

**MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION**  
**STAFF REPORT**

<b>Address:</b>	9 West Irving St., Chevy Chase	<b>Meeting Date:</b>	7/12/2017
<b>Resource:</b>	<b>Contributing Resource</b> Chevy Chase Village Historic District	<b>Report Date:</b>	7/5/2017
<b>Applicant:</b>	John Fitzgerald and Chain Bridge Partners LLC (Luke Olson, Architect)	<b>Public Notice:</b>	6/28/2017
<b>Review:</b>	HAWP	<b>Tax Credit:</b>	N/A
<b>Case Number:</b>	35/13-17T	<b>Staff:</b>	Michael Kyne
<b>PROPOSAL:</b>	Rear addition and garage		

**STAFF RECOMMENDATION:**

Staff recommends that the HPC **approve with one (1) condition** the HAWP application.

1. The original siding and trim on the historic house will not be replaced. If the applicants determine that the siding and trim must be replaced, they shall provide documentation and return to the Commission for review and approval.

**ARCHITECTURAL DESCRIPTION**

**SIGNIFICANCE:** Contributing Resource within the Chevy Chase Village Historic District  
**STYLE:** Colonial Revival  
**DATE:** c. 1892-1916

**BACKGROUND**

The applicants appeared before the Commission at the June 14, 2017 HPC meeting for a preliminary consultation. At that time, the Commission expressed the following concerns regarding the applicants' proposal, which included a garage in the right side yard that was attached to the main house via a trellis/breezeway.

- The left elevation of the proposed rear addition appeared too massive and overwhelmed the historic house and neighboring properties.
- The proposed trellis/breezeway from the proposed right side garage to the house resulted in crowding and detracted from the historic house.
- The proposed garage was too far forward and should be as far back as possible.
- The proposed garage should take more visual cues from the historic house.
- The front and rear dormers on the proposed garage made the garage appear too massive, with a potential to detract from the historic house.
- There was some discussion about attaching a projecting garage at the rear/right side of the house and proposed addition.
- If the proposed garage is detached, the Commission generally preferred a side-loaded garage.

- If the proposed garage was an attached projection, the preference was for a front-loaded garage.

The Commission suggested that a second preliminary consultation would be beneficial, allowing them to comment on any revisions and allowing those Commissioners not present at the June 14, 2017 HPC meeting to express their concerns. A neighbor (11 West Irving Street) provided testimony in opposition, expressing concerns that the proposed rear addition was too massive, especially on the left side, and that the addition had the potential to overwhelm neighboring properties.

The applicants have returned with a HAWP application.

### **PROPOSAL:**

- Remove an existing one-story rear addition/attached garage
- Construct a two-story rear addition
- Construct an attached garage at the rear/right side.

### **APPLICABLE GUIDELINES:**

In accordance with section 1.5 of the Historic Preservation Commission Rules, Guidelines, and Procedures (Regulation No. 27-97) ("Regulations"), in developing its decision when reviewing a Historic Area Work Permit application for an undertaking at a Master Plan site the Commission uses section 24A-8 of the Montgomery County Code ("Chapter 24A"), the *Secretary of the Interior's Standards and Guidelines for Rehabilitation* ("Standards"), and pertinent guidance in applicable master plans. [Note: where guidance in an applicable master plan is inconsistent with the Standards, the master plan guidance **shall** take precedence (section 1.5(b) of the Regulations).] The pertinent information in these documents, incorporated in their entirety by reference herein, is outline below.

*Sec. 24A-8. Same-Criteria for issuance.*

- (a) The commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.
- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:
  - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
  - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
  - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
  - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
  - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; [emphasis added] or

- (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.
- (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district. (*Ord No. 9-4, § 1; Ord No. 11-59*)

### *Secretary of Interior's Standards for Rehabilitation*

The Secretary of the Interior defines rehabilitation as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values.” Standards 2, 5, and 6 most directly apply to the application before the commission:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
7. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### *Chevy Chase Historic District Guidelines*

The guidelines break down specific projects into three levels of review – Lenient, Moderate and Strict Scrutiny.

“Lenient Scrutiny” means that the emphasis of the review should be on issues of general massing and scale, and compatibility with the surrounding streetscape, and should allow for a very liberal interpretation of preservation rules. Most changes should be permitted unless there are major problems with massing, scale and compatibility.

“Moderate Scrutiny” involves a higher standard of review than “lenient scrutiny.” Besides issues of massing, scale and compatibility, preserving the integrity of the resource is taken into account. Alterations should be designed so that the altered structure still contributes to the district. Use of compatible new materials, rather than the original building materials, should be permitted. Planned

changes should be compatible with the structure's existing design, but should not be required to replicate its architectural style.

"Strict Scrutiny" means that the planned changes should be reviewed to insure that the integrity of the significant exterior architectural or landscaping features and details is not compromised. However, strict scrutiny should not be "strict in theory but fatal in fact" i.e. it does not mean that there can be no changes but simply that the proposed changes should be reviewed with extra care.

The Guidelines state three basic policies that should be adhered to, including:

Preserving the integrity of the contributing structures in the district. Alterations to contributing structures should be designed in such a way that the altered structure still contributes to the district.

Design review emphasis should be restricted to changes that will be visible from the front or side public right-of-way, or that would be visible in the absence of vegetation or landscaping.

Alterations to the portion of a property that are not visible from the public right-of-way should be subject to very lenient review. Most changes to rear of the properties should be approved as a matter of course.

The Guidelines that pertain to this project are as follows:

**Garages and accessory buildings** which are detached from the main house should be subject to lenient scrutiny but should be compatible with the main building. If an existing garage or accessory building has any common wall with, or attachment to, the main residence, then any addition to the garage or accessory building should be subject to review in accordance with the Guidelines applicable to "major additions." Any proposed garage or accessory building which is to have a common wall with or attachment to the main residence should also be reviewed in accordance with the Guidelines applicable to "major additions."

**Lot coverage** should be subject to strict scrutiny, in view of the critical importance of preserving the Village's open park-like character.

**Major additions** should, where feasible, be placed to the rear of the existing structure so that they are less visible from the public right-of-way. Major additions which substantially alter or obscure the front of the structure should be discouraged but not automatically prohibited. For example, where lot size does not permit placement to the rear, and the proposed addition is compatible with the street scape, it should be subject to moderate scrutiny for contributing resources, but strict scrutiny for outstanding resources.

## **STAFF DISCUSSION**

The subject property is a Colonial Revival-style Contributing Resource, which was constructed c. 1892-1916. The property has a large side lot to the right (as viewed from West Irving Street) as well as a right-side driveway, which leads to an attached side loaded garage at the rear of the property. The attached garage is part of an existing one-story rear addition, which may pre-date the historic district's 1998 designation.

As noted above, the applicants previously appeared before the Commission at the June 14, 2017 HPC meeting for a preliminary consultation. The applicants have attempted to address the Commission's concerns, as expressed at the preliminary consultation, and have returned with a HAWP application. Specifically, the applicants have made the following revisions:

### *Addition*

The entire rear addition has been inset approximately 10” from its previous location, and the proposed hyphen has been inset by an additional 18” to provide further differentiation. A previously proposed bay window has also been removed from the left elevation of the proposed addition to further reduce the perceived massing. To avoid encroaching the rear setback line (as the existing addition does), the depth of the addition has also been reduced by 18”.

Staff remains concerned about the overall massing of the addition, finding that, combined with the proposed attached garage on the right side, the footprint and lot coverage of the house will increase significantly; however, the Commission may find that the applicants have successfully addressed their previous concerns and that the potential for the addition to detract from or overwhelm the historic house has been diminished.

### *Garage*

The applicants propose an attached one-story, two-car garage at the rear/right side of the house and proposed rear addition. The previously proposed trellis/breezeway has been removed from the proposal, and the garage is no longer proposed in the side yard. The revisions have effectively reduced the perceived crowding on the right side of the property, and the property retains more perceivable open space. The proposed attached garage is front-loaded, the dormers have been removed, and, with a hipped roof, the overall shape and form of the garage takes more visual cues from the historic house.

Staff remains concerned that the proposed attached garage is inconsistent with the surrounding streetscape, as staff knows of no other instances of attached garages on West Irving Street or within the immediate vicinity. As noted at the June 14, 2017 preliminary consultation, the Commission has approved compatibly designed attached garages before, where the specific circumstances preclude the construction of a compatible detached garage. The Commission may consider the circumstances in this case and review the proposed garage with greater leniency. If so, the Commission might find that the compatibly designed attached garage has minimal potential to detract from the subject property and surrounding historic district.

### *Other*

The submitted elevations note that the original siding and trim on the historic house will be investigated and replaced in-kind, where necessary. At this time, the applicants have not provided sufficient information regarding the condition of the original siding and trim or successfully demonstrated that it should be replaced. Staff recommends a condition of approval, stipulating that the original siding and trim on the historic house will not be replaced. If the applicants determine that the siding and trim must be replaced, they shall provide documentation and return to the Commission for review and approval.

After full and fair consideration of the applicant’s submission staff finds the proposal as being consistent with the Criteria for Issuance in Chapter 24A-(b) 1 and 2, having found the proposal is consistent with the Secretary of the Interior’s Standards for Rehabilitation and Chevy Chase Village Historic District Guidelines outlined above.

### **STAFF RECOMMENDATION**

Staff recommends that the Commission **approve with the condition specified on Circle 1** the HAWP application under the Criteria for Issuance in Chapter 24A-8(b), having found that the proposal is consistent with the Chevy Chase Village Historic District Guidelines identified above, and therefore will not

substantially alter the exterior features of the historic resource and is compatible in character with the district and the purposes of Chapter 24A;

and with the Secretary of the Interior's Standards for Rehabilitation;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that final project design details, not specifically delineated by the Commission, shall be approved by HPC staff or brought back to the Commission as a revised HAWP application at staff's discretion;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans. Once the work is completed the applicant will contact the staff person assigned to this application at 301-563-3400 or [michael.kyne@montgomeryplanning.org](mailto:michael.kyne@montgomeryplanning.org) to schedule a follow-up site visit.



HISTORIC PRESERVATION COMMISSION  
301/563-3400

DP3 - #3

# APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Email: LOLSON@GTMARCHITECTS.COM Contact Person: LUKE OLSON  
Daytime Phone No.: 240-333-2021  
Tax Account No.: \_\_\_\_\_  
CONTRACT PURCHASER JOHN FITZGERALD  
Name of Property Owner: CHAIN BRIDGE PROPERTIES LLC Daytime Phone No.: 703-517-7757  
Address: 3803 RAYMOND STREET CHEVY CHASE, MD 20815  
Street Number City State Zip Code  
Contractor: \_\_\_\_\_ Phone No.: \_\_\_\_\_  
Contractor Registration No.: \_\_\_\_\_  
Agent for Owner: LUKE OLSON Daytime Phone No.: 240-333-2021

## LOCATION OF BUILDING/PREMISE

House Number: 9 Street: WEST IRVING STREET  
Town/City: CHEVY CHASE Nearest Cross Street: MAGNOLIA PARKWAY  
Lot: 6 Block: 33 Subdivision: CHEVY CHASE VILLAGE  
Liber: \_\_\_\_\_ Folio: \_\_\_\_\_ Parcel: \_\_\_\_\_

## PART ONE: TYPE OF PERMIT ACTION AND USE

### 1A. CHECK ALL APPLICABLE:

☒ Construct ☒ Extend ☒ Alter/Renovate  
☐ Move ☐ Install ☐ Wreck/Remove  
☐ Revision ☒ Repair ☐ Revocable

### CHECK ALL APPLICABLE:

☒ A/C ☐ Stab ☒ Room Addition ☒ Porch ☐ Deck ☐ Shed  
☐ Solar ☒ Fireplace ☐ Woodburning Stove ☒ Single Family  
☒ Fence/Wall (complete Section 4) ☒ Other: GARAGE

1B. Construction cost estimate: \$ 800,000

1C. If this is a revision of a previously approved active permit, see Permit # \_\_\_\_\_

## PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 ☒ WSSC 02 ☐ Septic 03 ☐ Other: \_\_\_\_\_  
2B. Type of water supply: 01 ☒ WSSC 02 ☐ Well 03 ☐ Other: \_\_\_\_\_

## PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height 4 feet 0 inches

3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:

☐ On party line/property line ☒ Entirely on land of owner ☐ On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Signature of owner or authorized agent

0621-17  
Date

Approved: \_\_\_\_\_ For Chairperson, Historic Preservation Commission

Disapproved: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Application/Permit No.: \_\_\_\_\_ Date Filed: \_\_\_\_\_ Date Issued: \_\_\_\_\_

Edit 5/21/99

**SEE REVERSE SIDE FOR INSTRUCTIONS**

803787

(7)

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE  
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

**1. WRITTEN DESCRIPTION OF PROJECT**

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

THE EXISTING HOUSE IS A 2-1/2 STORY SINGLE FAMILY HOME IN THE COLONIAL REVIVAL STYLE, CONSTRUCTED BETWEEN 1896-1916. THERE IS A 1-STORY ADDITION TO THE REAR OF THE HOUSE CONSISTING OF A LAUNDRY ROOM AND ATTACHED TWO-CAR GARAGE, AS WELL AS A SMALL ACCESSORY SHED IN THE REAR YARD AND A WOOD TRELLIS IN THE RIGHT SIDE YARD. THE PROPERTY CONSISTS OF TWO LOTS WITH THE HOUSE SITED ON THE LEFT (WEST) LOT AND A DRIVEWAY ON THE RIGHT SIDE OF THE HOUSE LEADING TO THE REAR SIDELOAD ATTACHED GARAGE. IMMEDIATELY ADJACENT TO THE DRIVEWAY IS A LARGE TREE THAT HAS BEEN DEEMED UNHEALTHY/HAZARDOUS AND HAS RECEIVED PRELIMINARY APPROVAL FOR REMOVAL FROM CHEVY CHASE VILLAGE.

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

SEE ATTACHED

**2. SITE PLAN**

Site and environmental setting, drawn to scale. You may use your plot. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

**3. PLANS AND ELEVATIONS**

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- a. *Schematic construction plans*, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. Elevations (facades), with marked dimensions; clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

**4. MATERIALS SPECIFICATIONS**

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

**5. PHOTOGRAPHS**

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

**6. TREE SURVEY**

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

**7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question.

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.  
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE, AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.



**b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district.**

The scope of work includes removal of the existing rear one-story garage and laundry room mass to make room for a rear two-story addition entirely to the rear of the existing historic mass. In addition, a one-story addition consisting of a 2-car detached garage and mudroom entry will project out to the right from the main addition. The existing curb-cut and a majority of the existing driveway will be reused. Behind the main addition in the rear yard will be a patio at grade accessible from the addition as well as a stoop on the rear of the mudroom addition. There will also be an entry on the front of the mudroom to provide access from the driveway. The proposed addition also comprises a new brick fireplace and chimney on the right side of the main addition, as well as a privacy fence around the air handling units on the right side of the existing house and an areaway on the right side of the garage leading down to the basement. We are proposing a garden fence of no more than 4' in height running from the areaway over to the right side lot line to enclose a rear yard. There is a large tree directly adjacent to the driveway that will be affected by the site work. Given the current condition of the tree the client has received permission from the Village to remove it.

Based on comments include in the staff report for our preliminary review on June 14<sup>th</sup>, the testimony of the neighbor to the left of the property (David Bralove) and feedback received from the Commissioners in attendance at the meeting we have made the following changes to our original proposal:

a.) As both the Commissioners and Mr. Bralove had expressed concern over the design/massing of the left side of the addition and its relative proximity to the left side lot line. In response we have pulled the entire left side of the addition back by .8' so no part of it extends beyond the left side of the existing historic mass. In addition, we have pulled the left side on the one-story kitchen mass in by 1.5' to accentuate the 'hyphen' between the existing house and the main mass of the addition and provide some relief to the massing of the left side elevation. We have also removed the bay window from the left side of the Dining Room that projected further into the left side yard so as to minimize the impact our addition has on the neighboring property.

b.) Based on unanimous feedback from the Commissioners in attendance, we have eliminated the breezeway connection to the garage and have revised the garage massing to be less imposing and more in character with the architecture of the existing house. Per the recommendation of Commissioner Kirwan, we have also pushed the garage back on the lot and attached it directly to the rear addition to minimize its impact on the streetscape and the rhythm of houses and open spaces in the neighborhood. The new location roughly corresponds with the location of two historic accessory structures shown in photographs provided by the Chevy Chase Historical Society and included in our submission package.

c.) Based on a topographical survey received after our preliminary submission, it was determined that the current one-story rear addition projects into the required rear setback by 1.5'. In response to this we have reduced the depth of the proposed rear addition by 1.5' to conform to the required zoning setbacks.

The sum total of these changes is a marked reduction in both the massing and the lot coverage of the proposed addition as well as the impact of the proposed addition to the streetscape and the neighboring property. The proposed addition is subordinate in scale and massing to the existing historic resource and resolves an existing non-conforming condition. The location of the garage has historic precedence as evidenced by the historic photos provided. The materials specified on the addition are compatible with the existing historic resource (parged concrete foundation, fibercement lap siding with matching reveal, asphalt shingle roof, clad-wood simulated divided light windows and doors, and ptd. pvc trim & details.)

