

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

<b>Address:</b>	9 West Irving St., Chevy Chase	<b>Meeting Date:</b>	6/14/2017
<b>Resource:</b>	<b>Contributing Resource</b> Chevy Chase Village Historic District	<b>Report Date:</b>	6/7/2017
<b>Applicant:</b>	John Fitzgerald and Chain Bridge Partners LLC (Luke Olson, Architect)	<b>Public Notice:</b>	5/31/2017
<b>Review:</b>	Preliminary Consultation	<b>Tax Credit:</b>	N/A
<b>Case Number:</b>	N/A	<b>Staff:</b>	Michael Kyne
<b>PROPOSAL:</b>	Rear addition and garage		

---

**STAFF RECOMMENDATION:**

Staff recommends that the applicants make any revisions based on the HPC's recommendations and return for a HAWP application.

**ARCHITECTURAL DESCRIPTION**

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

**PROPOSAL:**

- Remove an existing one-story rear addition/attached garage
- Construct a two-story rear addition
- Construct a side yard garage with breezeway to the historic house

**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.

Currently, the applicant proposes the following work items at the property:

- Remove an existing one-story rear addition/attached garage
- Construct a two-story rear addition
- Construct a side yard garage with breezeway to the historic house

Staff asks for the Commission's guidance regarding the following aspects of the proposal:

### *Rear Addition*

The existing one-story rear addition/attached garage is non-historic and does not contribute to the character-defining features of the historic house. In accordance with the *Standards*, the existing addition/garage can be removed without altering or removing features that characterize the resource.

The proposed two-story addition will be largely within the footprint of the existing one-story addition, and will retain a slight projection beyond the historic house on the left side. With the proposed rear addition, the interior square footage of the second floor will increase significantly, going from 1,131 sf to 1,910 sf. The ridgeline of the proposed addition will be slightly lower than that of the historic house, with roof pitches similar to the historic house.

Staff expresses the following concerns about the proposed two-story rear addition:

**Projection** - Although the proposed two-story rear addition will be largely within the footprint of the existing one-story rear addition, staff is concerned about the slight projection at the left side. In accordance with the *Guidelines* and preservation best practices, major additions should be placed entirely behind the historic house, providing differentiation and allowing the historic house to retain its prominence.

**Scale and massing** – The subject property has a large side lot at the right side, which will allow the proposed two-story rear addition to be clearly visible from multiple points on West Irving Street. Because the proposed rear addition is nearly as large as the historic house, it could potentially detract from the surrounding streetscape, as the house would be incompatible with the perceived scale and massing of the surrounding properties. The large rear addition might also draw attention to itself, competing with or overwhelming the historic house.

### *Garage and Breezeway*

The applicant proposes to construct a one-and-a-half story, side-loaded, two-car garage in the right side yard of the subject property. In accordance with County Code, all detached garages should be located in the rear yard. Because the proposed two-story rear addition (and existing rear addition/attached garage) extend deep into the lot, it would be impossible to construct the proposed rear addition and a detached garage in the rear yard.

The applicant proposes to attach the proposed garage to the house via a breezeway, which would allow it to be in the side yard. The proposed breezeway will take visual cues from an existing trellis in the right side yard that will be removed to accommodate the proposed garage.

In accordance with the *Guidelines*, “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.’ ”

Staff expresses the following concerns about the proposed garage and breezeway:

**Compatibility** – Most garages on West Irving Street (and within the historic district as a whole) are at the rear and are front loaded. Due to their location, these garages are less visible from the public right-of-way and do not detract from the surrounding streetscape. The proposed garage will be in the side yard and will be side loaded. The proposed garage will be highly visible from the public right-of-way, and its incompatibility with the streetscape in both location and orientation has the potential to detract from the subject property and surrounding historic district.

**Major addition** – The *Guidelines* state that “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.” Due to the proposed two-story rear addition, it is not feasible to place the proposed garage at the rear of the property; however, staff suggests that, since the two-story rear addition is not yet built, the applicants should pursue a more compatible alternative, which is consistent with the *Guidelines* and will not detract from the subject property and historic district (i.e., incorporate the attached garage into the rear addition or construct a second-story addition over the existing one-story rear addition/attached garage).

**Lot coverage** – In accordance with the *Guidelines*, “Lot coverage should be subject to strict scrutiny, in view of the critical importance of preserving the Village’s open park-like character.” As previously discussed, the subject property has a large side yard setback, creating a perceivable open space at the right side of the property. This is consistent with the other properties on West Irving Street and throughout the historic district, as a large open space to the right or left side of the property is relatively common. The proposed garage in the side yard would be incompatible with the character-defining features of the historic district and would detract from the park-like character of the streetscape.

### **STAFF RECOMMENDATION:**

Staff recommends that the applicants make any revisions based on the HPC’s recommendations and return for a HAWP application.



# HISTORIC PRESERVATION COMMISSION

301/563-3400

DP5 - #8

## APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Email: LOLSON@GTMARCHITECTS.COM Contact Person: LUKE OLSON  
Daytime Phone No.: 240-333-2021

CONTRACT PURCHASER

Tax Account No.: \_\_\_\_\_  
Name of Property Owner: JEAN A. FETTERGALL  
CHASE RIDGE PROPERTIES LLC Daytime Phone No.: 703-517-7757

Address: \_\_\_\_\_  
Street Number City State Zip Code

Contractor: T.B.D. 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 ST

Town/City: CHERRY CHASE Nearest Cross Street: MAGNOLIA PARKWAY

Lot: 6 Block: 33 Subdivision: CHERRY CHASE VILLAGE

Liber: \_\_\_\_\_ Folio: \_\_\_\_\_ Parcel: \_\_\_\_\_

### PART ONE: TYPE OF PERMIT ACTION AND USE

#### 1A. CHECK ALL APPLICABLE:

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

#### CHECK ALL APPLICABLE:

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

1B. Construction cost estimator: \$ \_\_\_\_\_

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 \_\_\_\_\_ feet \_\_\_\_\_ 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]  
Signature of owner or authorized agent

