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

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Property Address: **1836-40 Kalorama Road, NW** X Agenda  
Landmark/District: **Washington Heights Historic District**

Meeting Date: **October 26, 2023** X Permit Review  
H.P.A. Number: **23-515** X Alteration

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In September, the Board reviewed this project to add above and behind the existing building(s) at 1836 and 1840 Kalorama Road NW. The rowhouse at 1840 was built in 1912 and has always been used for educational purposes. The two-story building at 1836 was added to the school in 1923.

At the meeting, applicant Patrick Boom of PT Blooms Development and architect Jonathan Kuhn clarified that enough of the existing building structure will remain so that substantial demolition is no longer a concern. The Board's other recommendations were as follows:

1. the concept of a two-story roof addition on 1836 would be compatible with revisions to the fenestration and entry;
2. directed the applicant to lower or set back the roof addition to 1840 to not be visible from Kalorama Road;
3. found the rear addition to both buildings compatible with revisions to the stairs; and
4. requested scaled drawings of all meters and mechanical equipment.

**Project Description and Evaluation**

Regarding no. 1 and 2 above, the addition remains three stories and the proposal would make 1836-40 the tallest building on the block, a full floor taller than 1842 Kalorama to the east. However, several design adjustments have been made to disguise the height:

- the height of the penthouse is more accurately depicted
- the parapet on the roof has been reduced
- the 4<sup>th</sup> floor parapet has been slightly raised.

Other changes to the elevation include:

- narrower openings on the 3<sup>rd</sup>-5<sup>th</sup> floors of 1836
- casement windows over inset panels rather than French doors on the 4<sup>th</sup> floor
- an entry sequence that is consistent with the Board's guidelines

Taken as a whole, the revisions to the elevation bring an improved level of compatibility to the design. They appear to prevent visibility of the roof addition on 1840 and significantly reduce the visibility of the penthouse on 1836. The fenestration changes enhance the understanding of the original building as a base for the addition, with windows that reflect a more traditional scale.

The projecting egress stairs remain on the rear of the building although the stairs to the parking area at the alley have been modified to sit in a more compatible location. Electric meters are shown as fitting under the existing stoop and a single gas meter is shown in its current location.

**Recommendation**

*The HPO seeks the Board's guidance on whether the modifications adequately address the previously raised concerns in terms of the presence of a penthouse, the size of the addition on top of 1840, and the rear stairs. Should the Board find the proposal compatible, the staff recommends the Board delegate final review.*

*The Board's decision should not be construed as support for or opposition to any necessary zoning relief.*

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