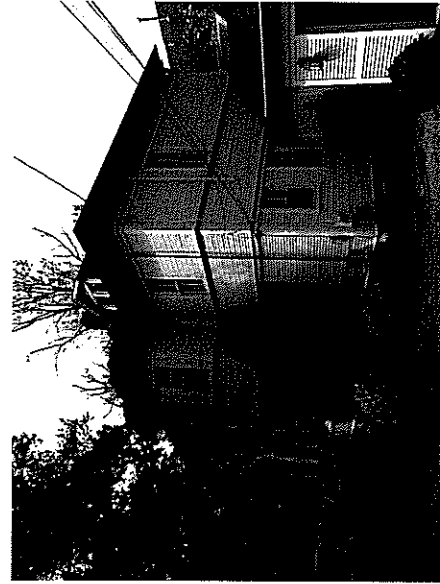
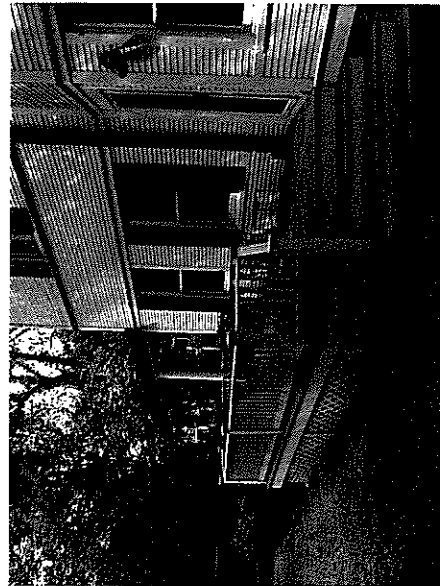


## 9 WEST IRVING STREET - CHEVY CHASE VILLAGE

PROPOSED SCOPE OF WORK: DEMOLITION OF THE EXISTING REAR LAUNDRY ROOM &  
GARAGE AND CONSTRUCTION OF A NEW 2-STORY ADDITION ENTIRELY TO REAR OF EXISTING  
HISTORIC RESOURCE AND NEW TWO-CAR ATTACHED GARAGE

C

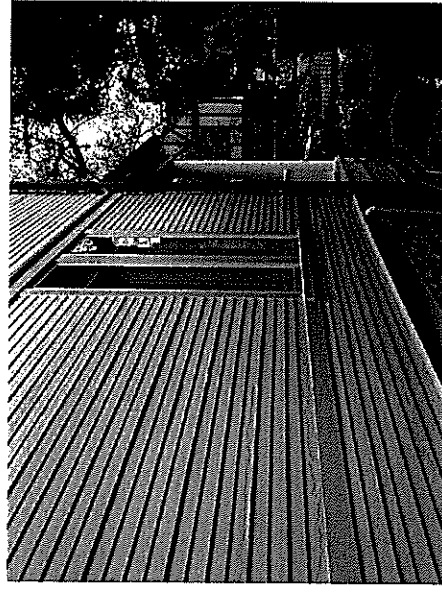
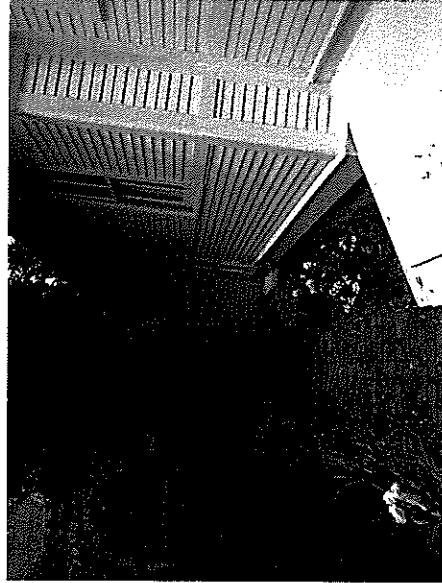
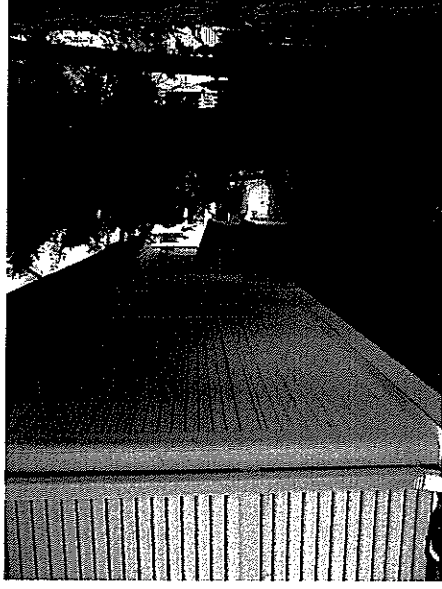
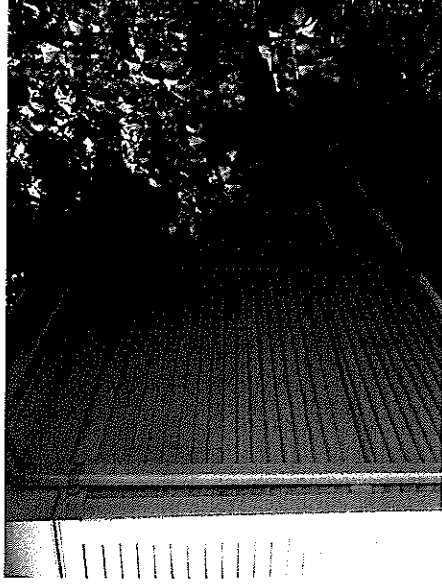
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EXISTING PHOTOS

1

GTM



EXISTING PHOTOS

2

GTM



PHOTO CIRCA 1918 PROVIDED BY CHEVY  
CHASE HISTORICAL SOCIETY

DESCRIPTION ON THE BACK OF THE PHOTO  
(PROBABLY WRITTEN BY MIRIAM RICHARD  
HOFFMAN PER CHEVY CHASE HISTORICAL  
SOCIETY):

"THE RICHARDS HOUSE AT 9 W. IRVING ST.,  
SHOWN ABOUT 1918, AFTER ADDITION OF  
THE GARAGE AT THE REAR OF THE  
PROPERTY. THE GARAGE WAS BUILT TO  
HOUSE THE FAMILY'S FIRST AUTOMOBILE."

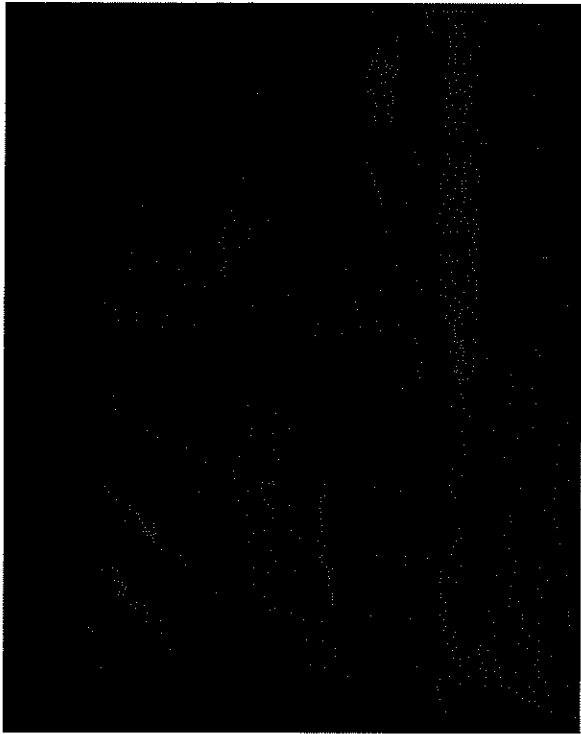


PHOTO CIRCA 1918 PROVIDED BY CHEVY  
CHASE HISTORICAL SOCIETY

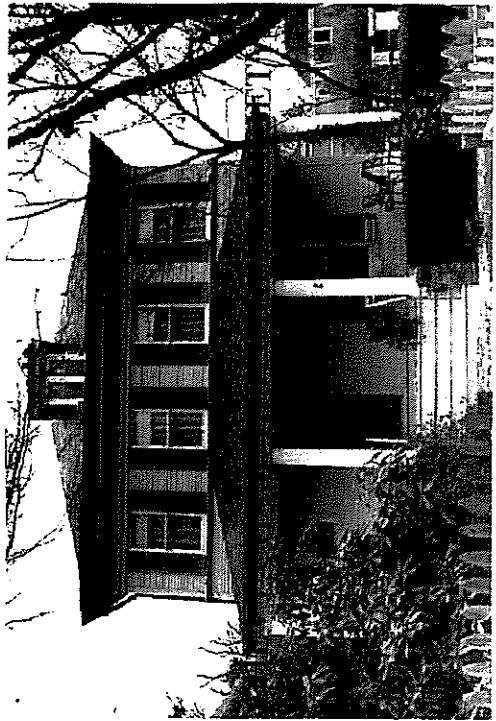


PHOTO CIRCA 1993 PROVIDED BY CHEVY  
CHASE HISTORICAL SOCIETY

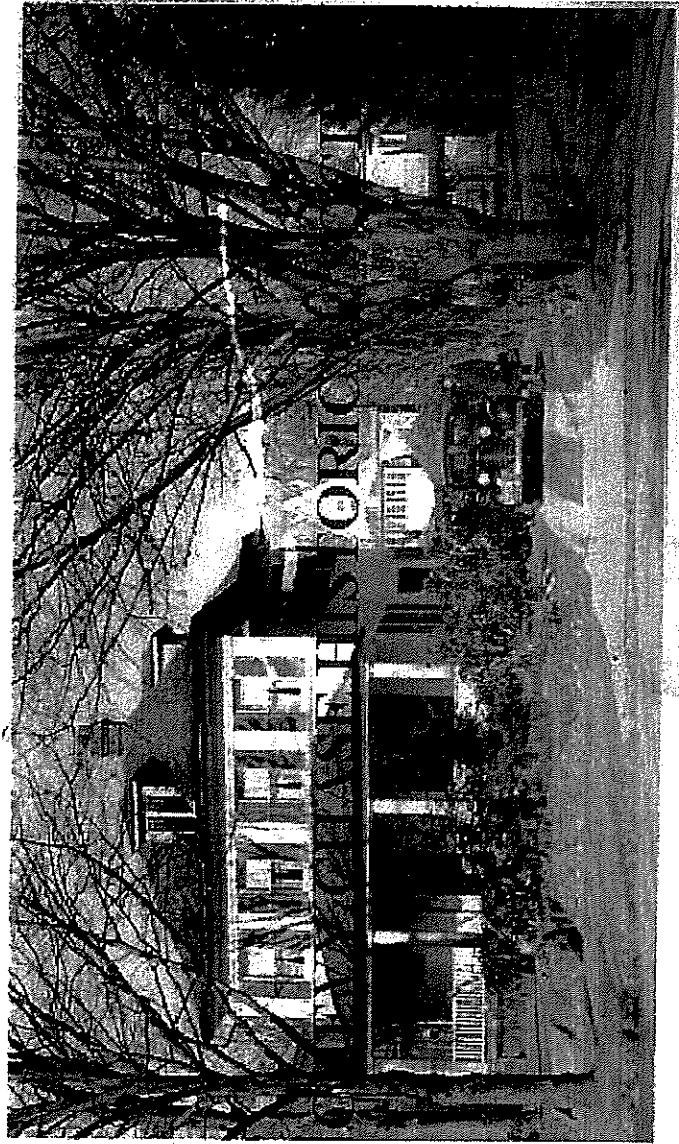
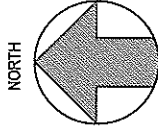


PHOTO POST-1918 PROVIDED BY CHEVY  
CHASE HISTORICAL SOCIETY







1 FOOTPRINT STUDY  
SCALE 1"=40'

9 WEST IRVING- HAWP REVIEW MTG 07/12/2017

WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017

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7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001

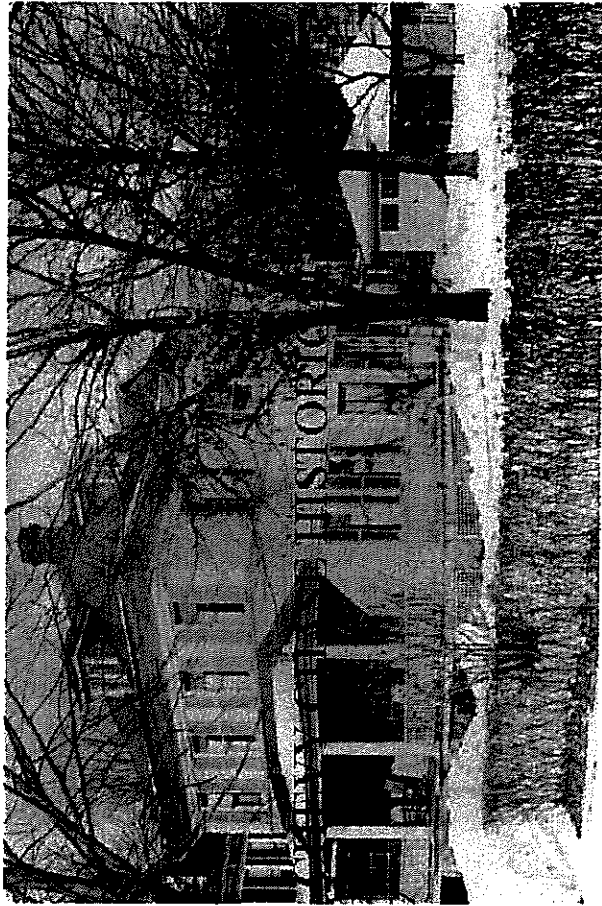
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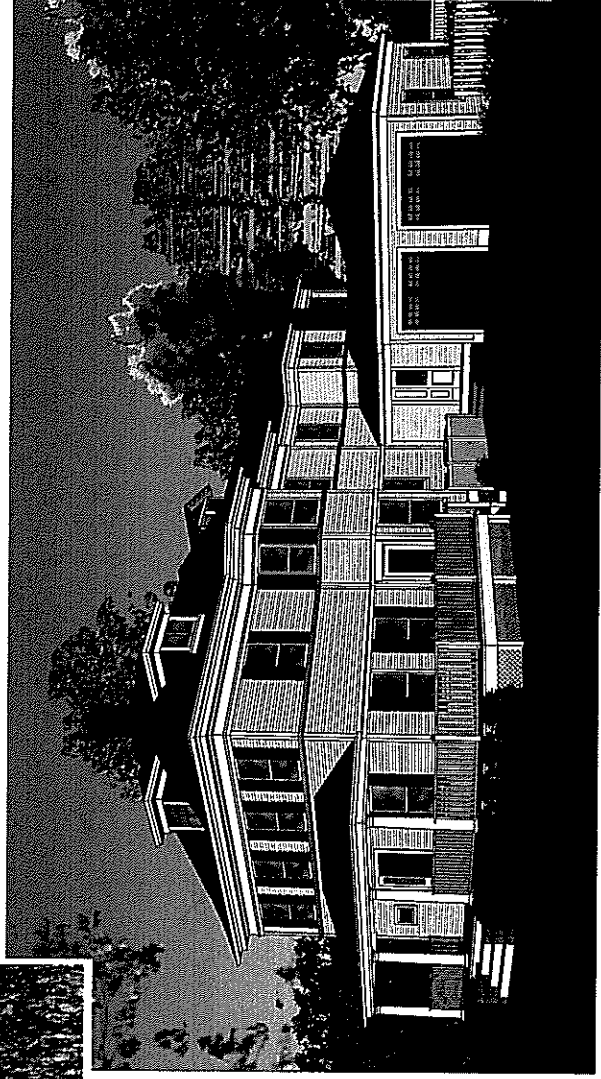
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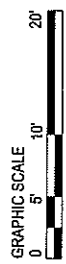
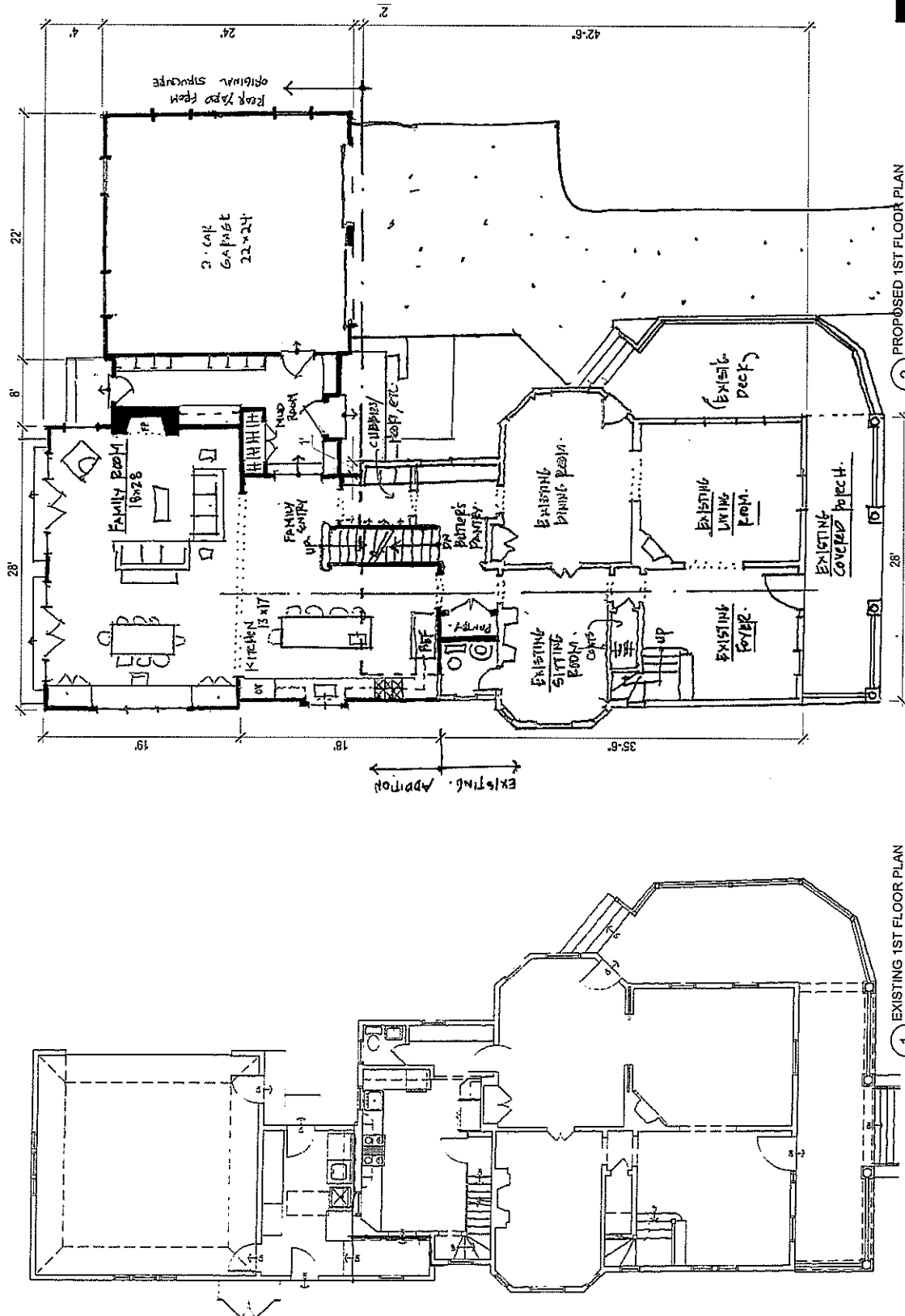


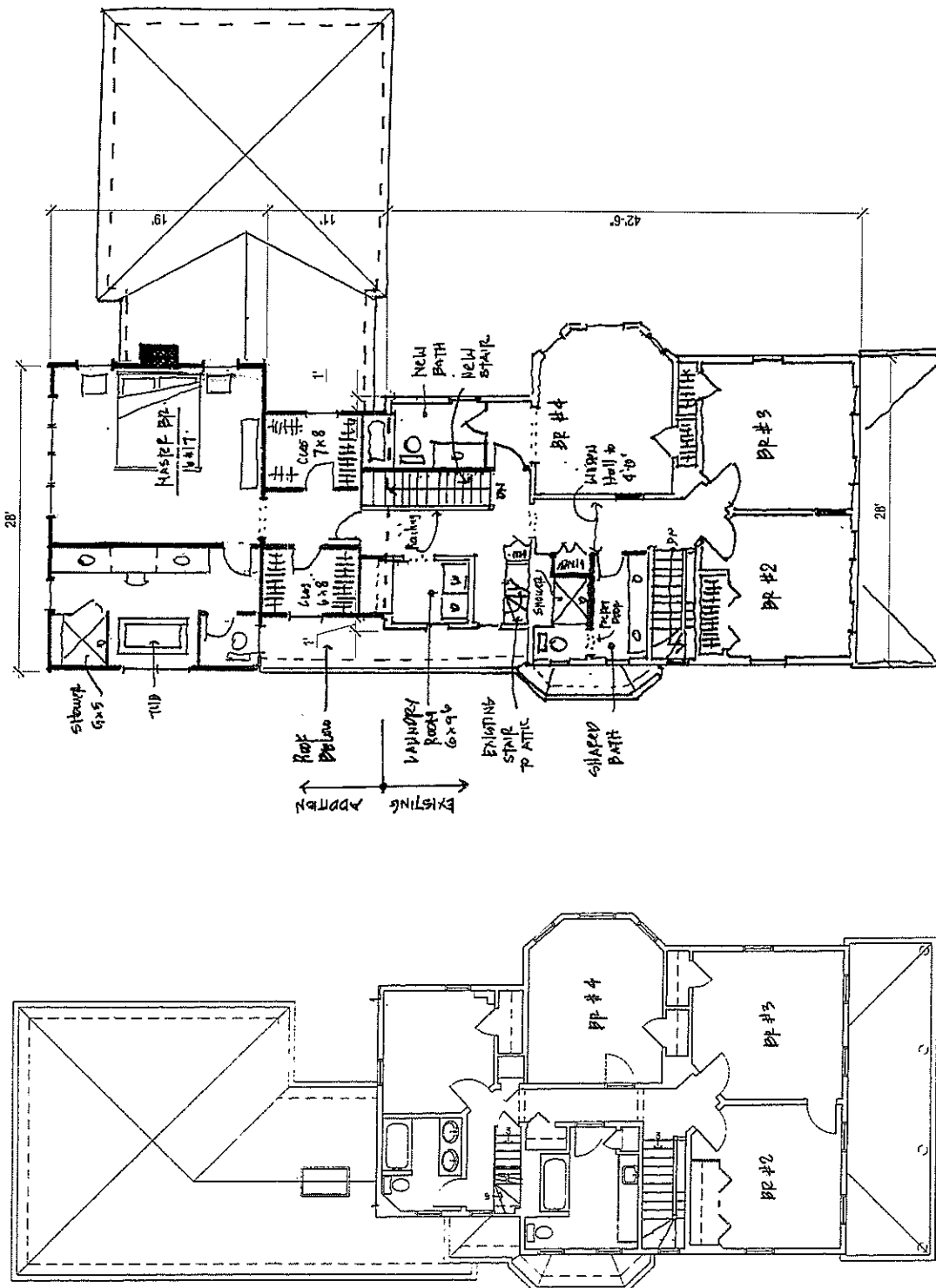
1 HISTORIC PHOTO SHOWING DETACHED GARAGE(S) IN RIGHT SIDE & REAR YARD  
SCALE: N.T.S.