5/24/17  
Date

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

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

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



## 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 GARAGE ATTACHED WITH A BREEZEWAY

C

GTM

9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

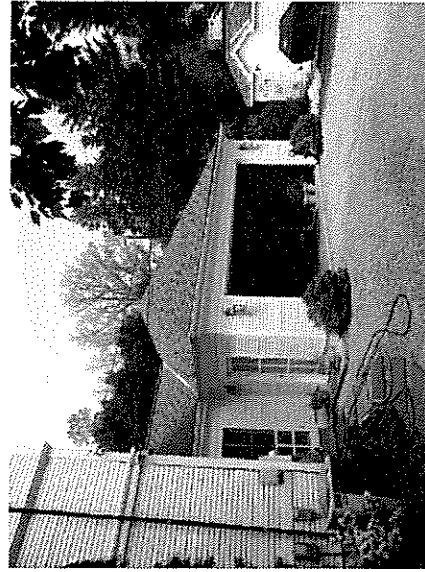
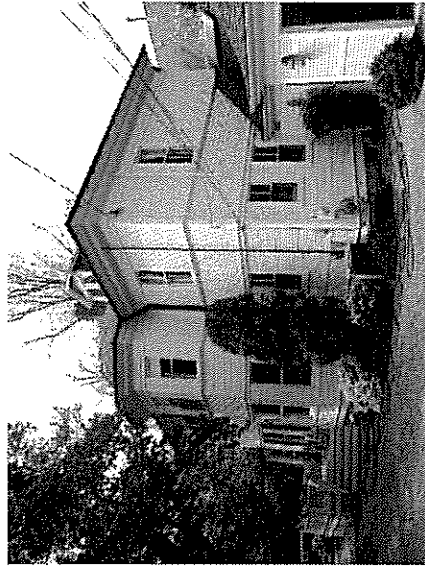
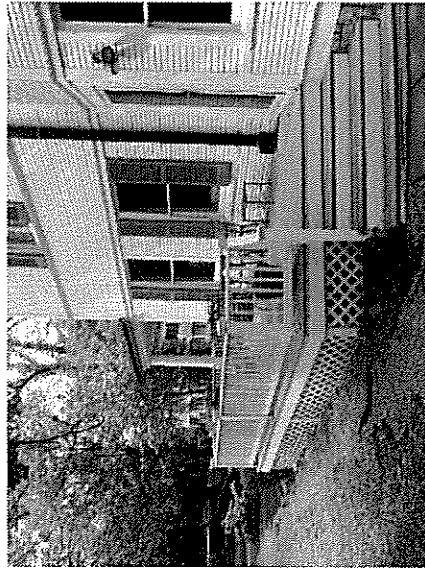
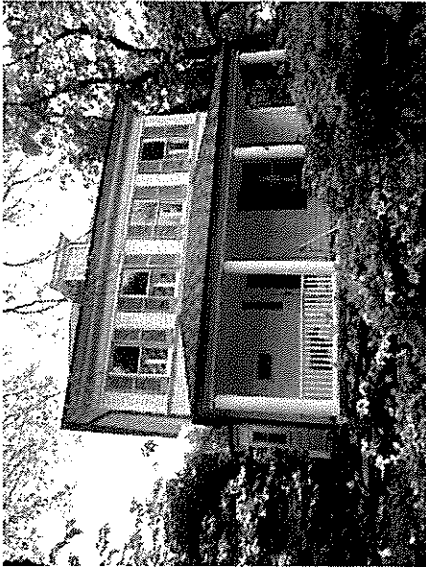
G T M A R C H I T E C T S

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

7



EXISTING PHOTOS



9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

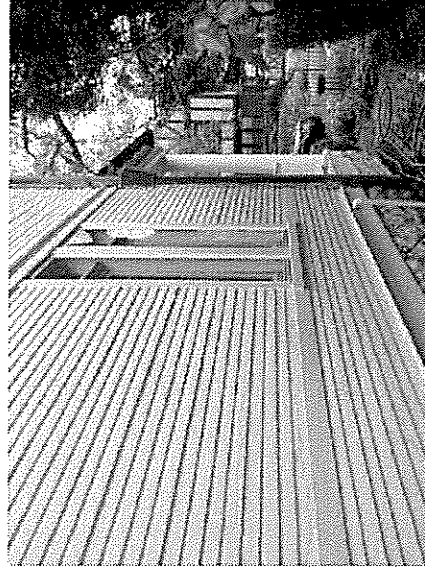
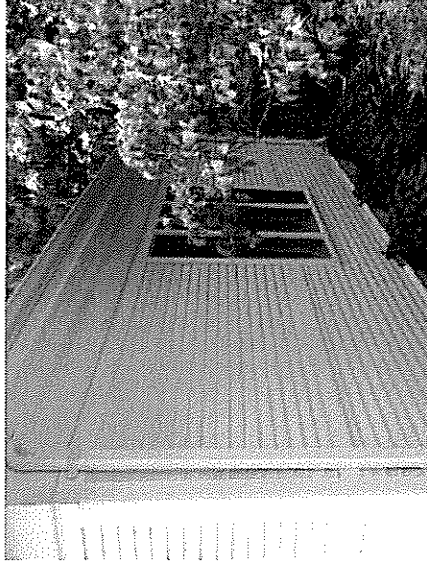
G T M A R C H I T E C T S

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





EXISTING PHOTOS



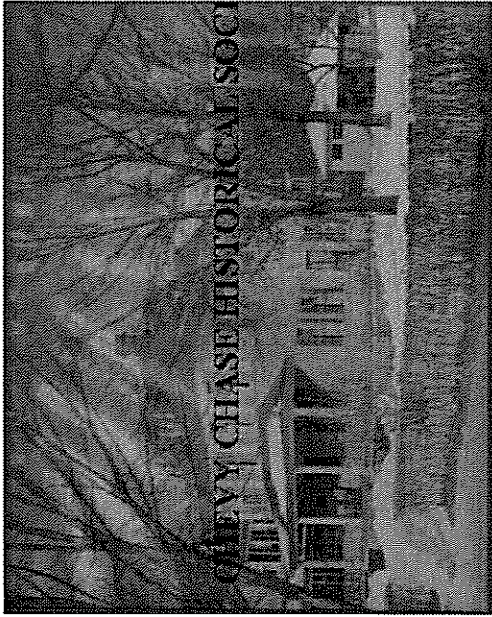


PHOTO CIRCA 1918 PROVIDED BY CHEVY CHASE HISTORICAL SOCIETY



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."

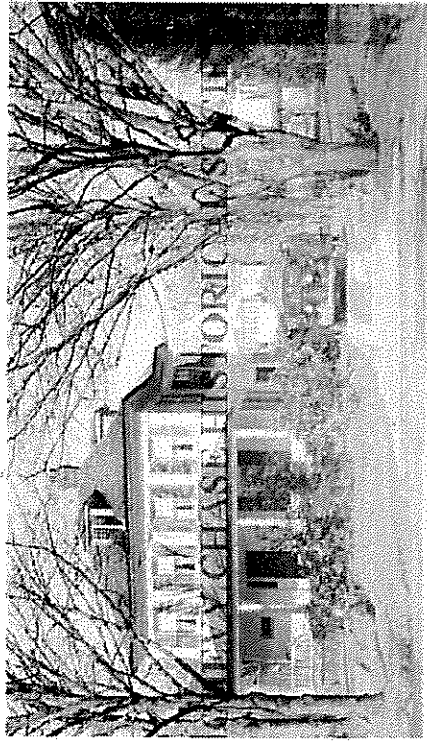


PHOTO POST-1918 PROVIDED BY CHEVY CHASE HISTORICAL SOCIETY

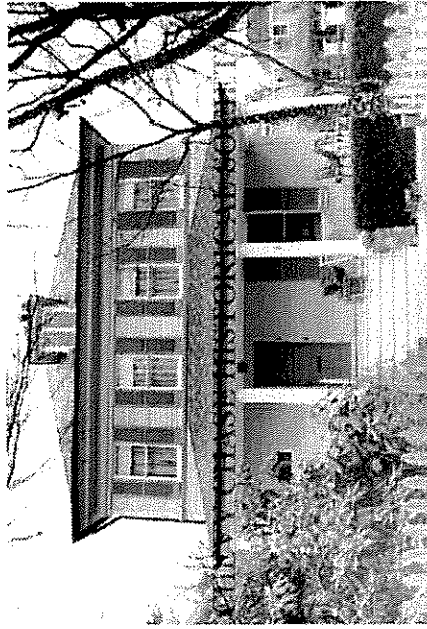


PHOTO CIRCA 1993 PROVIDED BY CHEVY CHASE HISTORICAL SOCIETY

# HISTORIC RESEARCH PHOTOS

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

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

COPYRIGHT 2017, GTM ARCHITECTS, INC.

