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

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Property Address:	<b>2114-2124 14<sup>th</sup> Street, NW</b>	<b>X</b> Agenda
Landmark/District:	<b>U Street Historic District</b>	Consent Calendar
Meeting Date:	<b>May 31, 2018</b>	<b>X</b> Concept Review
H.P.A. Number:	<b>18-136</b>	<b>X</b> Alteration
		New Construction
		Demolition
		<b>X</b> Subdivision

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Madison Investments, represented by architects Perkins Eastman DC and preservation consultant EHT Traceries, seeks on-going conceptual design review for construction of a seven-story plus penthouse retail and residential building in the 2100 block of 14<sup>th</sup> Street between V and W Streets. The project would incorporate four historic buildings located on the site.

**Previous Review**

In March, the Board approved the general concept with the following findings: (1) the treatment of the historic buildings, including some being reclassified as non-contributing due to a lack of integrity, is based on archival and on-site analysis and is consistent with the purposes of the preservation act; (2) the general concept is compatible in height, mass, materials and architectural character with the character of the U Street Historic District; (3) the projections on the V and W Street elevations are not compatible in size, scale and location and should be redesigned; (4) some members questioned the compatibility of the bridge element and suggested that it continue to be studied; and (5) additional breaking down of the massing, height and scale was needed of the primary (gray brick) portion of the building to improve its compatibility. The Board asked that the concept return to the Board with revisions to the V and W Street elevations and after options for the parking garage entrance location have been evaluated with the Office of Planning and the DC Department of Transportation.

**Revised Proposal**

In response to the recommendations of the Board, the W and V Street elevations have been redesigned by eliminating the large projections and using brick rather than large-scale panel as the primary cladding material. The V Street elevation would have a five-story brick building element without projections immediately adjacent to the two-story corner building at 2100 14<sup>th</sup> Street; cementitious panel would be used only for the upper two setback floors. The W Street elevation would have a similar five-story brick element set flush with the building line supporting a four-story oriel projection of a width and scale commensurate with bay projections in the historic district; as on V Street, the upper two setback floors would be clad in cementitious panel.

On 14<sup>th</sup> Street, the six-story element immediately adjacent to 2100 14<sup>th</sup> Street has been extended up to seven stories, matching the building element at the corner of W Street. The fenestration on both seven story elements has been revised to express a hierarchy of two-story window

expressions on 14<sup>th</sup> and a combination of one- and two-story expressions on the side elevations. The bridge element has been filled in on the floor atop the retained garage building, slightly recessed in plane from the upper floors. The retail storefronts have been further developed based on historic documentation for the historic buildings and with a compatible, human-scaled series of projections for the new construction elements.

After consultation with DDOT, the garage entrance has been located along the rear alley.

### **Evaluation**

The revisions are responsive to the Board's direction and improve the compatibility of the concept. The W and V Street elevations are successful in stepping the mass of the building down to the smaller buildings to the west, and are now compatible with the historic district in scale, materials and use of projections. The additional story added to the formerly six-story element on 14<sup>th</sup> Street proportionally improves the relationship of this portion of the building to the gray brick element behind, making the street-facing element more dominant and reducing the presence of the back building. The height, scale and variation of the commercial storefronts is compatible with the character of 14<sup>th</sup> Street, and the location of the garage entrance on the alley (rather than facing directly on to a street) is consistent with other new construction projects in the district.

### **Recommendation**

*The HPO recommends that the Board find the revised concept compatible with the purposes of the preservation act, and delegate final construction approval to staff.*

*HPO Contact: Steve Callcott*