2 VIEW OF PROPOSED GARAGE ADDITION IN SAME GENERAL LOCATION  
SCALE: N.T.S.

GTM



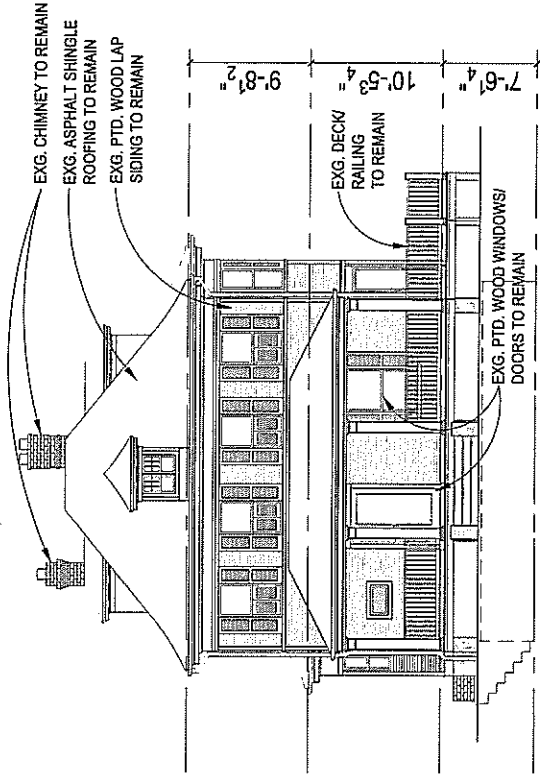


1 EXISTING 2ND FLOOR PLAN  
SCALE: 1/4" = 1'-0"

1,131 SF TOTAL

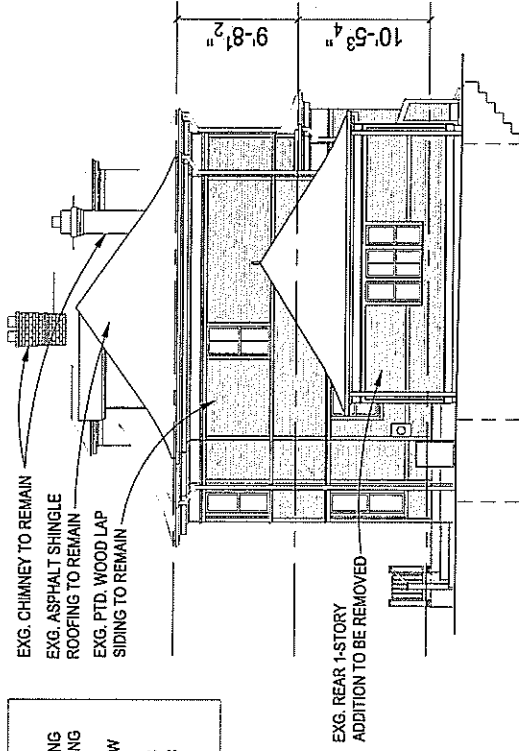
2 PROPOSED 2ND FLOOR PLAN  
SCALE: 1/4" = 1'-0"

1,870 SF TOTAL  
(1,131 EXG + 739 ADDTN)

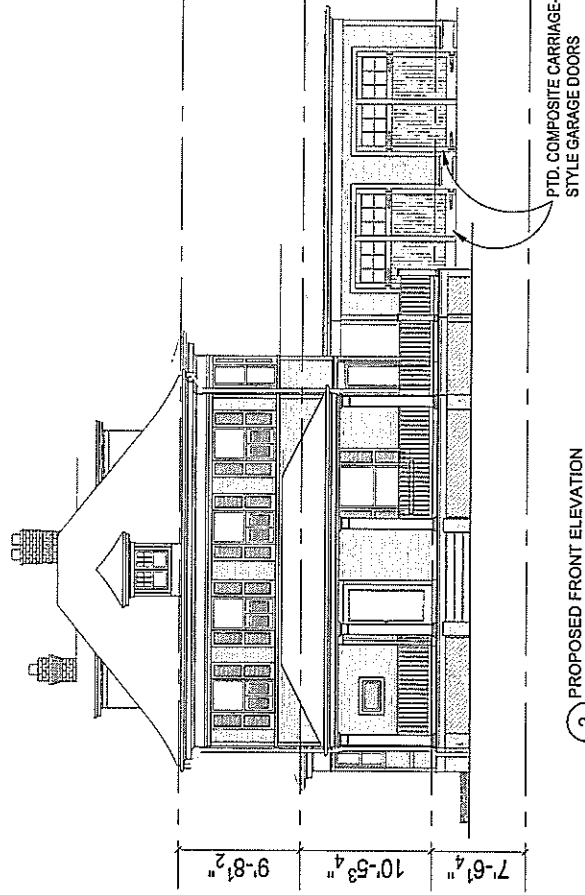


1 EXG. FRONT ELEVATION  
SCALE: 1"=10'-0"

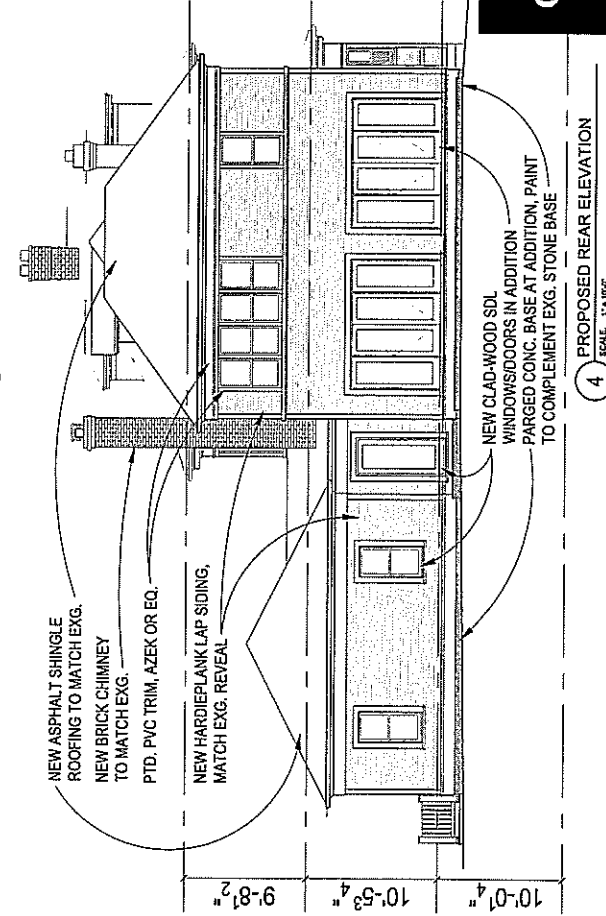
FOR ENTIRE HOUSE:  
INVESTIGATE & REHABILITATE HISTORIC SIDING  
AND TRIM DETAILS AS NECESSARY. IF EXISTING  
TRIMSIDING CANNOT BE PRESERVED AND  
REHABILITATED, REPLACE "IN KIND" WITH NEW  
TRIMSIDING MATCHING IN SCALE, TEXTURE,  
MATERIAL, SIZE AND DETAILS. NEW PTD. PVC  
TRIM DETAILS TO MATCH EXISTING HISTORIC  
DETAILS ON ADDITION.



3 EXG. REAR ELEVATION  
SCALE: 1"=10'-0"



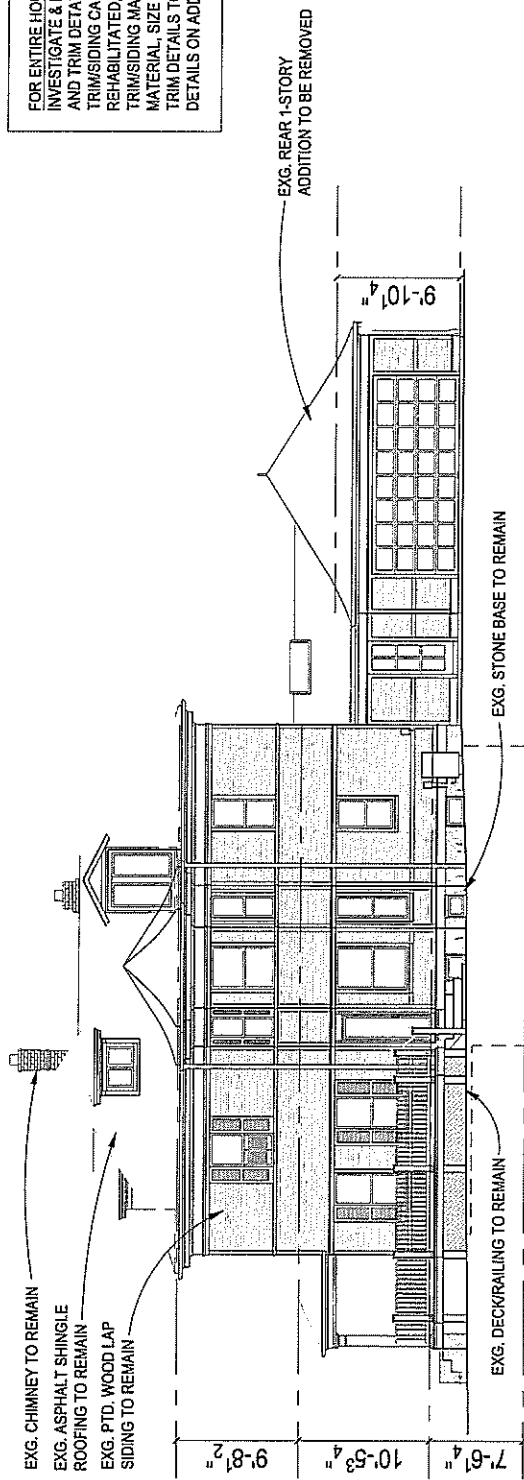
2 PROPOSED FRONT ELEVATION  
SCALE: 1"=10'-0"



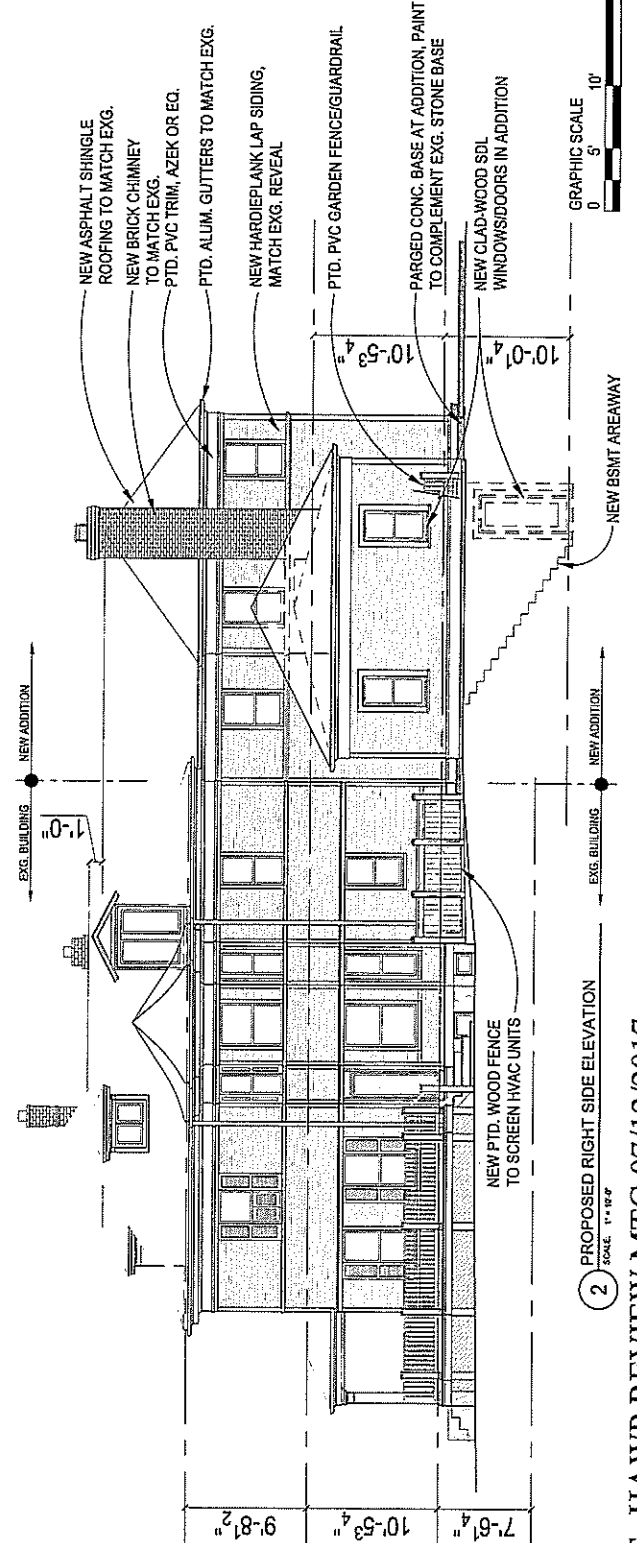
4 PROPOSED REAR ELEVATION  
SCALE: 1"=10'-0"

GTM

FOR ENTIRE HOUSE:  
 INVESTIGATE & REHABILITATE HISTORIC SIDING  
 AND TRIM DETAILS AS NECESSARY. IF EXISTING  
 TRIMSIDING CANNOT BE PRESERVED AND  
 REHABILITATED, REPLACE "IN KIND" WITH NEW  
 TRIMSIDING MATCHING IN SCALE, TEXTURE,  
 MATERIAL, SIZE AND DETAILS. NEW PTD. PVC  
 TRIM DETAILS TO MATCH EXISTING HISTORIC  
 DETAILS ON ADDITION.