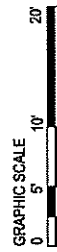
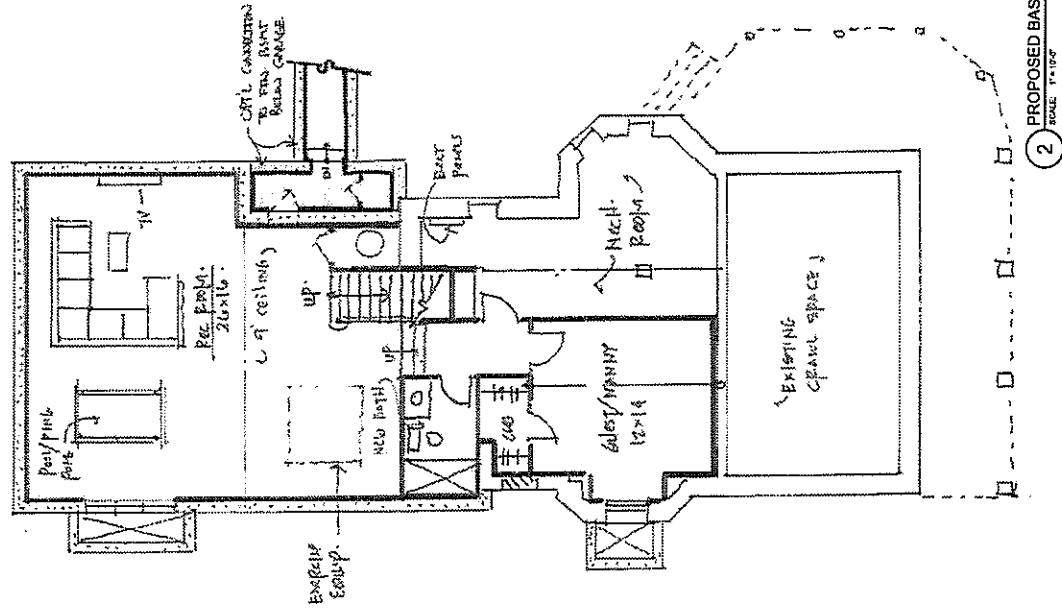
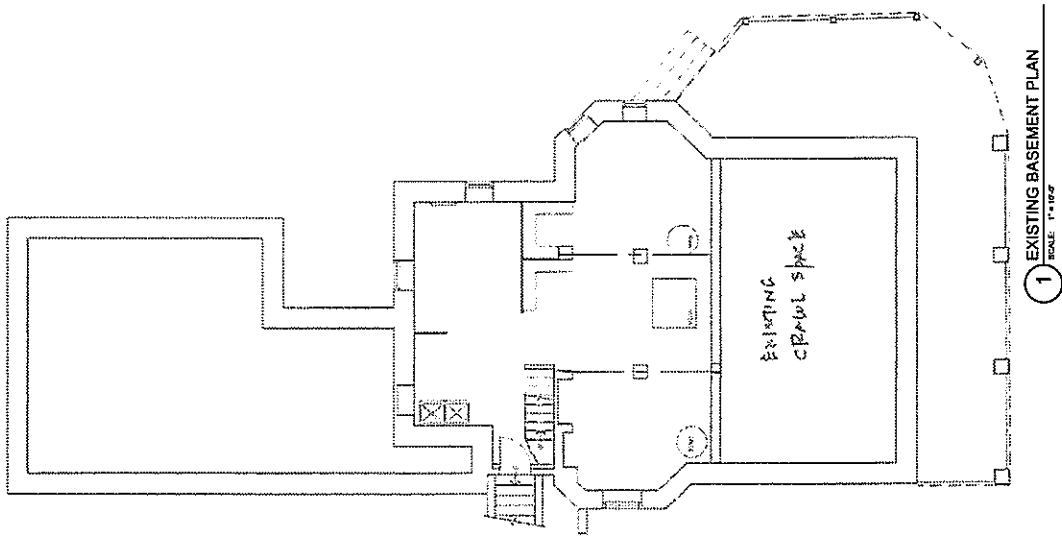
7735 OLD GEORGETOWN ROAD, SUITE 700, BETHESDA, MD 20814 - TEL: (240) 333-2000 - FAX: (240) 333-2001

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

GTM







GTM

6

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

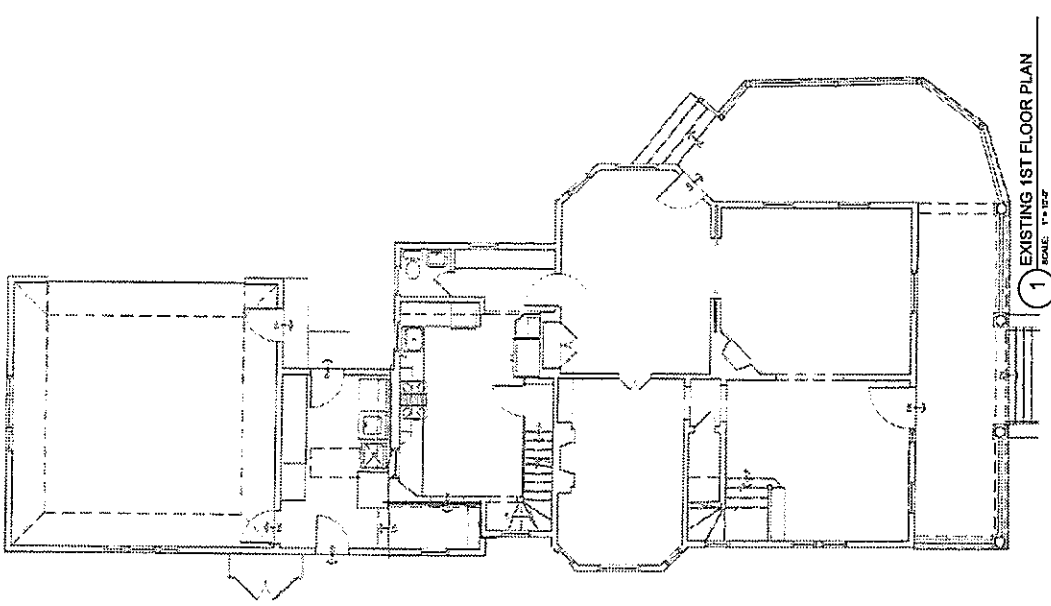
9 WEST IRVING STREET CHEVY CHASE, MD MAY 24, 2017

COPYRIGHT 2017, GTM ARCHITECTS, INC.

