

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

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Property Address:	<b>1826 15<sup>th</sup> Street NW</b>	Agenda
Landmark/District:	<b>Greater U Street Historic District</b>	<b>X</b> Consent Calendar
Meeting Date:	<b>March 26, 2015</b>	<b>X</b> Concept Review
H.P.A. Number:	<b>15-094</b>	<b>X</b> Alteration
Staff Reviewer:	<b>Anne Brockett</b>	New Construction

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Last month, the Board reviewed a proposal by Scout Motor Company Architecture to add to the roof of this two-story brick rowhouse and construct a garage in the rear. The Board found the proposal for the addition incompatible with the historic district because of its position too far forward on the roof and subsequent visibility from the street.

**Project Description**

The revised proposal would construct an addition within the existing dogleg on the second floor and add a third story above. The third floor would sit on approximately 8 feet of the main roof of the house, at a comfortable setback of 31 feet from the front façade.

The project would also construct a rear two-car garage measuring 15 x17 feet and standing 13 feet tall at the roof peak. The garage would be clad in horizontal siding, while the addition would be stuccoed.

**Evaluation**

When reviewing rooftop additions, the Board’s general requirements are that 1) the roof addition not be visible from the public right of way; 2) the addition be set back so as not to sit significantly on the original main block of the house; and 3) the addition be set back from the rear elevation where the existing alley scape features fairly uniform, lower scaled buildings.

The previous proposal had the roof addition set back 17 feet back from façade, covering about half of the historic roof. A mockup confirmed that the addition would be visible from Swann Street and from 15<sup>th</sup> at its intersection with T Street.

The revised proposal is consistent with typical additions to historic homes, concentrating more of the addition toward the rear and less on top. The slight encroachment onto the main roof is not significant enough to alter the historic sense of scale or the building’s original massing. The visibility has been eliminated. The garage is compatible with historic prototypes and is consistent in its design with others on this alley.

**Recommendation**

*The HPO recommends that the Board find the concept compatible with historic district and consistent with the purposes of the preservation act. The Board’s decision should not be construed as endorsement or support for any necessary zoning relief.*