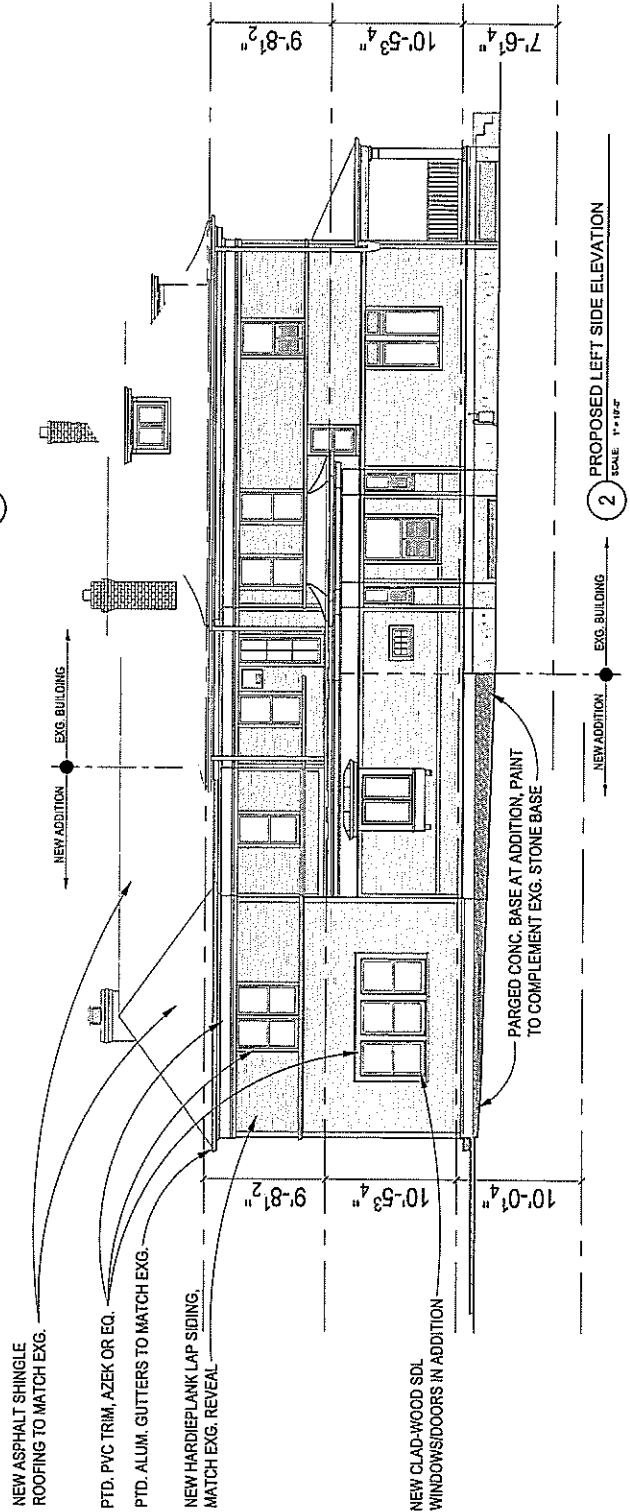
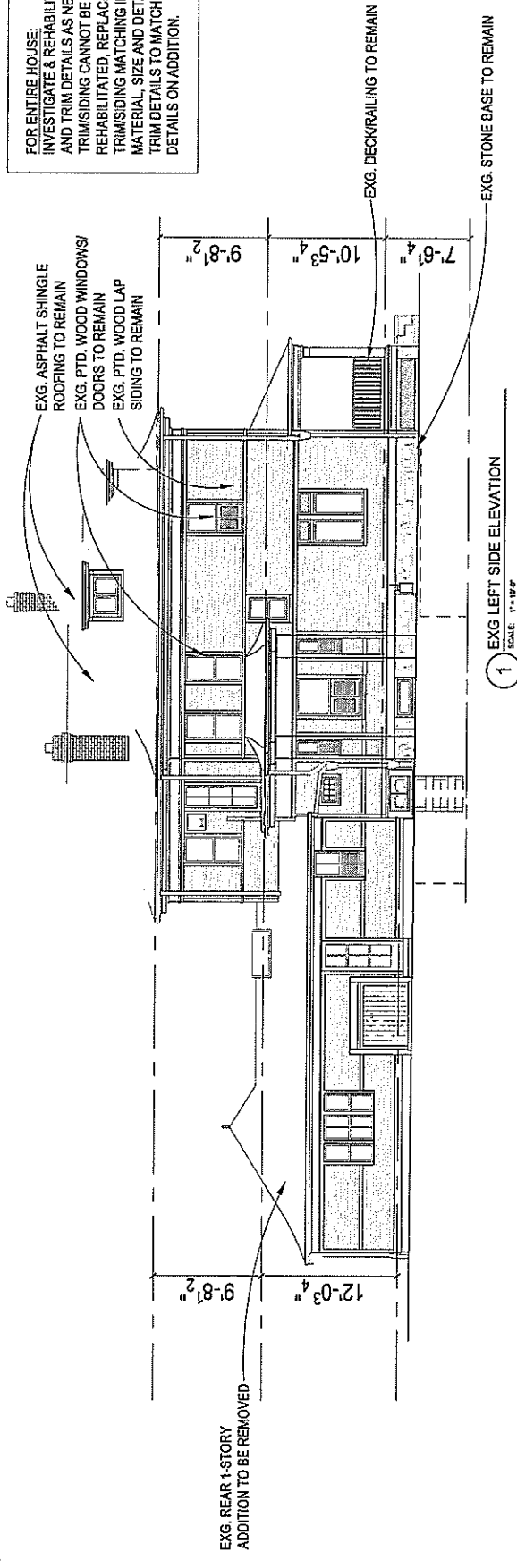


1 EXG. RIGHT SIDE ELEVATION  
 SCALE 1" = 12'-0"



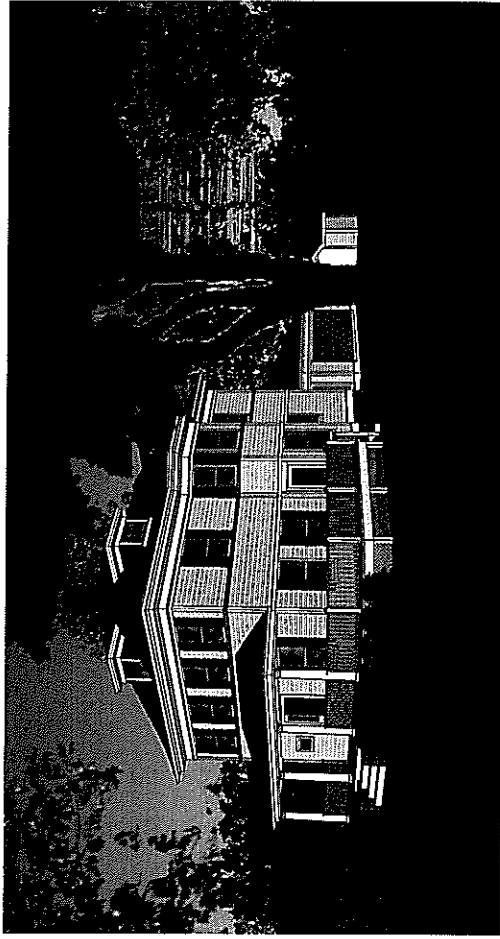
2 PROPOSED RIGHT SIDE ELEVATION  
 SCALE 1" = 12'-0"

FOR ENTIRE HOUSE:  
INVESTIGATE & REHABILITATE HISTORIC SIDING  
AND TRIM DETAILS AS NECESSARY. IF EXISTING  
TRIMSIDING CANNOT BE PRESERVED AND  
REHABILITATED, REPLACE "IN KIND" WITH NEW  
TRIMSIDING MATCHING IN SCALE, TEXTURE,  
MATERIAL, SIZE AND DETAILS. NEW PTD. PVC  
TRIM DETAILS TO MATCH EXISTING HISTORIC  
DETAILS ON ADDITION.





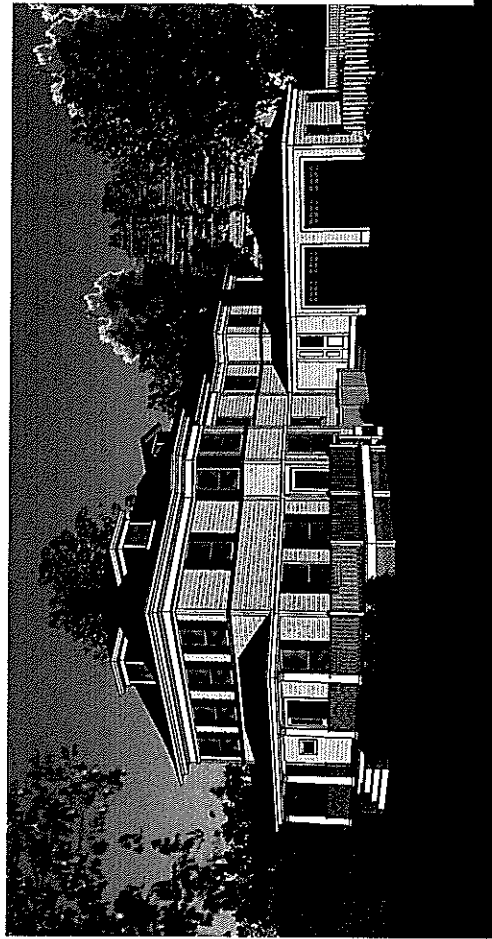
1 EXISTING VIEW FROM STREET  
SCALE: N.T.S.



2 EXISTING VIEW FROM FRONT-RIGHT  
SCALE: N.T.S.



3 PROPOSED VIEW FROM STREET  
SCALE: N.T.S.

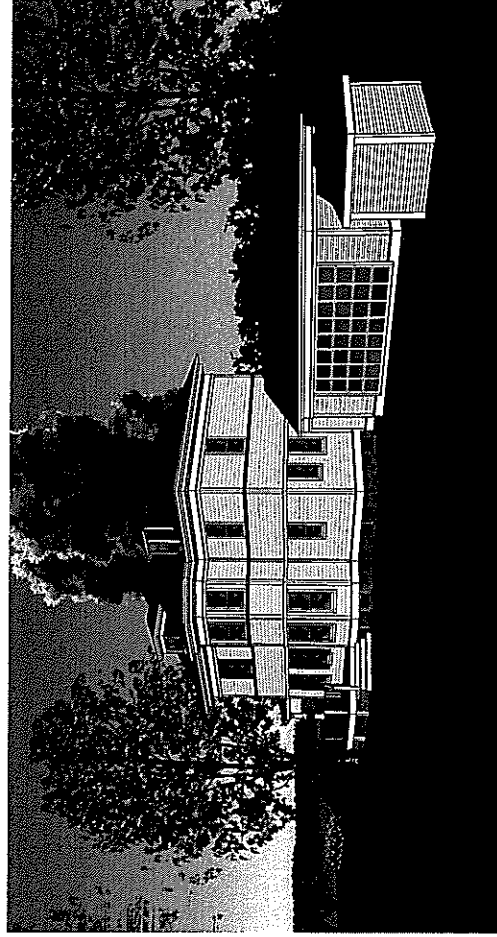


4 PROPOSED VIEW FROM FRONT-RIGHT  
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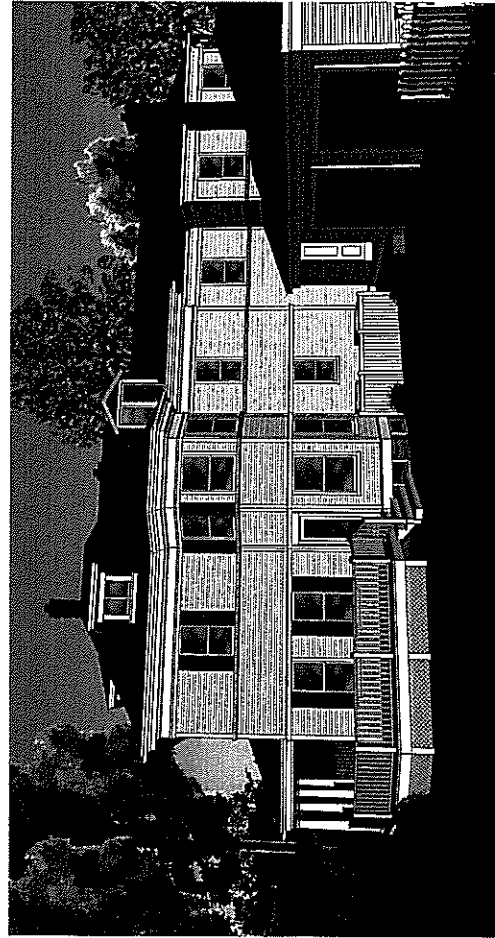




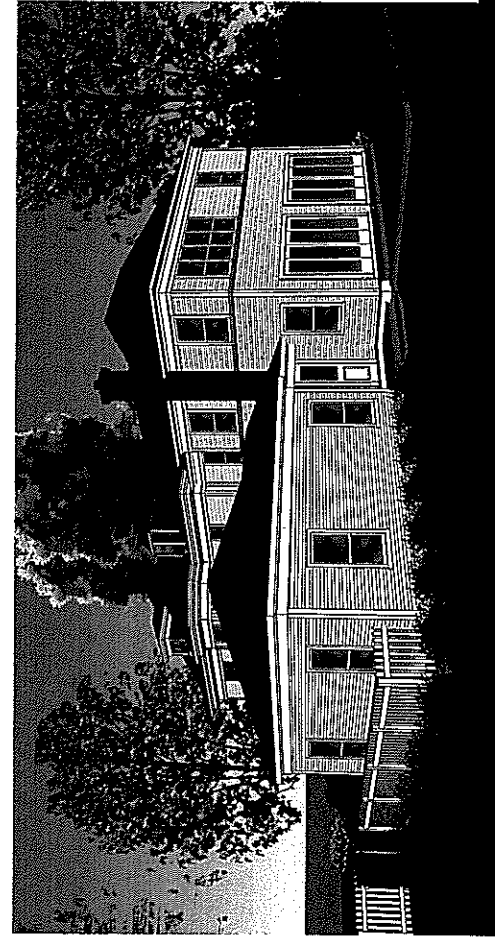
1 EXISTING VIEW FROM RIGHT SIDE  
SCALE: N.T.S.



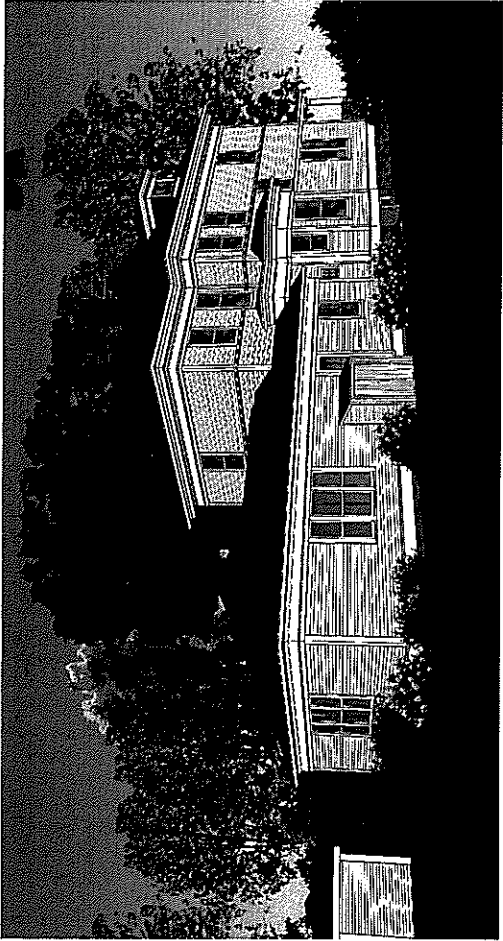
2 EXISTING VIEW FROM REAR YARD  
SCALE: N.T.S.



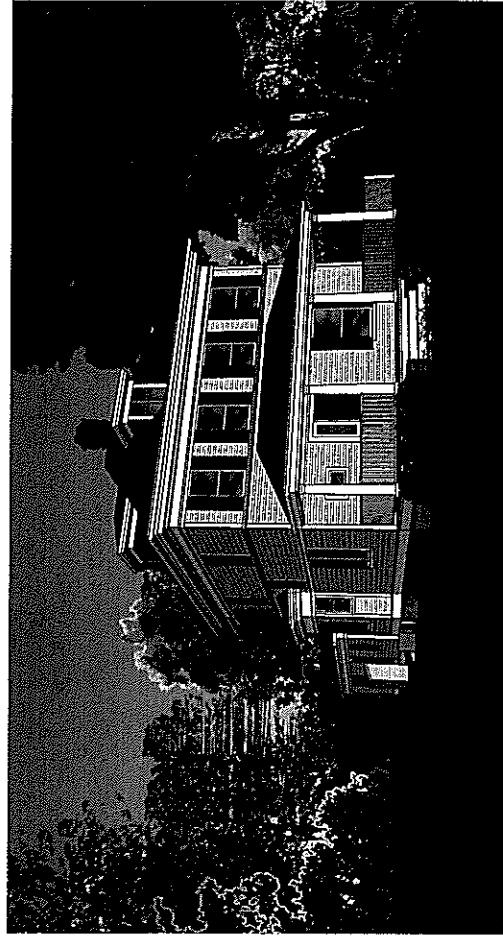
3 PROPOSED VIEW FROM RIGHT SIDE  
SCALE: N.T.S.



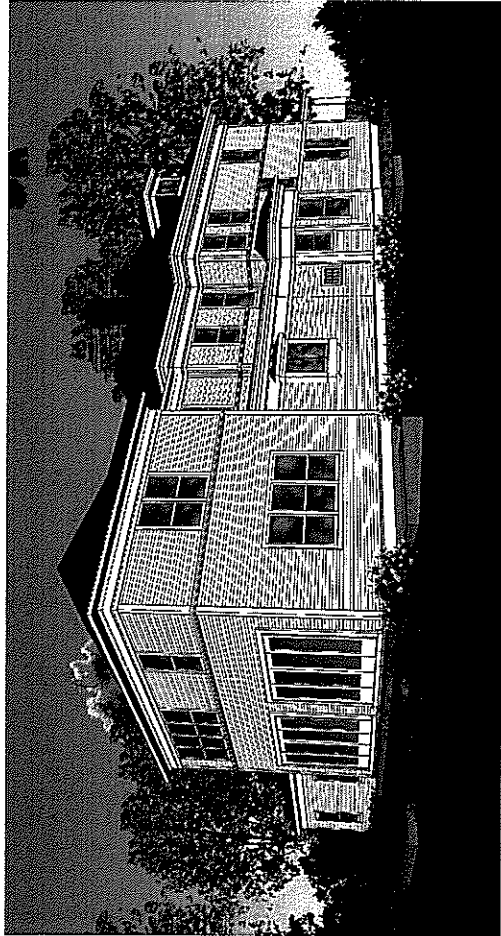
4 PROPOSED VIEW FROM REAR YARD  
SCALE: N.T.S.



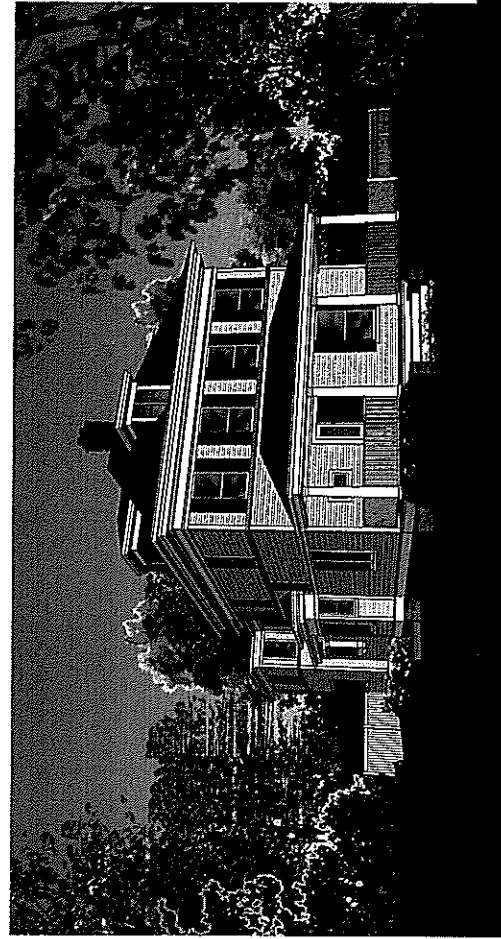
1 EXISTING VIEW FROM REAR-LEFT  
SCALE N.T.S.