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

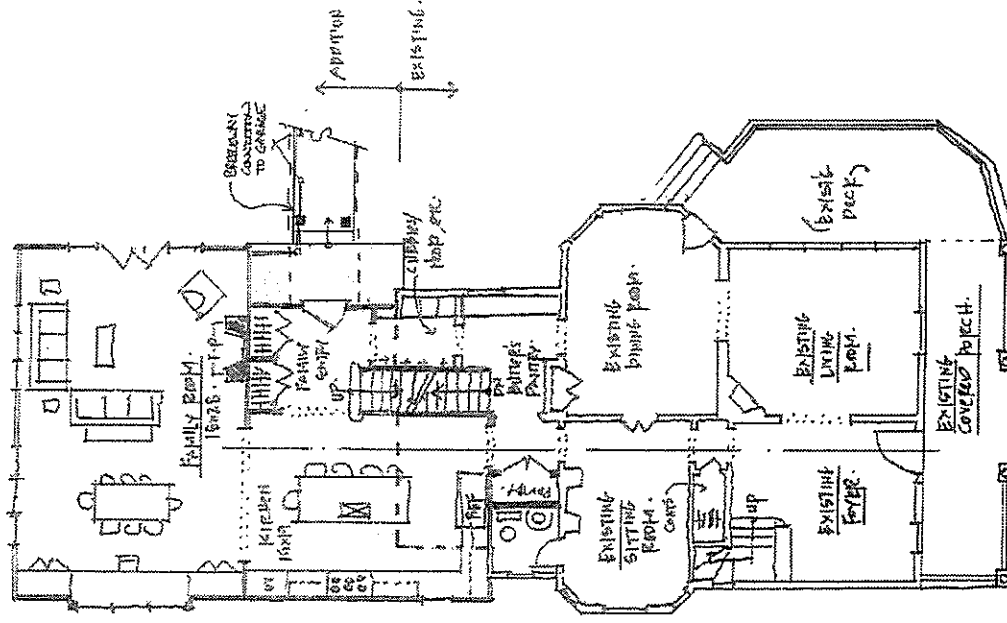
GTM ARCHITECTS

12



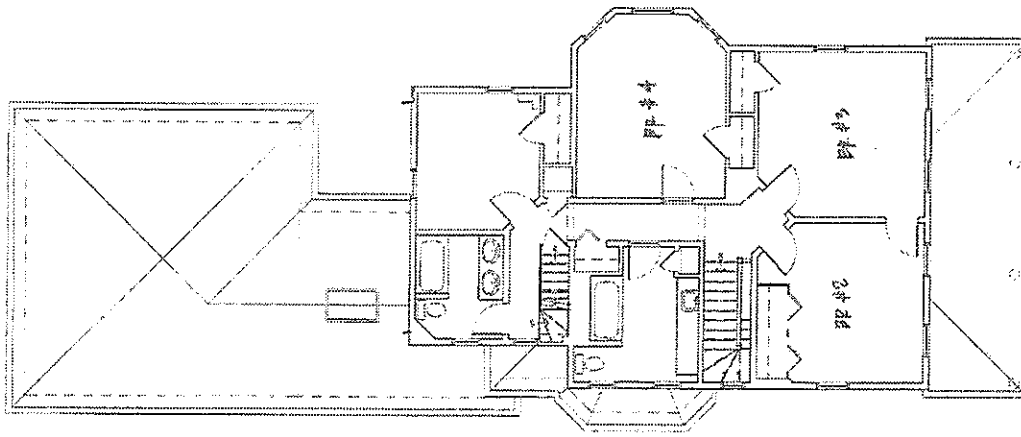
1 EXISTING 1ST FLOOR PLAN

SCALE: 1/8"=1'-0"  
1,829 SF MAIN HOUSE  
433 SF FRONT PORCH  
2,262 SF TOTAL



2 PROPOSED 1ST FLOOR PLAN

SCALE: 1/8"=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

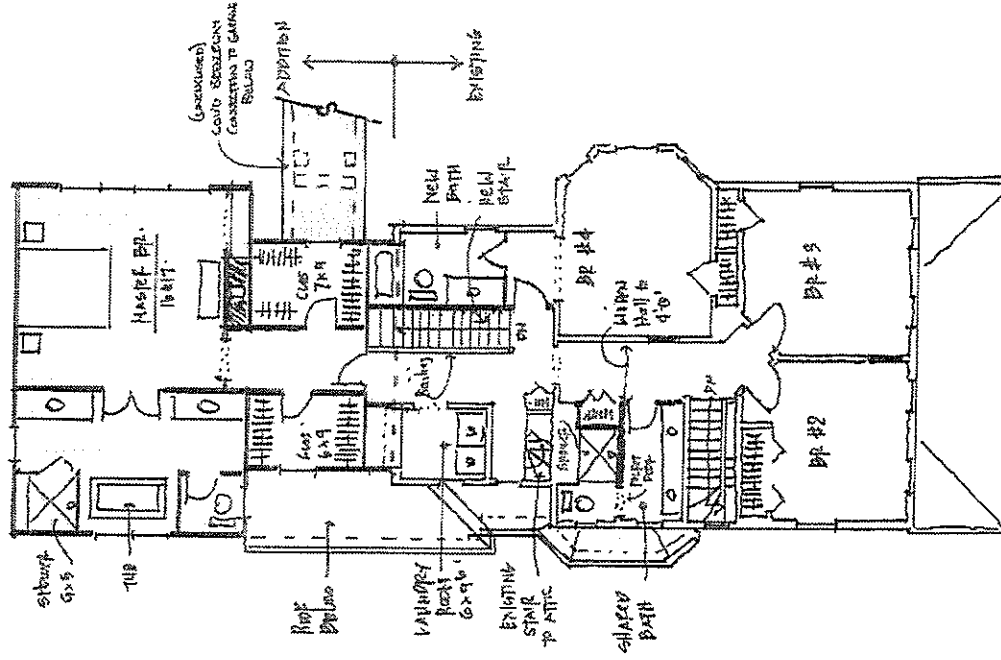


1 EXISTING 2ND FLOOR PLAN  
SCALE: 1" = 8'-0"



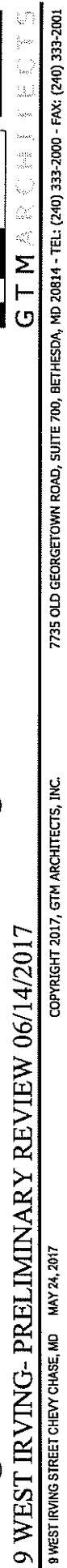
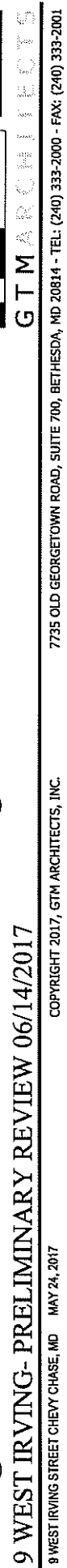
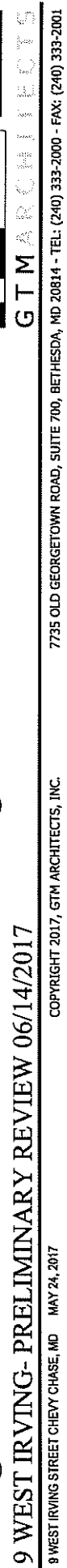
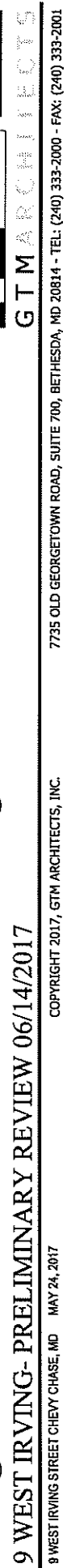
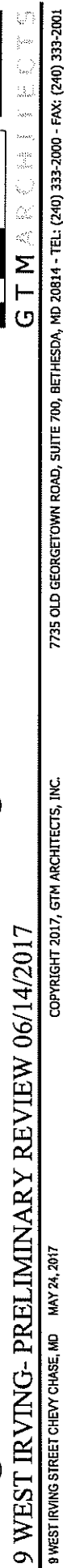
