofline as well as ensure that the addition will not be visible from street view. A rear addition could be found appropriate at this site if it was designed to be subordinate in size and allowed for the building's historic massing to remain apparent.

The existing one-story metal garage was built sometime between 1904 and 1928. While dating from within the period of significance for the historic district, it does not contain distinctive

¹ "Work considered demolition under the Act shall include, but is not limited to, any of the following, as determined by the Mayor's Agent: The removal or destruction of any façade; The removal or destruction of all or a substantial portion of the structural components of the building, such as structural walls, floor assemblies, and roofs;" (DCMR 10 Historic Preservation Regulations, Section 305)

character-defining features and is in a dilapidated condition, therefore warranting its reconstruction. However, relocating the garage from its historic placement at the northwest corner of the lot to the southwest corner would eliminate this historic structure's relationship to the alley. Furthermore, the long, narrow, and irregular shape of the proposed one-story garage is not in keeping with garages and carriages houses historically found at buildings within the district.

The design, materials, and detailing of the proposed garage are compatible with the character of the alley and with the historic district in general. However, a one-story brick garage of the same footprint would be a compatible replacement for the existing building.

Recommendation

The HPO recommends that the Board find this concept incompatible with the character of the historic district and inconsistent with the purposes of the preservation act, and direct the applicant to continue design work to accomplish the following:

- *Limit the amount of demolition*
- *Decrease the size of the rear addition*
- *Increase the compatibility of the rear elevation through materials and fenestration*
- *Rebuild a one-story garage within the footprint of the existing garage.*

The HPO further recommends the project return to the Board for further review when appropriate.