2 EXISTING VIEW FROM FRONT-LEFT  
SCALE N.T.S.



3 PROPOSED VIEW FROM REAR-LEFT  
SCALE N.T.S.



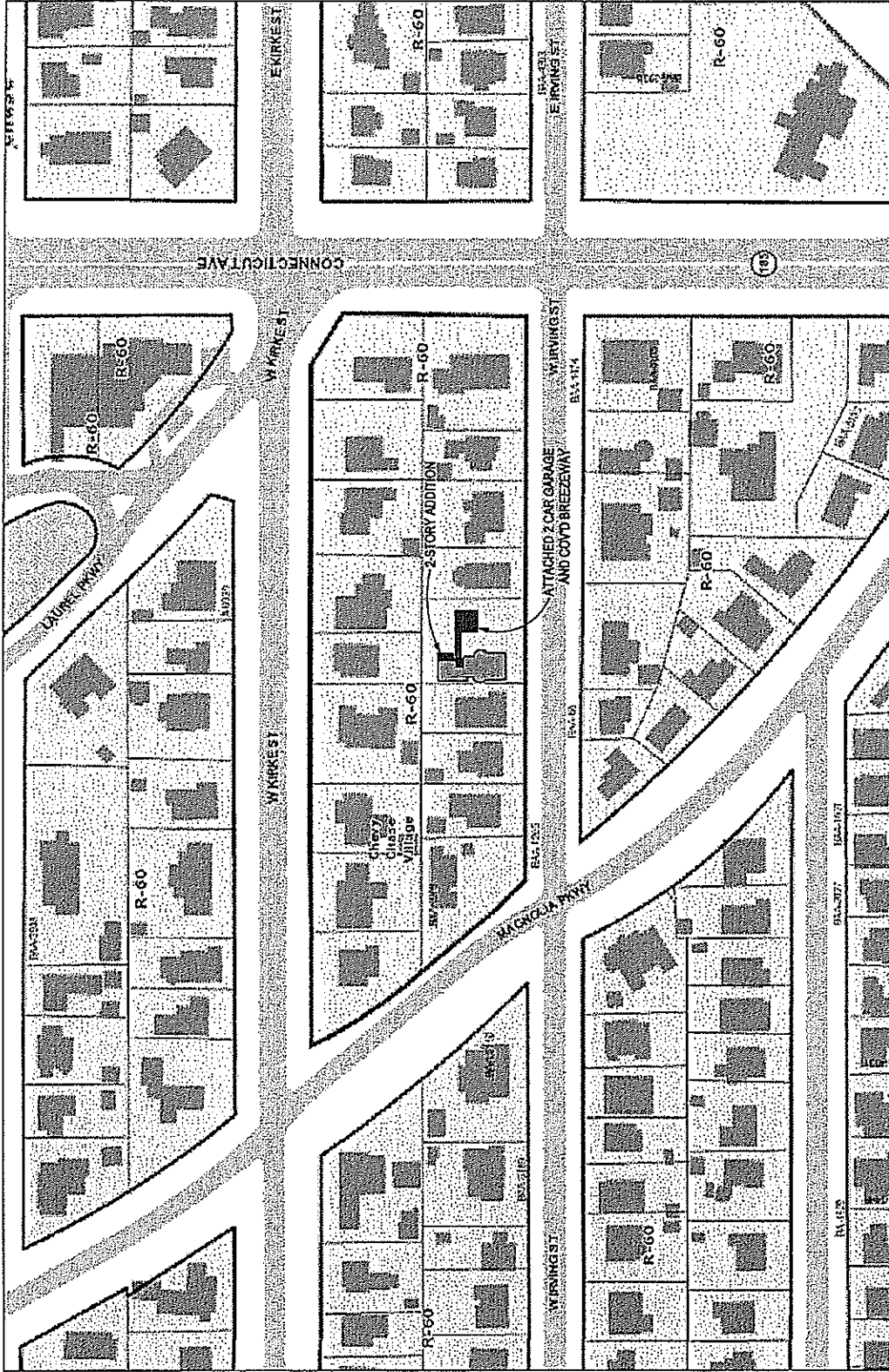
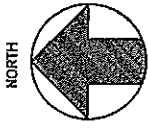
4 PROPOSED VIEW FROM FRONT-LEFT  
SCALE N.T.S.

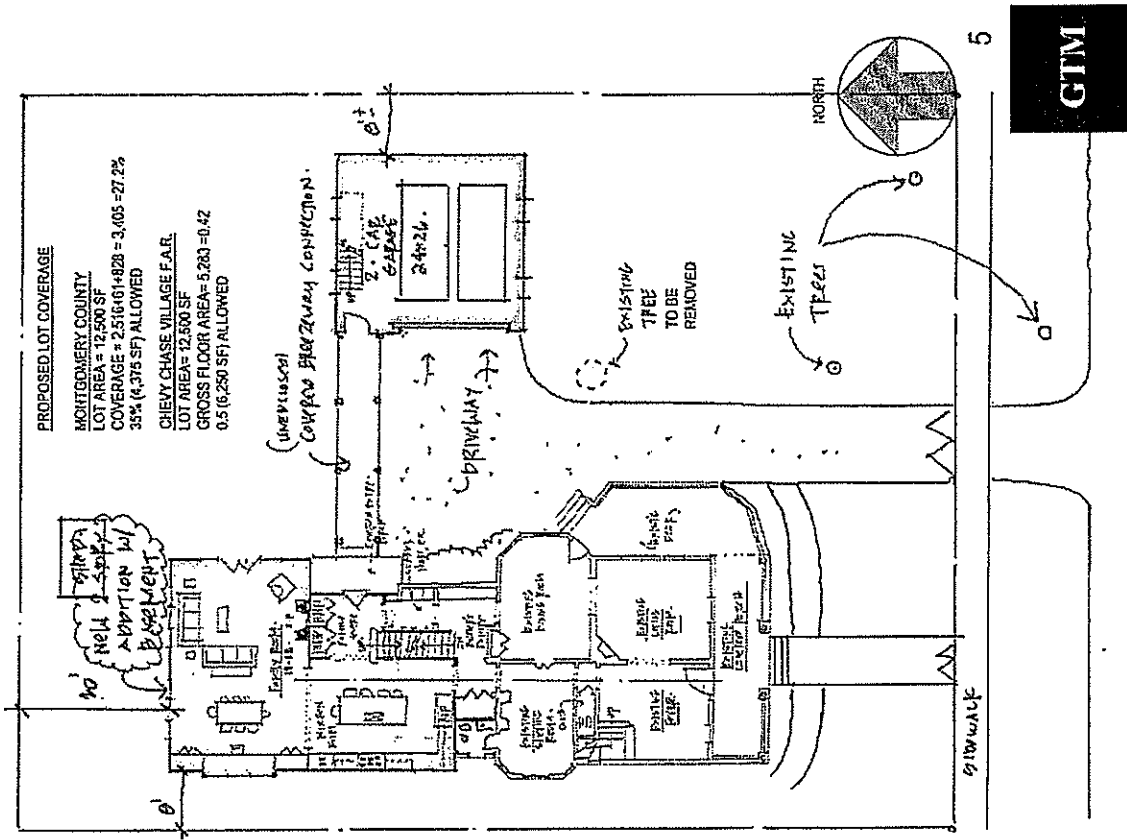
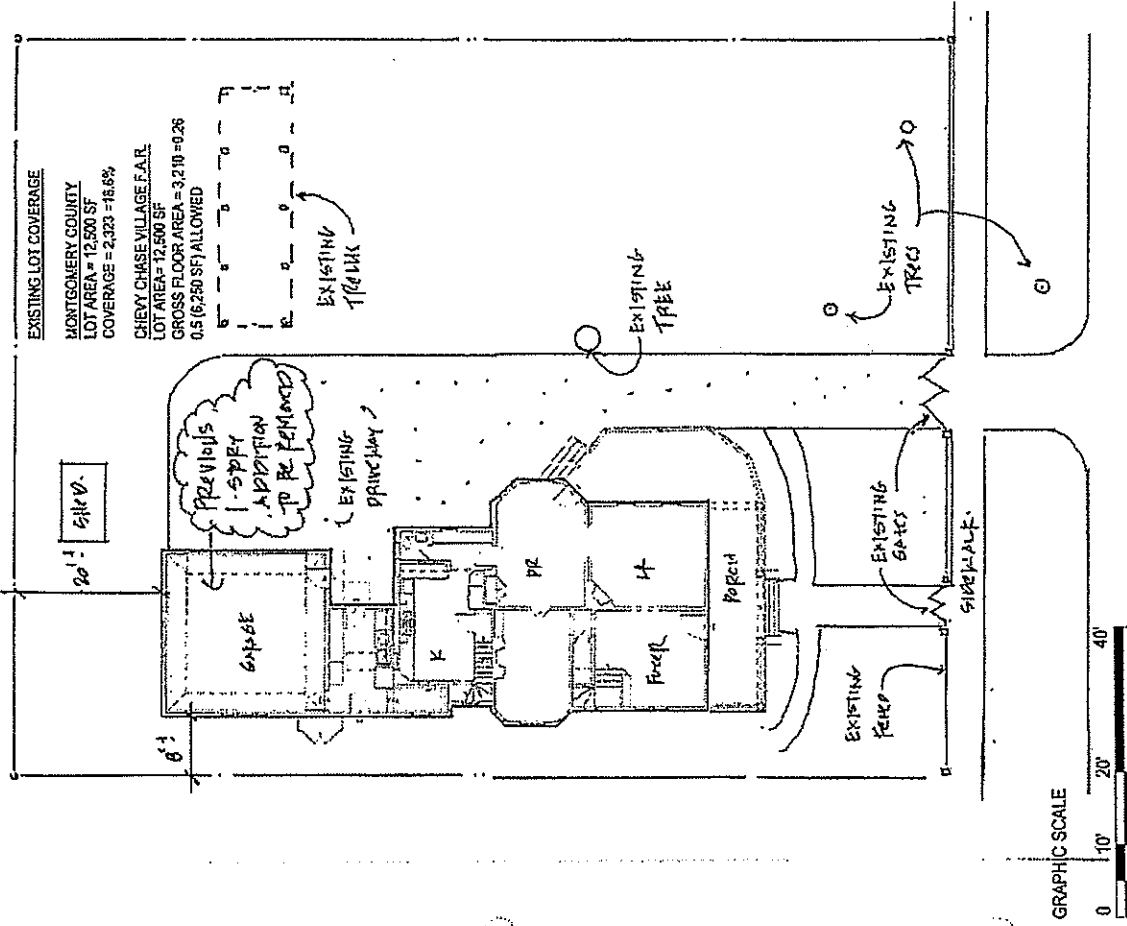
**HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFING**  
**[Owner, Owner's Agent, Adjacent and Confronting Property Owners]**

<b>Owner's mailing address</b>  JOHN FITZGERALD 3803 RAYMOND STREET CHEVY CHASE, MD 20815	<b>Owner's Agent's mailing address</b>  LUKE OLSON 7735 OLD GEORGETWON ROAD STE 700 BETHESDA, MD 20814
<b>Adjacent and confronting Property Owners mailing addresses</b>	
ASHK & KATHLEEN ADAMIYATT 5 WEST IRVING STREET CHEVY CHASE, MD 20815	THOMAS O'DONNELL & CAROLINE FAWCETT 10 WEST KIRKE STREET CHEVY CHASE, MD 20815
DAVID BRALOVE 11 WEST IRVING STREET CHEVY CHASE, MD 20815	JAMES VAP 12 WEST KIRKE STREET CHEVY CHASE, MD 20815
MICHAEL FISTERE & NANCY ORVIS 12 WEST IRVING STREET CHEVY CHASE, MD 20815	REID THOMPSON 14 WEST KIRKE STREET CHEVY CHASE, MD 20815

CHRISTOPHER & PATRICIA ABELL  
 14 WEST IRVING STREET  
 CHEVY CHASE, MD 20815

**PREVIOUS PROPOSAL**  
**(Reviewed at the June 14, 2017**  
**Preliminary Consultation)**





9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

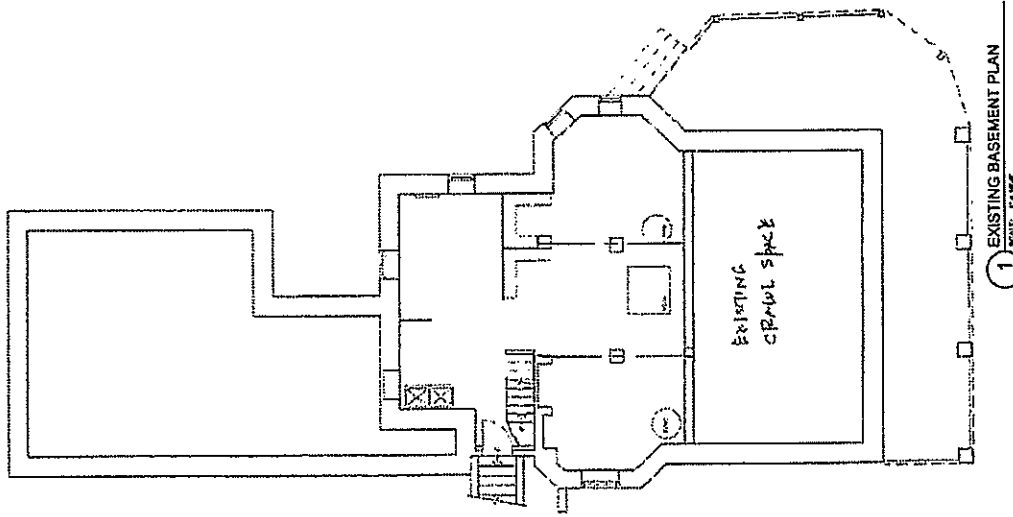
9 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017

COPYRIGHT 2017, GTM ARCHITECTS, INC.

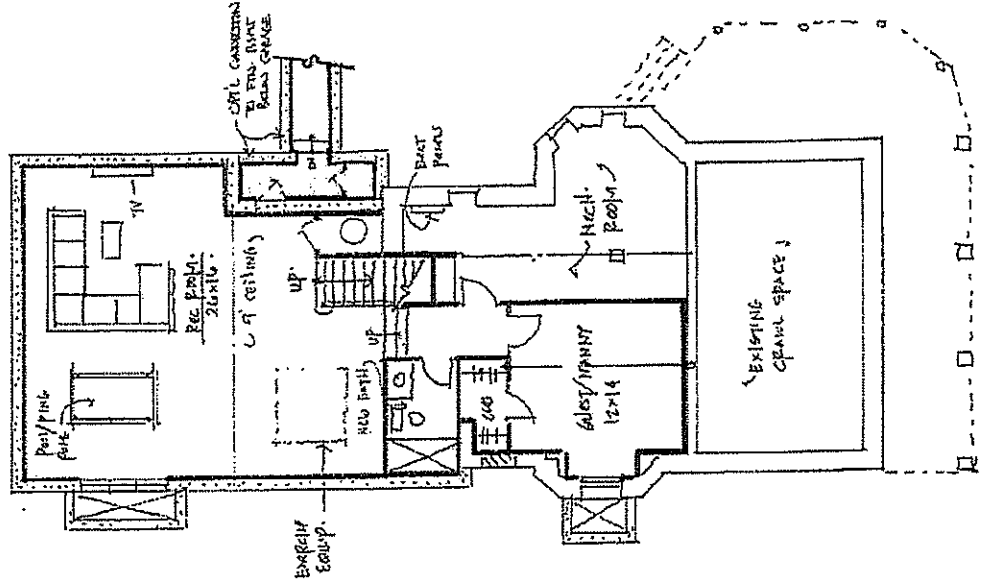
7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001

GTM ARCHITECTS

GTM

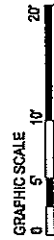
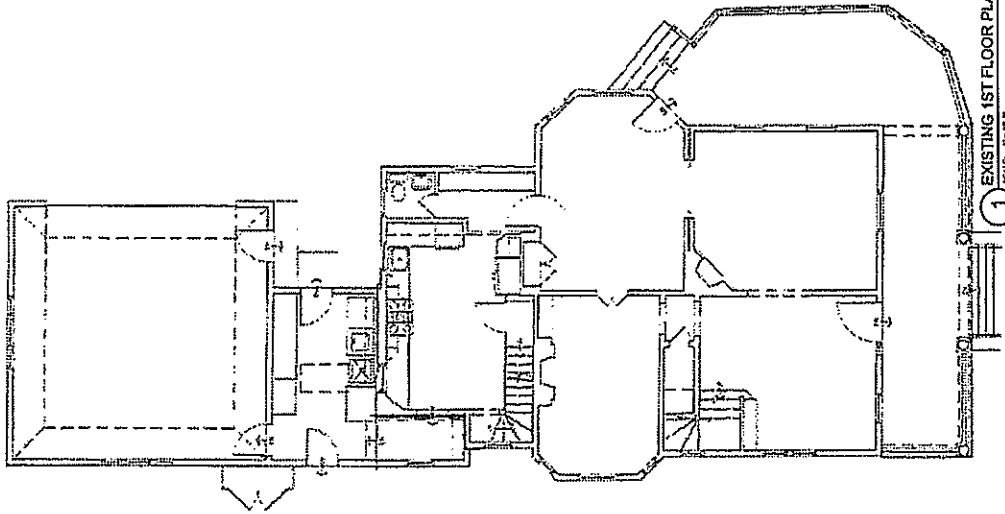


1 EXISTING BASEMENT PLAN  
SCALE: 1/8" = 1'-0"



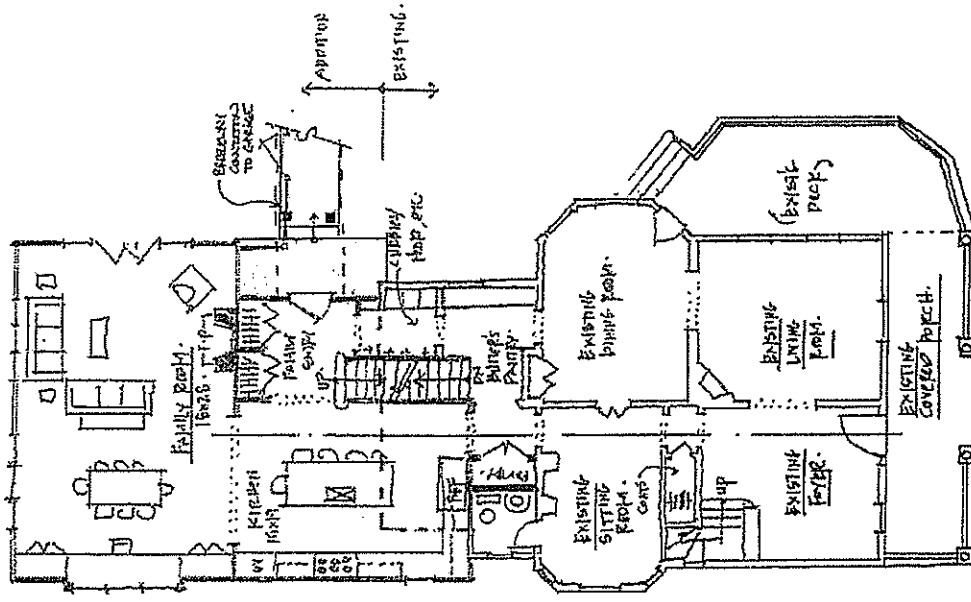
2 PROPOSED BASEMENT PLAN  
SCALE: 1/8" = 1'-0"





1 EXISTING 1ST FLOOR PLAN  
SCALE: 1/4" = 1'-0"

1,823 SF MAIN HOUSE  
433 SF FRONT PORCH  
2,256 SF TOTAL



2 PROPOSED 1ST FLOOR PLAN  
SCALE: 1/4" = 1'-0"

2,083 SF MAIN HOUSE  
(1,829 EXG + 254 ADDTN)  
433 SF FRONT PORCH (EXG)  
828 SF BREEZEWAY & ATTACHED GARAGE  
3,344 SF TOTAL

GTM

9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

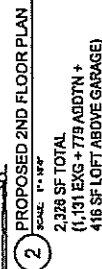
9 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017