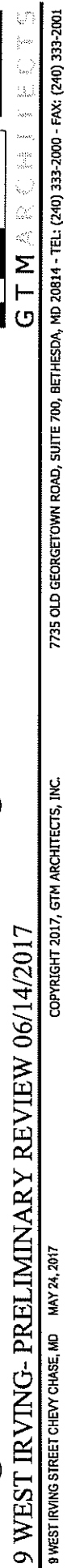
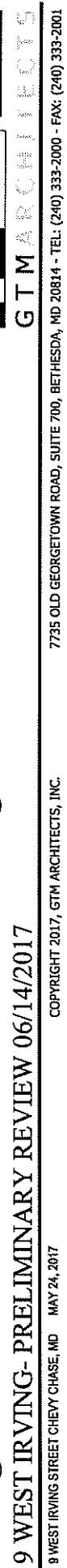
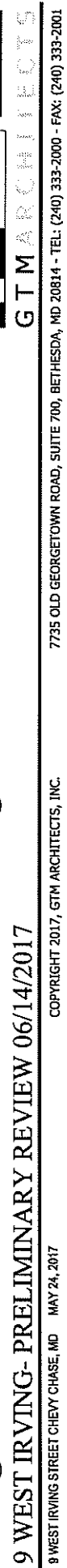
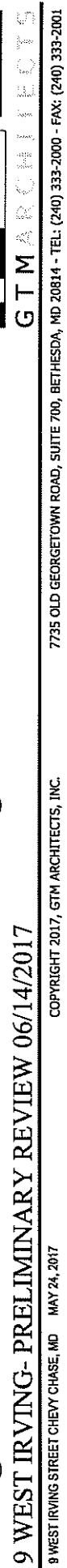
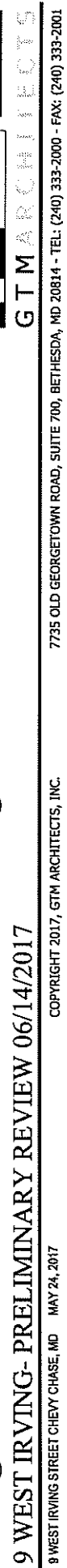
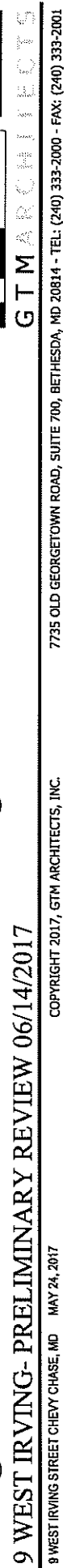
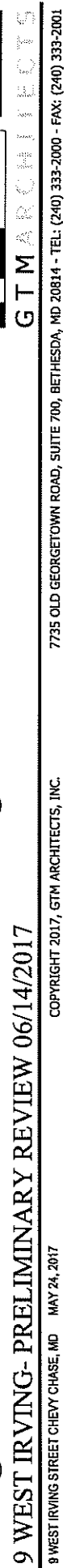
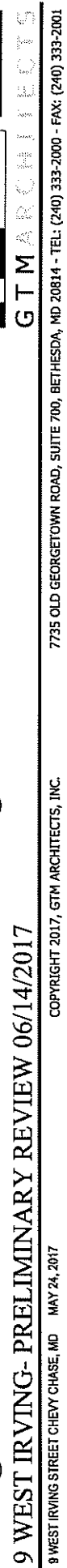
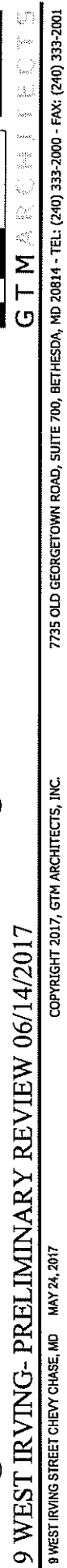
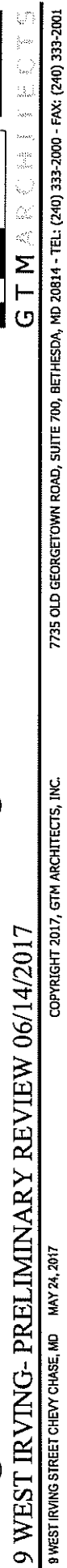
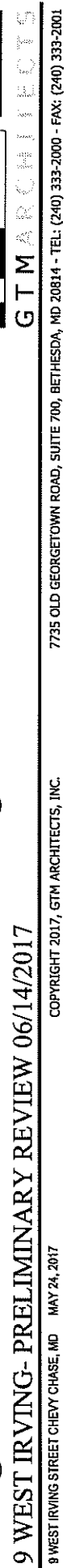
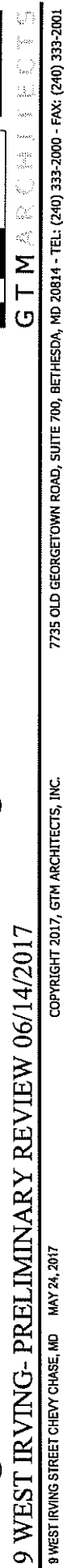
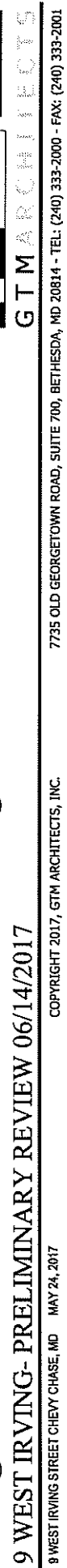
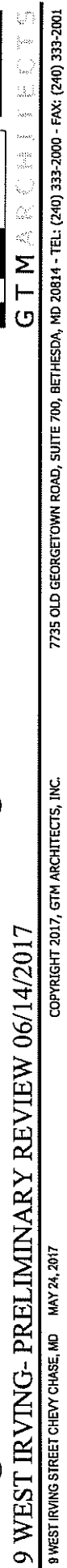
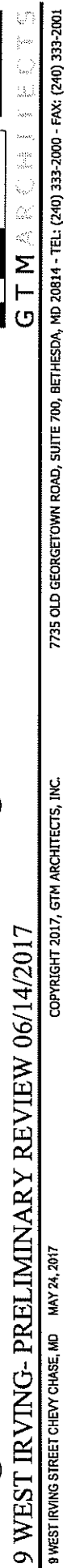
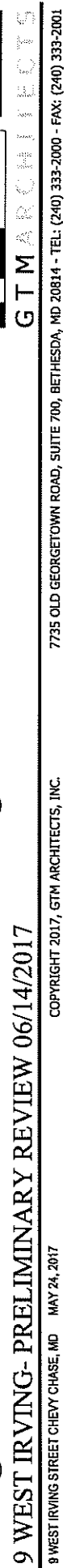
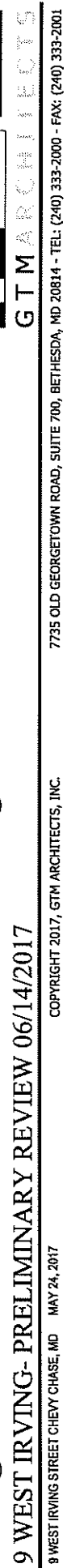
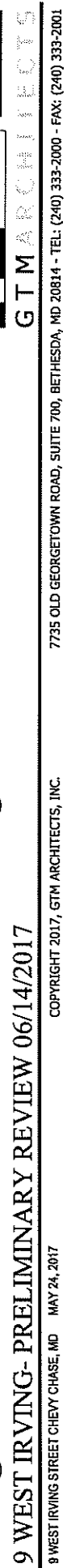
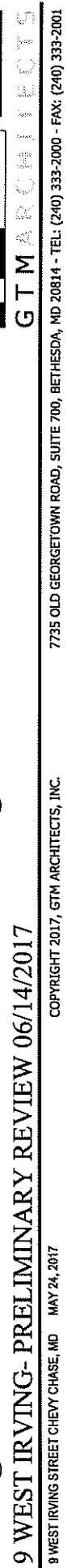
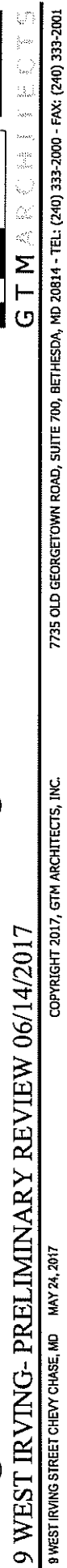
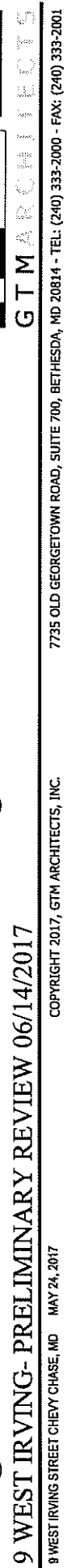
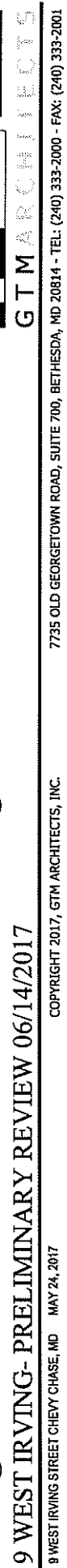
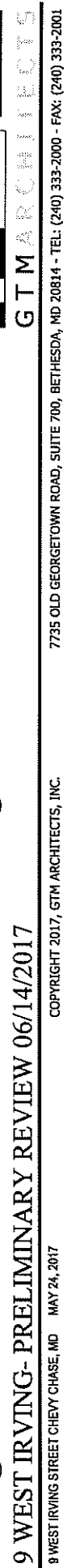
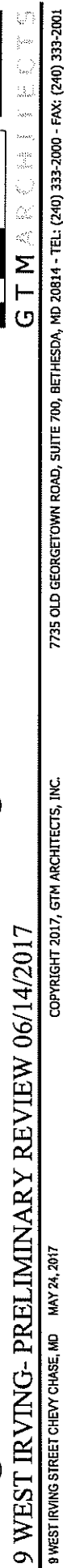
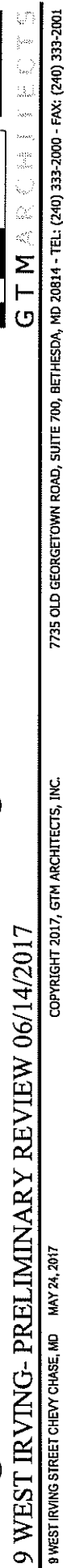
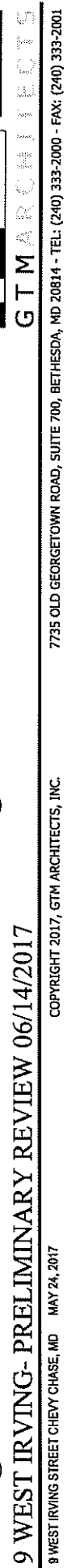
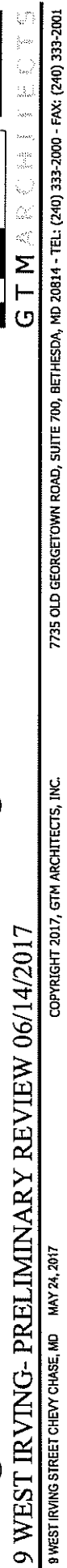
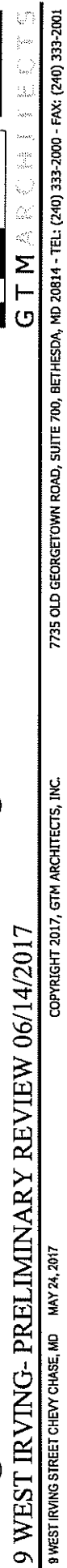
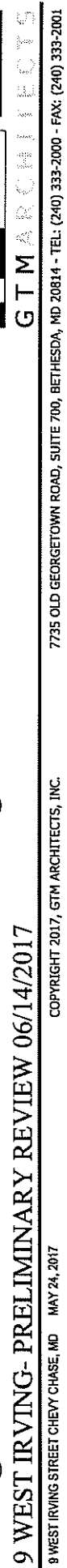
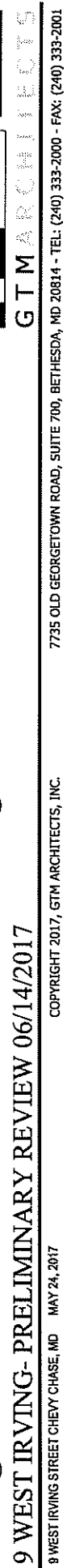
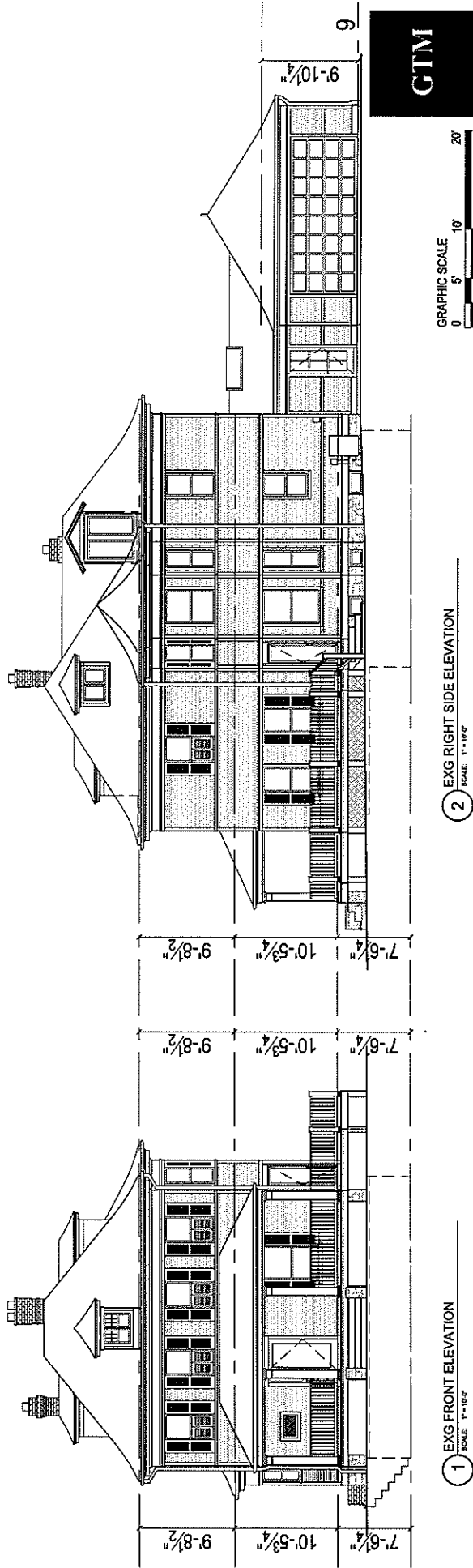
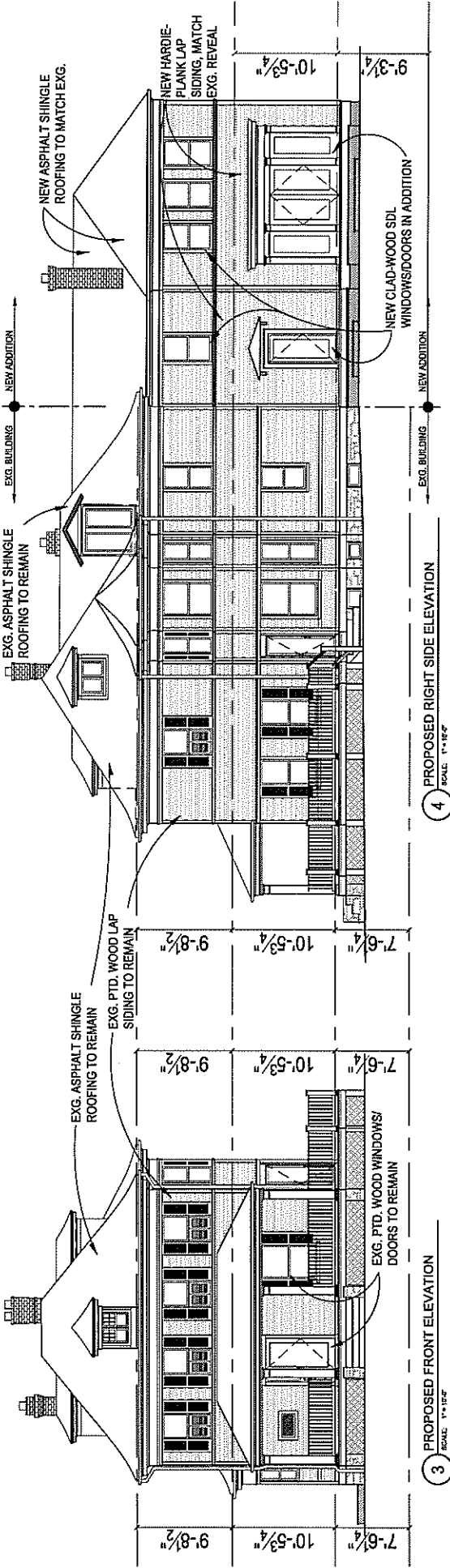
9 WEST IRVING- PRELIMINARY REVIEW 06/14/2017