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GTM ARCHITECTS





**LOFT ABOVE GARAGE)**  
**G T M**

7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001

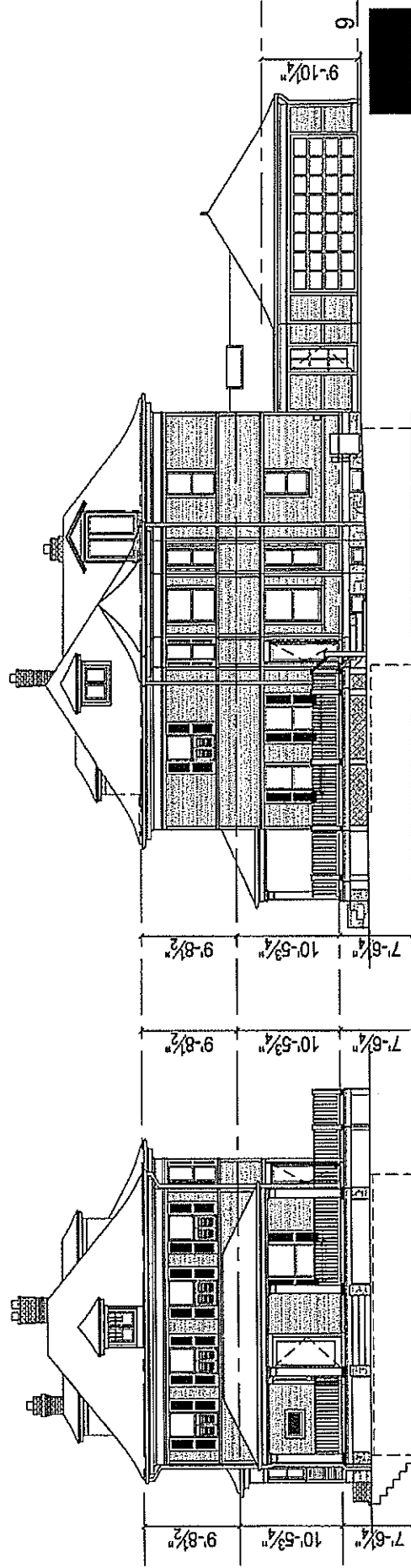
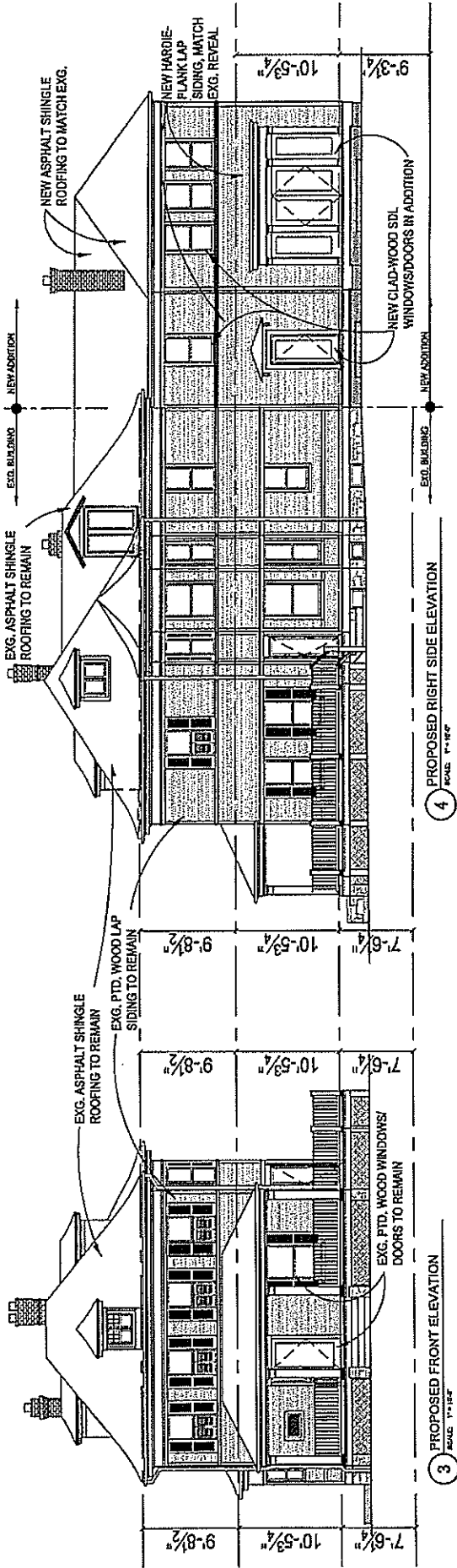
COPYRIGHT 2017, GIM ARCHITECTS, INC.

9 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017

GRAPHIC SCALE  
0 5' 10' 20'

9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

9 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017



GRAPHIC SCALE  
0 5 10 20'

GTM

G T M A R C H I T E C T S

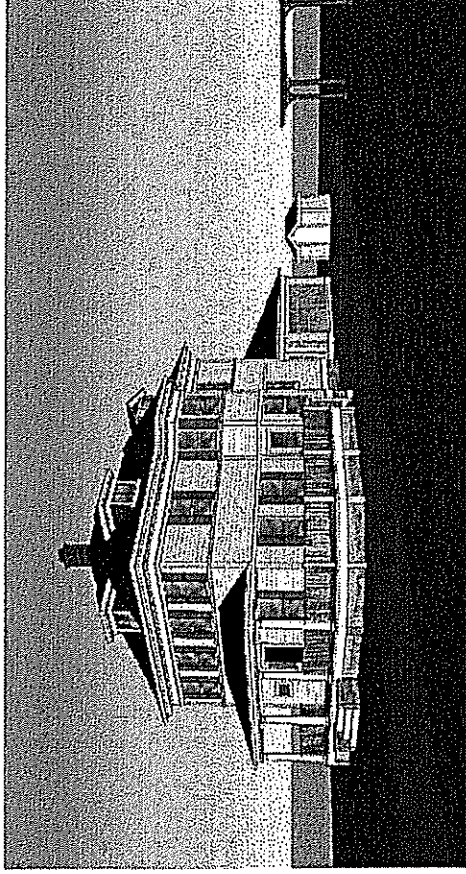
9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

8 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017  
COPYRIGHT 2017, GTM ARCHITECTS, INC. 7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001





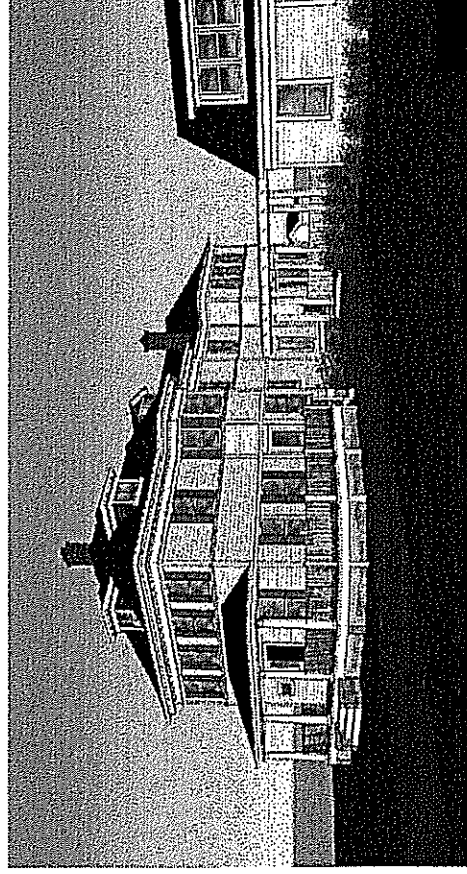
1 EXISTING VIEW FROM STREET  
SCALE: N.T.S.



2 EXISTING VIEW FROM FRONT-RIGHT  
SCALE: N.T.S.



3 PROPOSED VIEW FROM STREET  
SCALE: N.T.S.



4 PROPOSED VIEW FROM FRONT-RIGHT  
SCALE: N.T.S.

GTM

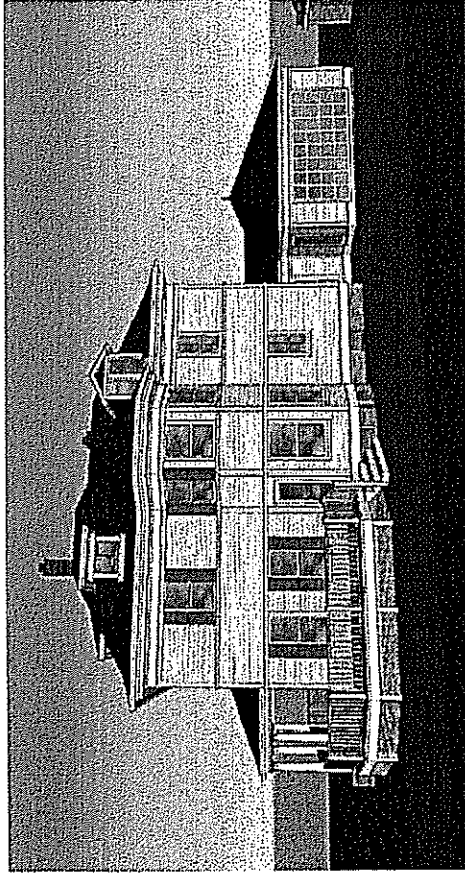
# 9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

9 WEST IRVING STREET GREY CHASE, MD MAY 24, 2017

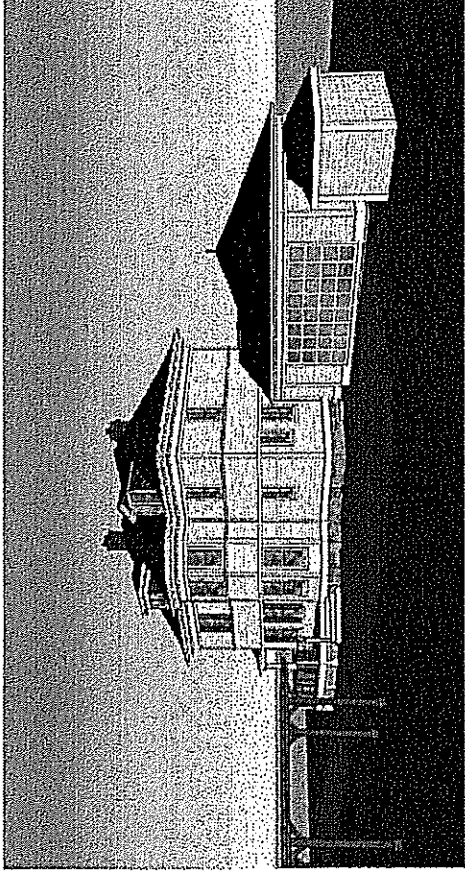
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7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001

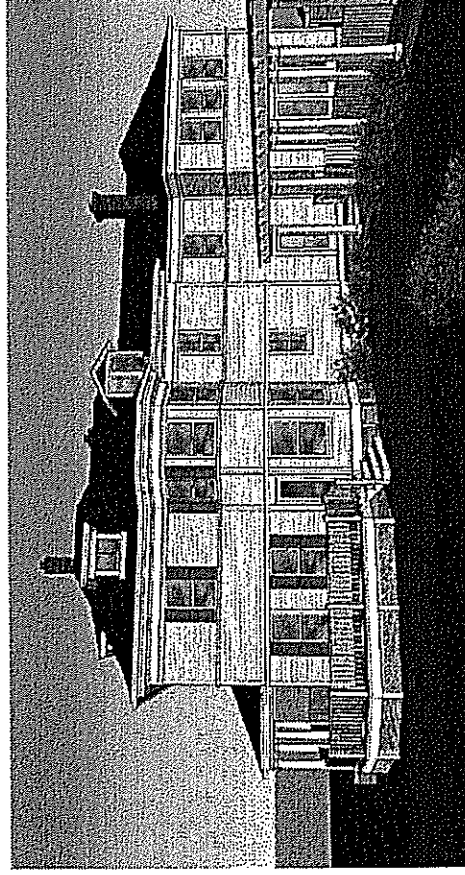
G T M A R C H I T E C T S



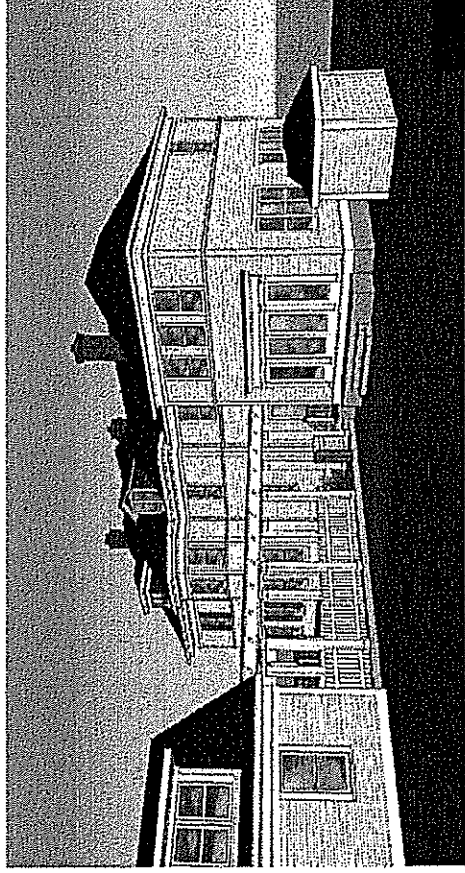
1 EXISTING VIEW FROM RIGHT SIDE  
SCALE: N.T.S.



2 EXISTING VIEW FROM REAR YARD  
SCALE: N.T.S.

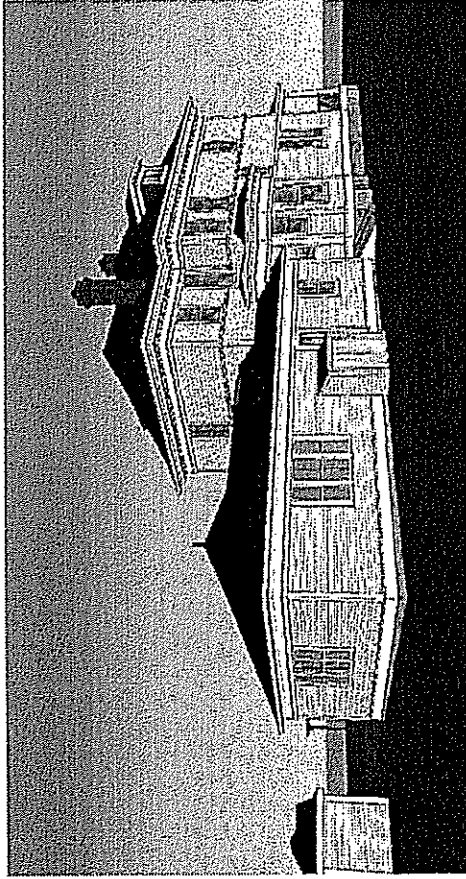


3 PROPOSED VIEW FROM RIGHT SIDE  
SCALE: N.T.S.

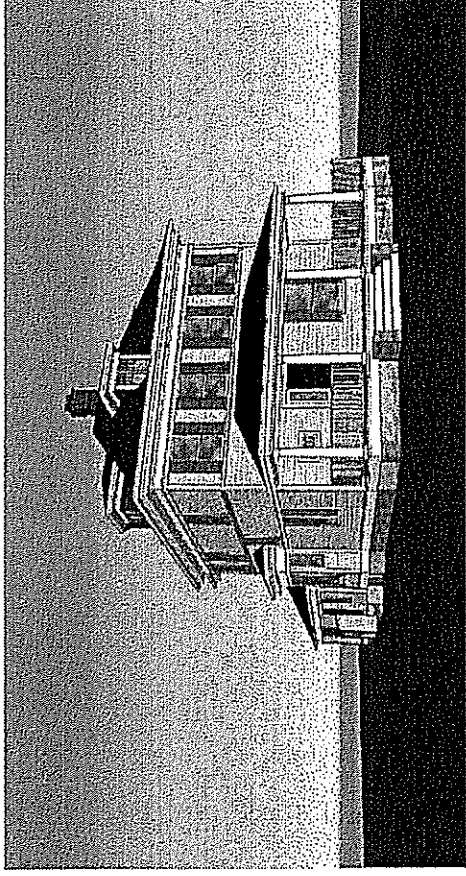


4 PROPOSED VIEW FROM REAR YARD  
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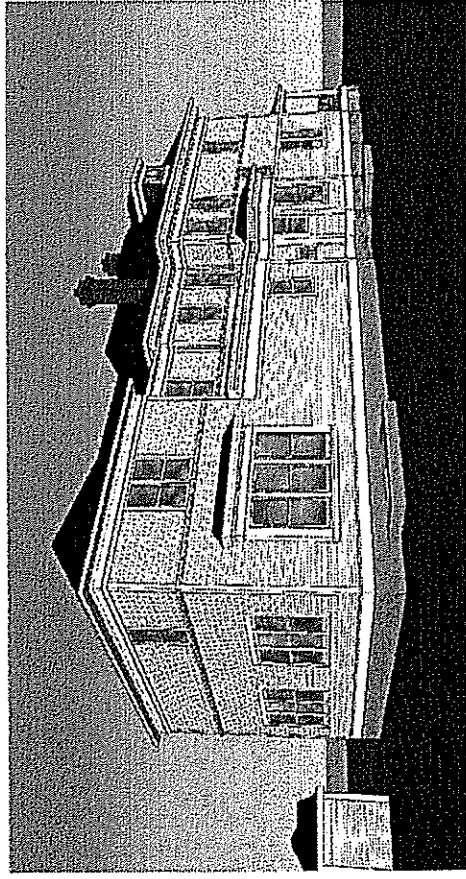




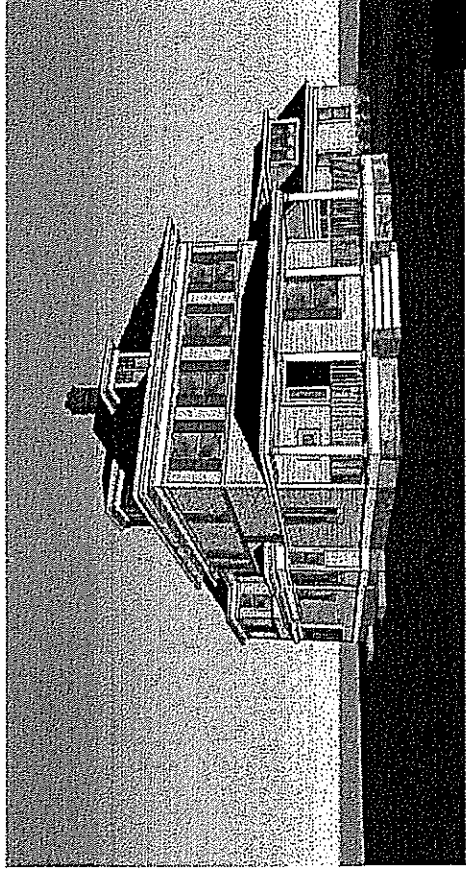
1 EXISTING VIEW FROM REAR-LEFT  
SCALE: 1/4" = 1'-0"