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

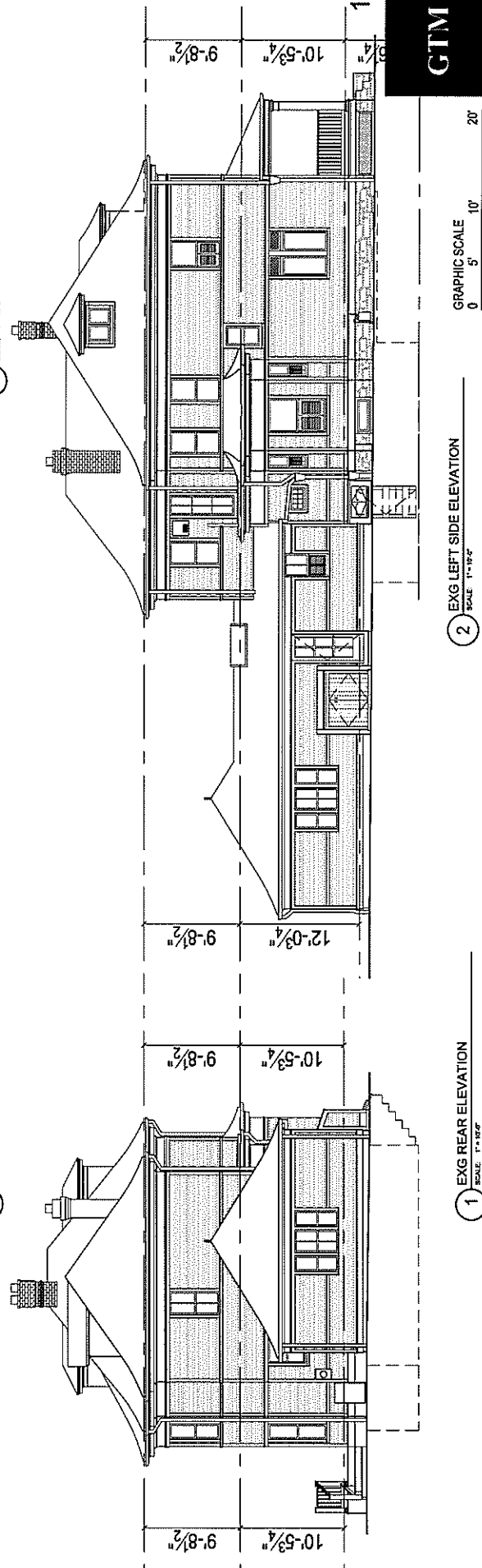
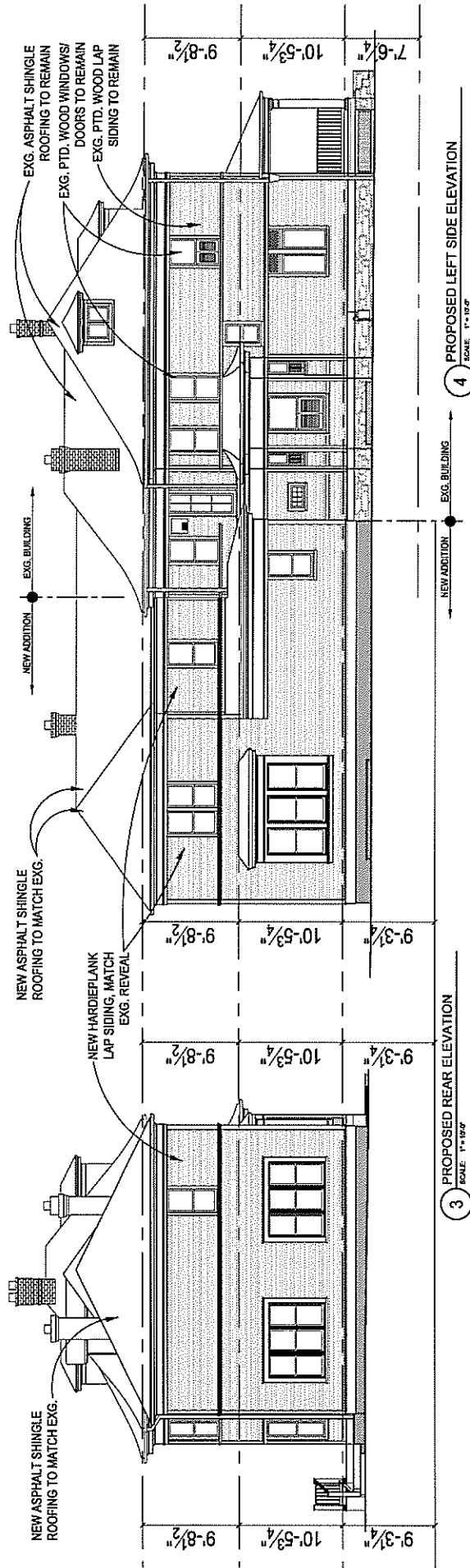