2 EXISTING VIEW FROM FRONT-LEFT  
SCALE: 1/4" = 1'-0"

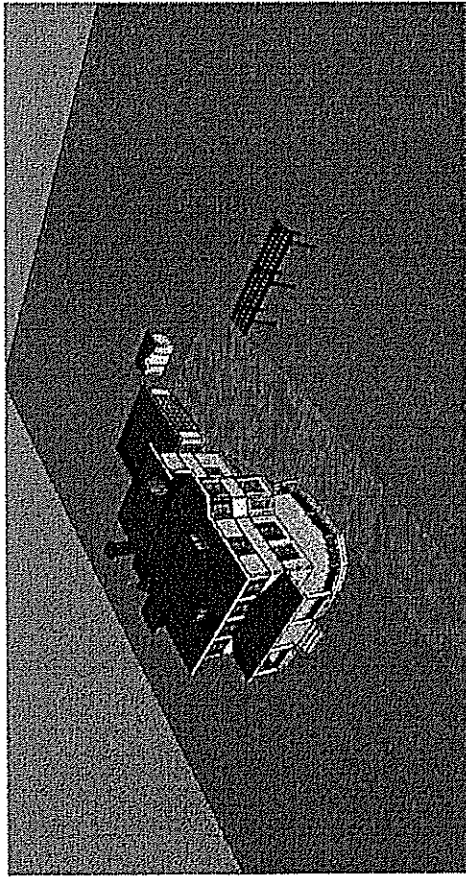


3 PROPOSED VIEW FROM REAR-LEFT  
SCALE: 1/4" = 1'-0"



4 PROPOSED VIEW FROM FRONT-LEFT  
SCALE: 1/4" = 1'-0"

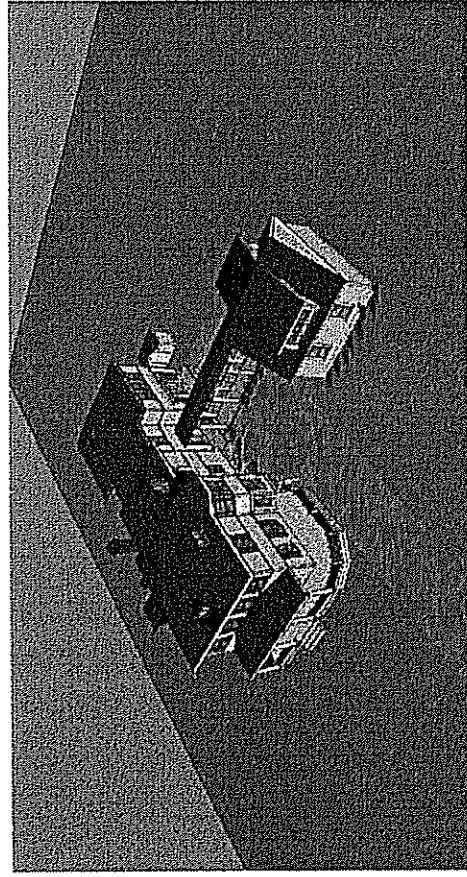
A handwritten signature or mark, possibly initials, located in the bottom right corner of the page.



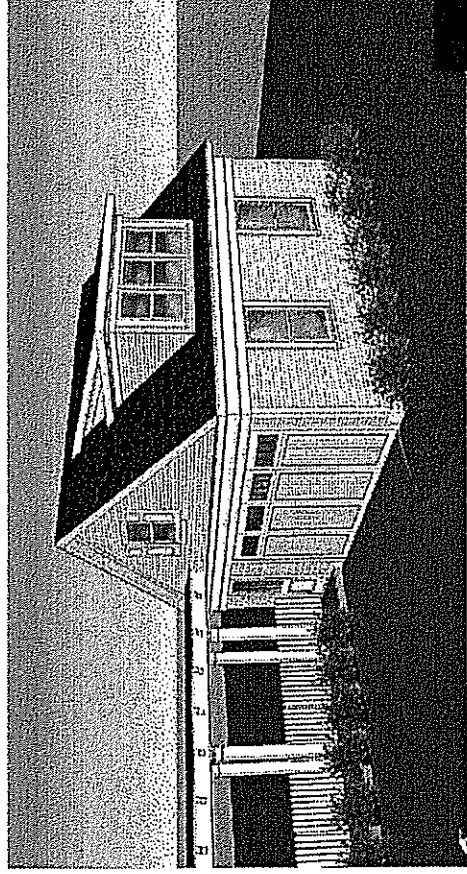
1 EXISTING AERIAL VIEW  
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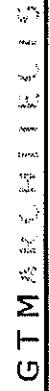
4 PHOTO OF EXISTING TRELLIS  
SCALE: N.T.S.



3 PROPOSED AERIAL VIEW  
SCALE: N.T.S.



4 VIEW OF PROPOSED GARAGE  
SCALE: N.T.S.



1 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
2  
3  
4 - - - - - X  
5 HISTORIC AREA WORK PERMIT - : HPC Case No. 37/03-17MM  
6 7207 Spruce Avenue :  
7 - - - - - X  
8 PRELIMINARY CONSULTATION - :  
9 9 West Irving Street :  
10 - - - - - :  
11 PRELIMINARY CONSULTATION - :  
12 5710 Surrey Street :  
13 - - - - - :  
14 PRELIMINARY CONSULTATION - :  
15 15021 Duffie Mill Road :  
16 - - - - - :  
17  
18  
19  
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22  
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24  
25

A meeting in the above-entitled matter was held on  
June 14, 2017, commencing at 7:30 p.m., in the MRO  
Auditorium at 8787 Georgia Avenue, Silver Spring, Maryland  
20910, before:

COMMITTEE MEMBERS

Bill Kirwan, Chair  
Brian Carroll  
Marsha Barnes  
Kenneth Firestone  
Kathleen Legg



1 MR. KIRWAN: So, just to clarify, we're basically  
2 just recommending approval of the HAWP with the Staff  
3 conditions?

4 MS. BARNES: Yes.

5 MR. FIRESTONE: I'll second that.

6 MR. KIRWAN: All right. Any discussion? All in  
7 favor, please raise your right hand.

8 VOTE.

9 MR. KIRWAN: The HAWP is approved unanimously by  
10 the Commission. We're sorry we couldn't give you everything  
11 you asked for tonight, but you do have an approved HAWP. We  
12 wish you luck with your project.

13 MR. HENNING: Thank you.

14 MR. KIRWAN: Moving on. We are going to jump over  
15 Case II.A tonight, because the applicant has postponed to  
16 the June 28th meeting. So we're now going to hear the case  
17 for II.B, a preliminary for a rear addition and garage at 9  
18 West Irving Street in Chevy Chase. Do we have a Staff  
19 Report?

20 MR. KYNE: Yes, we do have a Staff Report. Again,  
21 9 West Irving Street, Chevy Chase, a Contributing Resource,  
22 colonial revival style, circa 1892 to 1916. And the  
23 proposal before us tonight is to remove an existing one-  
24 story rear addition and attached garage, construct a two-  
25 story rear addition and construct a side yard garage with

1 breezeway to historic house.

2           And, I have quite a few photos of the house and  
3 property here, so we can just go through these. So, looking  
4 directly at the front, this is looking from the left side  
5 toward the front. Right side toward the front. Moving up  
6 the driveway looking at the right side of the house.  
7 Looking at the rear addition and attached garage to be  
8 removed. And, looking back toward the house. And then, the  
9 following photographs are more the streetscape view. So,  
10 looking again at the house from the street. A different  
11 angle. Opposite side. And then, now I'm going to show you  
12 the driveway itself. The side yard where the garage is  
13 proposed. Moving up the drive. Just walking around the  
14 property. Looking back toward the street. Again, a little  
15 wider. The existing curb cut which, per this proposal will  
16 be retained. A shot of the side yard and the trellis. And  
17 the applicant proposes to sort of take visual cues from this  
18 trellis for the breezeway. And the area behind the trellis.  
19 And again, looking toward the street.

20           So, I do have all the plans here, should we need  
21 to reference them. And the applicable guidelines are the  
22 Chevy Chase Village Historic District Guidelines and the  
23 Secretary of Interior Standards for Rehabilitation. And,  
24 Staff discussion. For the rear addition, the existing  
25 addition to be removed is non-historic and does not

1 contribute to the character of the resource. The proposed  
2 addition will be largely within the footprint of the  
3 existing addition, including a slight projection at the left  
4 side. And the ridgeline of the proposed addition will be  
5 slightly lower than that of the historic house.

6           Staff does express the following concerns about  
7 the proposed rear addition, and I seek your guidance.  
8 Regarding the projection, in accordance with the Guidelines  
9 and preservation best practices, major additions should be  
10 entirely at the rear of the historic house to provide  
11 differentiation and allow the historic house to retain its  
12 prominence. And scale and massing. The proposed addition  
13 will be clearly visible from the public right-of-way, and  
14 due to its size, it has the potential to detract from the  
15 surrounding streetscape as it would be incompatible with the  
16 perceived scale and massing of the surrounding properties.  
17 And, due to its size, the proposed addition might compete  
18 with or overwhelm the historic house.

19           The garage and breezeway. The proposed side-  
20 loaded garage will be in the right side yard. County code  
21 requires all detached garages to be located behind the  
22 house. Due to the depth of the proposed rear addition, a  
23 garage cannot be constructed behind the house. The  
24 applicant proposes to attach the proposed attached garage to  
25 the house via a breezeway allowing it to be in the side

1 yard. As previously mentioned, the breezeway will take  
2 visual cues from the existing trellis, which will be removed  
3 to accommodate the garage. And, in accordance with the  
4 Guidelines, any proposed garage that is attached to the  
5 house should be reviewed as a major addition. So, Staff's  
6 concerns regarding the garage and breezeway, compatibility.  
7 Most garages in the historic district are in the rear and  
8 front-loaded, while the proposed garage would be at the side  
9 and side-loaded. Due to its location and high degree of  
10 visibility, the proposed garage's incompatibility has the  
11 potential to detract from the streetscape. Again, this is a  
12 major addition so, the proposed attached garage should be  
13 reviewed as a major addition. The Guidelines state that  
14 major additions should be at the rear when feasible. The  
15 proposed garage cannot be placed at the rear due to the  
16 proposed rear addition.

17 Since the rear addition is not yet built, the  
18 applicants should pursue a more compatible alternative or  
19 incorporate the garage into the proposed rear addition. And  
20 finally, lot coverage. In accordance with the Guidelines,  
21 lot coverage should be subject to strict scrutiny to  
22 preserve the Village's open park-like character. The  
23 subject property has a large open space to the right of the  
24 house. And, open side yards are a common feature in the  
25 district. The proposed side yard garage would be

1 incompatible with the character-defining features of the  
2 historic district and detract from the open park-like  
3 streetscape.

4           And we did receive LAP comments regarding this  
5 project. And, I apologize if the Commission had not received  
6 those previously. But, the Chevy Chase Village LAP did  
7 review the proposal, and they were in general agreement with  
8 Staff. They did state that the first floor of the proposed  
9 rear addition would be significantly compromised if the  
10 existing attached rear garage is not relocated. The LAP  
11 also noted that if a side garage is allowed, it should be  
12 set back as much as possible. And they stressed the  
13 importance of providing street elevations for the proposed  
14 garage if the project moves forward.

15           And, with that, I conclude, and I'll take any  
16 questions you might have for me.

17           MR. KIRWAN: All right. Any questions for Staff?

18           MS. BARNES: Yes.

19           MR. KIRWAN: Commissioner Barnes?

20           MS. BARNES: I have two questions. Would you be  
21 good enough to bring up the slide you had which showed the  
22 trellis as you were looking back? And also, there is a very  
23 large tree on the edge of the driveway that -- thank you --  
24 and the slide you just went past had a good, this very large  
25 tree, there are no plans to remove this tree? This is going

1 to be removed?

2 MR. KYNE: Yes.

3 MS. BARNES: And the proposed garage would be in  
4 about the place of the trellis, is that?

5 MR. KYNE: I characterized it as the approximate  
6 location. I wouldn't say exact location by any means. I  
7 think it's actually forward of the current trellis location  
8 but, I would say, again, approximate location.

9 MR. KIRWAN: Based on the drawings, the front face  
10 of the trellis looks to be behind the proposed garage. The  
11 garage is forward from the, completely forward from the  
12 existing trellis.

13 MS. LEGG: Do you know if the applicant has gotten  
14 permission to remove the tree already or are we the first  
15 stop?

16 MR. KYNE: I believe you're the first stop.

17 MR. KIRWAN: Any other questions for Staff? If  
18 not, then we invite the applicant to please come forward.  
19 We'll give you seven minutes for your testimony and I think  
20 you know the drill well. So, just make sure you turn on the  
21 microphone and state your name for the record before you  
22 speak.

23 MR. OLSON: Luke Olson, GTM Architects.

24 MR. FITZGERALD: John Fitzgerald with Chain Bridge  
25 Properties.

1           MR. OLSON: I guess to start off with, we have  
2 received approval to remove that tree. It's in very rough  
3 shape. It's a very large tree.

4           MR. FITZGERALD: The top half of the tree was  
5 removed, and so it's sickly and received a permit from the  
6 Chevy Chase Village to remove the tree.

7           MR. OLSON: Aside from that, we have a very nice  
8 colonial house here with an existing one-story rear addition  
9 and attached garage that just aren't really working well  
10 with the rest of the house. And, we're using a strategy  
11 that we feel like we've executed very successfully in  
12 previous historic projects where we're adding on with a  
13 small hyphen off of the existing mass that steps in a little  
14 bit, and then further back it steps out to no more than the  
15 width of the existing house, going up two stories to get the  
16 space needed to meet the requirements, and maintaining a  
17 massing and footprint that is less than that of the existing  
18 house, subordinate in scale, height, and everything else.

19           In addition to that, we're trying to locate a  
20 garage in a place that allows for some privacy in the rear  
21 yard since the addition stretches all the way back to  
22 basically the rear yard setback of the buildable lot.  
23 There's no real privacy to the yard in this house.  
24 Understanding that Chevy Chase Village has this requirement  
25 for a rhythm of houses and open space, it's always nice for

1 people living in a house to have a secluded area of their  
2 own within their yard to enjoy their property away from  
3 their neighbors. A fence can only go so far.

4 And, with that in mind, we've been trying to  
5 locate this garage roughly in a place where it would have  
6 been historically if there was not an addition to this  
7 house, while staying within the regulations of Montgomery  
8 County to avoid the option of having to phase construction  
9 so that we were demoing off this addition that exists,  
10 closing out a permit, building a garage in the rear yard,  
11 closing out a permit, and then building our proposed  
12 addition. Which is an option, but it's not preferable, it  
13 drags out construction. The neighbors don't like it so  
14 much.

15 So, we were just looking for a way to get  
16 everything that we want, retain the historic character, and  
17 kind of match what we've seen from some of the historic  
18 photos of this property pulled up at the Chevy Chase Village  
19 Historical Society, which I believe I included in our  
20 package, that showed that there were structures in that  
21 general location in the past. One more to the rear, and  
22 then one up in front of where this trellis was. One of the  
23 photos in fact shows I think some variation of the trellis  
24 in the back as well. So there have historically been  
25 structures in that area of the property. And we're



1 returning to something along those lines that would be  
2 appropriate had they never been an option.

3 MR. KIRWAN: Is that slide available?

4 MR. KYNE: That slide is not available but, the  
5 Circle is 10. If you turn to Circle 10 in your packets,  
6 you'll see the photographs that Luke is referring to.

7 MR. OLSON: Also, we're trying to find a solution  
8 that retains the curb cut. And we know that's usually  
9 important to keep that existing curb cut but, if you so  
10 choose, we could relocate that to have a more direct path to  
11 a front-load garage. I believe the Staff Report mentioned  
12 that front-load garages are more suitable for the  
13 neighborhood than the side-load that we're currently  
14 proposing. We'd be willing to explore that option but, what  
15 we're proposing right now we thought the best blend of  
16 retaining the historic nature of the property and providing  
17 a garage.

18 MR. FITZGERALD: And one thing I might add on that  
19 point too is, I think having a facade that has windows to it  
20 and, would be, I think, a little bit more pleasant from a  
21 streetscape standpoint than say a garage door, was one of  
22 the thoughts on it as well too. Why we would prefer a side-  
23 loaded garage as opposed to a front-loaded one.

24 MR. KIRWAN: Does that conclude your testimony?

25 MR. OLSON: It does, yes.

1 MR. KIRWAN: Great. All right, very good. Any  
2 questions for the applicant?

3 MS. BARNES: I have two questions. Did you give  
4 any thought when you -- you currently have an attached  
5 garage, and you're going below ground now to create a  
6 basement for this addition. Did you give any thought to  
7 having a garage which is below grade, so remains attached to  
8 the house? And secondly, in the pictures that we have, we  
9 have a dormer, shed dormer on the garage, so talk a little  
10 bit about what you have in mind?

11 MR. OLSON: Okay, sure. We did not think about  
12 putting the garage below grade. Unfortunately, there's not  
13 enough clearance there that we wouldn't have to dig a pretty  
14 significant hole in the rear yard of this property to be  
15 able to do that and put in a rather impactful driveway that  
16 would be difficult to navigate, and it'd really just tear up  
17 that side yard. I really don't think that that would be  
18 appropriate for this property. In terms of the actual  
19 garage design, since it is an attached structured, it's  
20 considered a portion of the house, so while we were doing  
21 that, we were thinking of capturing some space above that,  
22 provided it met your approval.

23 MR. KIRWAN: Any other questions? Commissioner  
24 Carroll?

25 MR. CARROLL: The breezeway is really just a way

1 of getting the garage to be attached in a sense, because it  
2 can't be behind the house, correct?

3 MR. OLSON: Yeah. There's a couple of different  
4 ways we can do it. We've received zoning confirmation from  
5 Montgomery County that we can attach it below grade with  
6 essentially a basement tunnel, and then finish space below  
7 the garage, and that can be with or without this breezeway.  
8 We're still awaiting confirmation from zoning to see if the  
9 breezeway itself constitutes a connection. We thought it  
10 was nice to take that trellis that was back there that  
11 historically has been back there and reference it as an  
12 element of our design. And that would provide a little  
13 additional screening for this part of the yard that we've  
14 been discussing.

15 MR. CARROLL: Thanks.

16 MR. KIRWAN: Any other questions for the  
17 applicant? All right, if not, we have testimony from a  
18 neighbor, Mr. David Bralove. And how many minutes does Mr.  
19 Bralove get, three? Three minutes. We can give you three  
20 minutes for your testimony and just make sure your  
21 microphone is turned on, and state your name for the record  
22 before you speak.

23 MR. BRALOVE: My name is David Bralove. I'm the  
24 neighbor for this applicant at 11 West Irving Street. First  
25 of all, I would like to thank the Staff for their review of

1 this. I did not have the benefit of your review before I  
2 came here tonight but, it's -- I share some of your concerns  
3 and that's why I came. I didn't know they were going to be  
4 raised. But I think you did a very good job. And my  
5 essential, I am to the west of this house, and what was  
6 interesting is that your presentation did not have any  
7 photos of that facade to the west. And obviously, you  
8 couldn't get onto my property to take that photo. I would  
9 welcome you to come in and take additional photos if you  
10 like.

11 My concern about this, which mirrors the Staff's  
12 concern, was that this is not a small hyphen as the  
13 architect here would have you believe. I believe it to be a  
14 significant, you know, addition and mass for this property.  
15 And it's not something -- and excuse me if I'm not using the  
16 right references here but, I looked at some things that were  
17 on the website, and the standards that I got appear to be  
18 from Montgomery County, I don't know if they're applicable  
19 but, you know, it says that the addition must be subordinate  
20 to the main structure. And when you take into account the  
21 entirety of this development with the, you know, with the  
22 addition to the rear and the garage, it is by no means  
23 subordinate to the main structure. It's almost equal to.

24 The other concern I had with the rear addition,  
25 because I'm, and that what abuts up against me, is that I'm

1 now going to a chasm here with this mass going up. It seems  
2 to be a straight line in terms of the design of that  
3 addition without any scaling back or stepping back in the  
4 roof lines or anything like that. Yes, there is a slightly  
5 lower elevation in the roofline according to these plans,  
6 but it's not significant. It's not enough to, in my view,  
7 to qualify or to meet the guidelines that I'm referring to  
8 by the county. That's in Chapter 4. So, I would urge the  
9 Commission here to consider the opinions of the Staff, and  
10 my concerns as a neighbor and member of the Chevy Chase  
11 community, to make sure that this addition is in keeping  
12 with the historic nature of our homes there, and of the area  
13 in general. And, thank you for this time.

14 MR. KIRWAN: Thank you for coming out tonight and  
15 providing us with your testimony. We appreciate that.

16 MR. WHIPPLE: Mr. Chairman?

17 MR. KIRWAN: Yes?

18 MR. WHIPPLE: Just for the record, well, first of  
19 all, I'd like to thank the neighbor for his testimony. The  
20 document that he's referring to are the general design  
21 guidelines that the Commission has prepared for work in the  
22 county. It represents general best practices, but it  
23 recognizes that Chevy Chase Village has its own district  
24 specific guidelines that supercede it. So while the  
25 materials that the neighbor is referencing are absolutely

1 the best practices, they have to be put into context with  
2 Chevy Chase Village Guidelines.

3 MR. KIRWAN: Thank you, appreciate that. Does  
4 anybody have any questions for the speaker?

5 MS. LEGG: I was wondering, how did you hear about  
6 this preliminary tonight as a neighbor?

7 MR. BRALOVE: Oh, thank you. I received a notice  
8 from the Commission, I guess. It's a -- yeah, I received a  
9 notice, Montgomery Historic Commission with the date and the  
10 time and so forth. I don't know about the other neighbors,  
11 because when I was going across the street today just before  
12 leaving, I said, do you know of the development here?  
13 Immediately across the street, they said they had not  
14 received a notice. I don't know if the notice just goes to  
15 the adjoining property owners or?

16 MR. WHIPPLE: As the Commission knows, the  
17 mailings went to all of the adjacent and confronting  
18 property owners, so that would be the neighbors immediately  
19 across the street, and then all of the neighbors whose  
20 properties touch on the property. I guess yours is to the  
21 rear.

22 MR. BRALOVE: Okay. Mine touches. No, it's to  
23 the west.

24 MR. WHIPPLE: Oh, pardon me, okay. So, but it  
25 would be to all of the neighbors whose properties touch,

1 plus the neighbors immediately across the street.

2 MR. BRALOVE: Well, I can tell you the neighbor  
3 across the street told me he didn't get anything. And he  
4 told me as well that he would, and this is Michael Basteer  
5 (phonetic sp.), that he would not be in support of this.  
6 But he's not here tonight, so.

7 MS. LEGG: That's fine. And thank you for  
8 entering that. And just so you're aware, this is a prelim,  
9 so we will have a HAWP at a later time on this. So if your  
10 neighbors are concerned, there will be an opportunity for  
11 them to talk to us and write letters.

12 MR. BRALOVE: Okay. So you can receive written  
13 submissions as well?

14 MR. KIRWAN: Yes, that's correct. Any other  
15 questions for the speaker before we let him go? We don't  
16 have anymore questions, so we thank you very much for your  
17 testimony this evening. Appreciate you coming out. We  
18 should then move into deliberations. Does anybody want to  
19 kick things off? Commissioner Carroll? Thank you.

20 MR. CARROLL: I, in looking at this, it's  
21 obviously quite a large lot, which provides you with some  
22 opportunities here. I think that the way you've broken up  
23 the mass, you know when I looked at your 3D renderings,  
24 looking at the right side of the house, you know, while it  
25 is a very large addition, I think that you've done a good

1 job. I'm finding, if you look on, I think it's Circle 20  
2 that we have, in drawing number three, which is the proposed  
3 left addition from the rear, I really feel like, you know,  
4 there could be some more development in that. There's just  
5 a large planar wall coming back from that bay, and if there  
6 was a way to define that rear piece as more of a pavilion  
7 and that, you know, from the octagonal bay back to that rear  
8 pavilion, there's a little differentiation there. I think  
9 it would serve you well, but it does look kind of like a big  
10 flat mass from that side. I think on the right side, you've  
11 done a good job of stepping it back in an attempt to not  
12 subordinate the main mass of the house.

13 I understand once you get this much, you know,  
14 once you're that far back there's nowhere to put the garage.  
15 I'm not a big fan of the breezeway. I mean it's, I  
16 understand that there is, that there was a trellis at the  
17 back, but I think it's, in a sense, sort of cluttering up  
18 the view, and, you know, in the historic photos that you've  
19 provided, it looks like there are freestanding buildings out  
20 there to that side. And I think that you would achieve more  
21 of that open park-like feel that people are looking for  
22 without attaching it. So I'd be interested to know if  
23 there's a way to get that garage out there without having to  
24 run the trellis across to touch the house. Digging a tunnel  
25 seems like a big lift just to make an attached garage. I'm



1 wondering if there's anything else? And with the privacy in  
2 the backyard, I think that could be achieved with  
3 landscaping.

4 And then the, you know, I agree that the side-  
5 loaded garage while not typical, is probably preferable to  
6 looking at a garage door facing the street. I'd just like  
7 to see a little bit more development of that shed dormer on  
8 the side. You know, if you could take some cues from the  
9 house, just a little bit more development. I guess I'm  
10 looking at Circle 18. Door No. 3, again, you know,  
11 something that could pick up some cues from the house, some  
12 more detail there. Maybe two dormers, something like that,  
13 just to give a little more character to that. And then the  
14 other question I have is, if there's anyway to move it back  
15 even a little bit? Because I think that's going to improve  
16 the relationship. But the trellis is, I get why you've done  
17 it. You know, I've been in the same position trying to  
18 attach things in order to make things work. But, I just  
19 don't think it's doing you a lot of service in terms of, you  
20 know, this is a very big lot. And I think that it's going  
21 to appear more open and probably more palatable to the  
22 people around here if it's, you know, without that piece in  
23 the middle there. So, those are my thoughts.

24 MR. OLSON: Can I ask for a clarification, please?

25 MR. CARROLL: Of course, yeah.

1           MR. OLSON: Would you be open to staging  
2 construction to locate a detached garage as I have described  
3 in the location that you're suggesting, if you're against  
4 attaching a garage in some fashion?

5           MR. CARROLL: I'm sorry?

6           MR. OLSON: So, if we're not attaching the garage,  
7 the only real way to get it in that location, given the mass  
8 of the house, would be to permit demolition of the existing  
9 first floor addition to the historic mass. To close out  
10 that permit, then to permit the garage in the rear yard,  
11 build it, close out that permit, and then build our addition  
12 onto the main mass as we're proposing. And we've received  
13 approval from zoning, or not approval, but confirmation from  
14 zoning that they would approve that method in that it would  
15 make the garage an existing structure in the rear yard. And  
16 that would be a way of not having to go in for essentially a  
17 zoning amendment.

18           MR. WHIPPLE: Procedurally, before you answer that  
19 question, procedurally are you telling that you're going to  
20 submit three HAWPS, or are you able to submit --

21           MR. OLSON: We're asking it as part of one HAWP  
22 would be able to stage construction in that method?

23           MR. WHIPPLE: I believe that that's a question for  
24 DPS. The HPC is going to look at what you submit, how you,  
25 you know, the order in which you do the construction is, I

1 believe, outside of their purview.

2 MR. OLSON: Okay.

3 MR. CARROLL: Right, yeah. I guess that's  
4 essentially my response to that as well. Is that if DPS  
5 can, zoning will allow you to get there, you know, by that  
6 method. For me it's the same thing. You know, I understand  
7 why you want the garage there. It is a very big lot.  
8 Anything you can do to push it back a little bit further,  
9 and I just, I think attaching it is bringing too much  
10 attention to it. It's a subordinate building. There are  
11 these historic photos of, you know, it looks like and two  
12 small buildings are there on the side, so I think there's an  
13 argument for having it out there. But I just don't think  
14 you need to call so much attention to it. And, you know,  
15 these hipped roof buildings that are here, you know, I think  
16 on Circle 18, just that shed dormer on the side, you know,  
17 put a little more detail with, you know six over one windows  
18 or whatever is in the house, give a little more style, show  
19 something to the street, but I like the side-loaded garage,  
20 I don't think there's any reason to point a garage door to  
21 the street if it has to be out there, so that's my thoughts.  
22 Thanks.

23 MS. LEGG: First, thank you for coming in for a  
24 preliminary. I think that's really helpful with a HAWP  
25 process. So, I appreciate you guys coming in. A few

1 things. I find that the breezeway in this design makes the  
2 mass of the house sort of just feel kind of overwhelming. I  
3 know it's a big lot, but I think, is it in character with  
4 the other houses on the street? It's hard for me to tell  
5 from the photos from the historical society, so if there is  
6 another prelim, perhaps we could have those photos larger  
7 and put it on the screen. But from what I can see that the  
8 garage was a bit further back, and when I look at the  
9 streetscape on the street, I think that most of the garages  
10 are much further to the back of the yard. So I would  
11 encourage you guys to try to move that back.

12 I also believe, like I understand that you want  
13 some privacy in the yard, but I think that could be achieved  
14 with some trees and some hedges. I also, I can see what  
15 fellow Commissioner Carroll believes in the back of the left  
16 side of the property kind of feeling massive. I think  
17 there, I'm not sure what you can do to fix it, but I'm sure  
18 that there's something you can come up with to make it sort  
19 of blend in a bit more seamlessly with the background and  
20 not stick out as much.

21 And I also feel that the dormer on the garage  
22 makes that structure seem a bit more massive than it needs  
23 to. I think if the windows were to the sides, I think you  
24 could still have light there, but also make that sort of  
25 disappear in the background a little bit more. I think my

1 general thoughts on this is it's just a little overwhelming  
2 of a house. So if there's some design tricks that you can  
3 do to kind of reign that in, I think it could be a HAWP that  
4 I support. That's it.

5 MR. KIRWAN: I'll go ahead. We'll just go down  
6 the line here. I agree with some of the points that  
7 Commissioner Carroll and Commissioner Legg have mentioned.  
8 To sort of step back a second, what I'm sort of seeing  
9 tonight is a project that's asking for a lot of things.  
10 It's asking for a very large addition, and it's asking for a  
11 garage in the middle of the, or close to the middle of the  
12 side yard, it's connecting that garage to the house, so that  
13 it can be built as really part of the main structure, and  
14 it's forward on the lot. The garage is forward on the lot  
15 so that you can capture backyard space to the rear. So  
16 you're asking for this house to do a lot of things.

17 In addition, you've got a second story to this  
18 garage, you've got some habitable space up there, I assume,  
19 so that makes these dormers even more prominent on those  
20 garage roofs. So, I think there's several different ways to  
21 sort of peel this back a little bit. I think the addition  
22 to the house, I think, is one that we, if it was just  
23 brought to us as a preliminary tonight, I think we would be  
24 in general agreement that it's probably okay. It needs some  
25 additional work. I think Commissioner Carroll brought up

1 the issues of this rear left elevation, and I think, you  
2 know, it should respond to the main resource the way you're  
3 doing it much more successfully on the opposite side, you  
4 know, with the hyphen reading very clearing and then this  
5 main massing in the back.

6 I think in general the detailing of it, the roof  
7 forms of it, are very much in keeping with the main  
8 resource, so I think that's all sort of working for you. I  
9 think then we start connecting this to a trellis, and then  
10 we've got a garage, and the stylistic representation of the  
11 garage makes it look like it belongs to another house. I  
12 mean, it really should look like it belongs to this house,  
13 especially when it's connected to it with the trellis. I  
14 think the garage is being almost in the middle of that side  
15 lot is too far forward. When I look a the historic  
16 photographs, what it appears to me is that a garage or  
17 garages were pretty much at the rear of the driveway, all  
18 the way back at the end of the driveway, going straight  
19 back. I think that's something to look at. I think it's  
20 something to look at where the garage is attached to the  
21 house more literally, as opposed to throwing it out into the  
22 side yard and connecting it with this trellis.

23 I think if it is going to be out there in the side  
24 yard and look like a garden structure, I think it needs to  
25 be further back on the lot. I think it needs to have a more

1 sensitive roof form, maybe not have the second story. Not  
2 try to get that, have a little space up there, and just let  
3 it be a garage or a really small scale structure in the back  
4 of the lot. You know, I think the side load versus front  
5 load aspect of it, I think, I'm not sure yet. I think we  
6 would need to see the garage more detailed and developed  
7 before we can make that decision. For instance, I think if  
8 the garage is at the end of the driveway and attached more  
9 directly to the house it could be front-loaded. If it is  
10 thrown back, and further back into the rear yard, it  
11 probably is more appropriate to side-load it so that you can  
12 just make that right turn into the garage from the driveway.

13           So again, I think we have an addition that is  
14 probably pretty close to something -- the main house is  
15 pretty close to something that we can approve, we would  
16 approve of normally. Just needs some tweaks and details.  
17 But I think the garage is the more problematic piece. I  
18 think I'm not really settled yet on, at least what I've seen  
19 tonight. I definitely don't think this is the right  
20 proposal. I think we need to see some other options at  
21 another preliminary for that.

22           MR. OLSON: Could I ask for one clarification on  
23 that?

24           MR. KIRWAN: Sure.

25           MR. OLSON: You mentioned putting the garage

1 further in the back and maybe attaching it literally, are  
2 you saying that you would be okay with it projecting beyond  
3 the right side of the existing house?

4 MR. KIRWAN: I mean you already are.

5 MR. OLSON: If it was an attached one-story  
6 garage?

7 MR. KIRWAN: You're projecting beyond the right  
8 side of the house with this trellis attached to a garage  
9 already.

10 MR. OLSON: But directly attached?

11 MR. KIRWAN: Yes.

12 MR. OLSON: Okay.

13 MR. KIRWAN: Yeah, I mean we've done that on other  
14 projects. There's precedent for that, and in Chevy Chase,  
15 where we've allowed, especially on these deep wide lots,  
16 these double wide lots, we've allowed things to go out  
17 beyond the side plane of the house. I mean, that's not  
18 something that this current Commission has taken a  
19 particular issue with. You know, generally we like to see  
20 things kept within the side planes of the existing resource,  
21 but on these really big lots, I think there's a little room  
22 to relax that a little bit. I think that is something to  
23 explore as a way to get this mass of this garage, you know,  
24 closer to the main body of the house and open up that side  
25 yard and preserve that garden park-like structure that Chevy



1 Chase really advocates.

2 MR. FIRESTONE: I don't have all that much to add  
3 to what the previous Commissioners said. But looking at the  
4 historic photos that you presented, they were kind of  
5 difficult to see what was going on, but it appears to me  
6 that the garage in that, that was historically there at some  
7 point in the past was a lot more modest, single story, plain  
8 garage, further back, not as prominent, and I think  
9 something like that with appropriate doors would be fine  
10 front-loaded or do something with it so if it was side-  
11 loaded so it wouldn't look just like a blank wall. But that  
12 would be one option to explore. The other options that were  
13 presented by previous Commissioners I would also like to  
14 see. But the way it is right now, it just doesn't seem to  
15 work.

16 MS. BARNES: I would like to second Commissioner  
17 Legg in thanking you for coming in for a preliminary. And I  
18 also would like to thank you for finding the photos from the  
19 historic society. For me, those were very telling in terms  
20 of feeling more comfortable with a garage to the side in the  
21 side yard. I have a problem with the garage as proposed.  
22 Two-fold. One is the trellis. I think your idea that you  
23 would mimic an existing trellis, which I think would  
24 probably disappear in this constellation, is sort of  
25 ridiculous. I think that by trying to attach the garage to

1 the house with a trellis you draw attention to the sheer  
2 size. I have a problem with the garage which is one and a  
3 half story. Once again, if you look at the photos that you  
4 kindly produced from the historic society, we're talking  
5 about a single story structure.

6           You're proposing a very large addition to the  
7 back, but it is to the back and it is not really extending  
8 much beyond the historic mass of the house, which gives me  
9 comfort in terms of thinking about approving it. I've also  
10 heard from a neighbor, and I think that brings us back to  
11 the comments that Commissioner Carroll made about the left  
12 rear side and whether there are ways that you could deal  
13 with that, which would be a little more sympathetic and  
14 cause it to feel less massive. And, I think I have one  
15 other comment. I've very hopeful that you'll be replacing  
16 some trees, since you have to take some out.

17           MR. KIRWAN: I think you've heard some generally  
18 consistent recommendations on what to explore next. I think  
19 the prudent thing to do would be to come back for another  
20 preliminary with a revision, just so, because we did hear  
21 some differences, and you're also going to hear from four  
22 more commissioners.

23           MR. WHIPPLE: And actually, if I could expand on  
24 that point. We have four Commissioners who aren't here, who  
25 didn't have the benefit of hearing this testimony, but three

1 of them, when they mentioned that they were going to be  
2 unable to be here, expressed quite strongly significant  
3 reservations about this project. And so, the applicants  
4 didn't get the benefit of those comments tonight. I'm sure  
5 those Commissioners will be willing to share those at the  
6 second prelim.

7 MR. KIRWAN: Very good. So, I think we'll leave  
8 you with that and look forward to seeing you come back.

9 MR. OLSON: As a procedural question, is there a  
10 way for us to get on the prelim for the next agenda as an  
11 extension of this, or is that not possible?

12 MR. WHIPPLE: That is not possible because of the  
13 timing. I don't think that we have the time to grant.

14 MR. OLSON: Okay.

15 MR. KIRWAN: Thank you. The next case this  
16 evening is Case II.C at 5710 Surrey Street in Chevy Chase.  
17 And Mr. Olson, you can either stay up or go back to the  
18 seat.

19 MR. OLSON: I'll get my binder, I'll come right  
20 back.

21 MR. KYNE: Okay, this is 5710 Surrey Street, Chevy  
22 Chase, a primary pre-1915 resource in the Somerset Historic  
23 District. This is a shingle/Craftsman style house with a  
24 colonial revival addition. The historic house dates to  
25 circa 1903, and the front/right side colonial revival