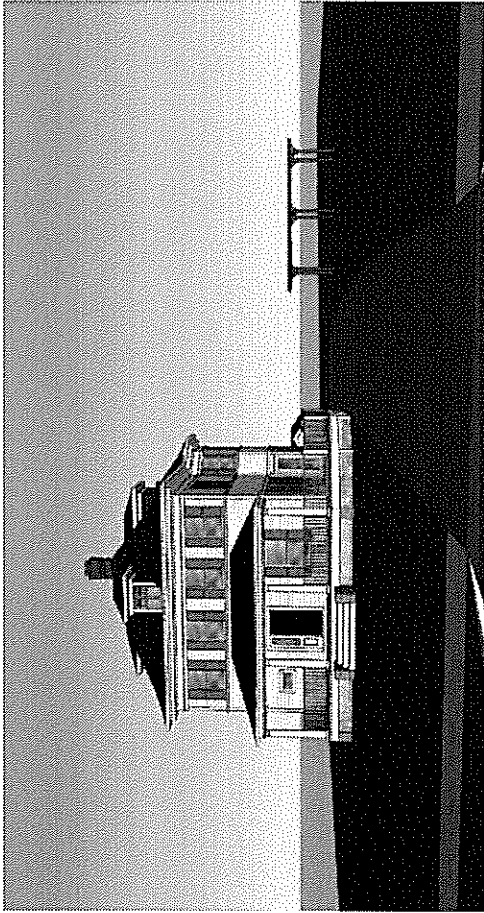
2 PROPOSED 2ND FLOOR PLAN  
SCALE: 1" = 8'-0"



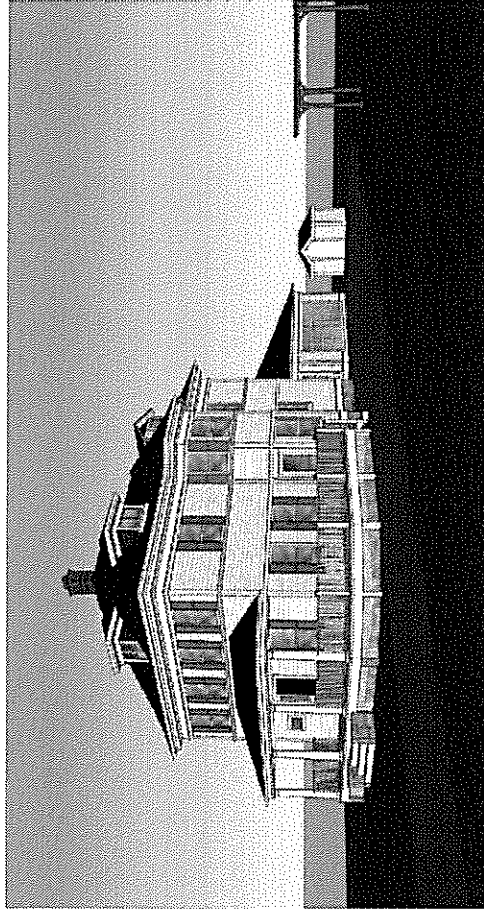








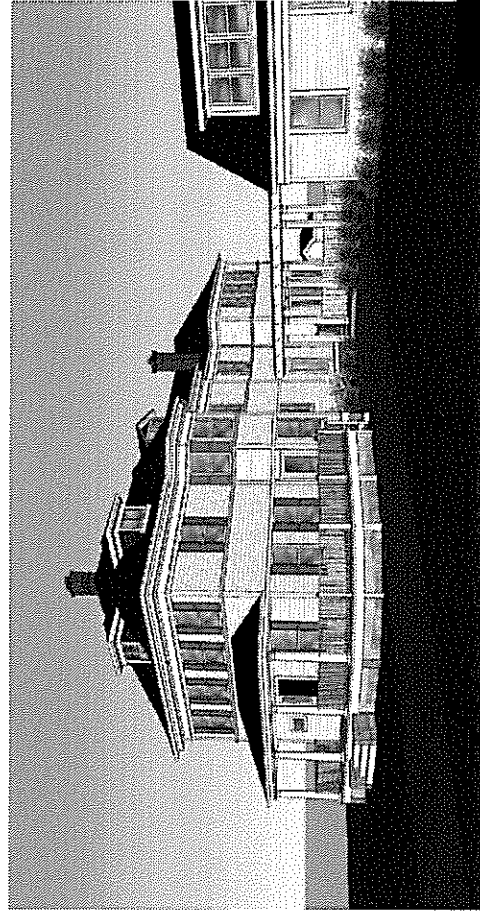
1 EXISTING VIEW FROM STREET  
SCALE: N.T.S.



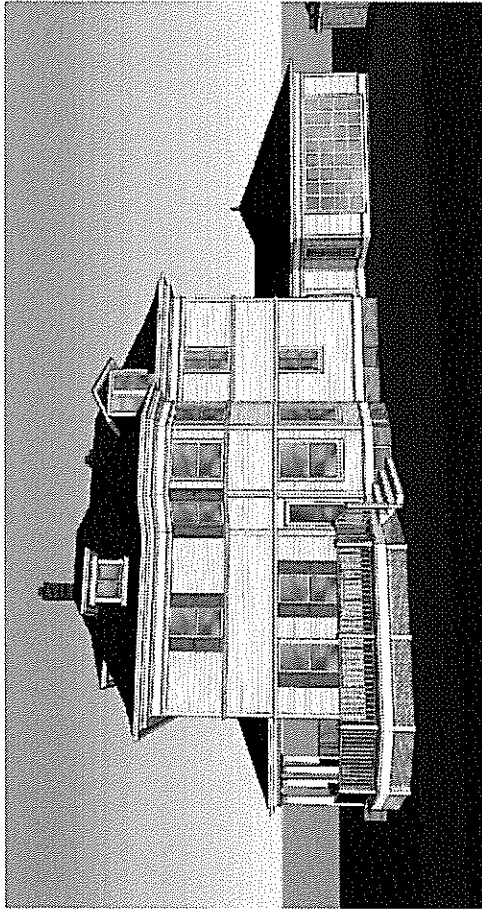
2 EXISTING VIEW FROM FRONT-RIGHT  
SCALE: N.T.S.



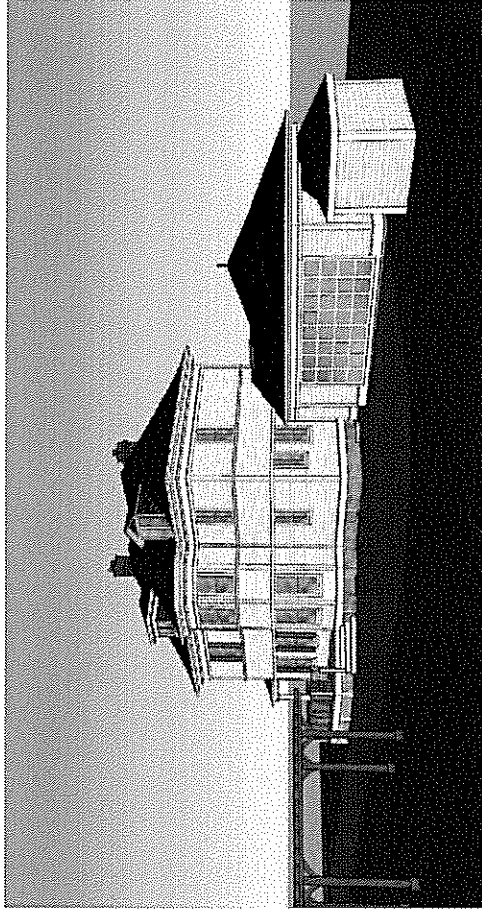
3 PROPOSED VIEW FROM STREET  
SCALE: N.T.S.



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



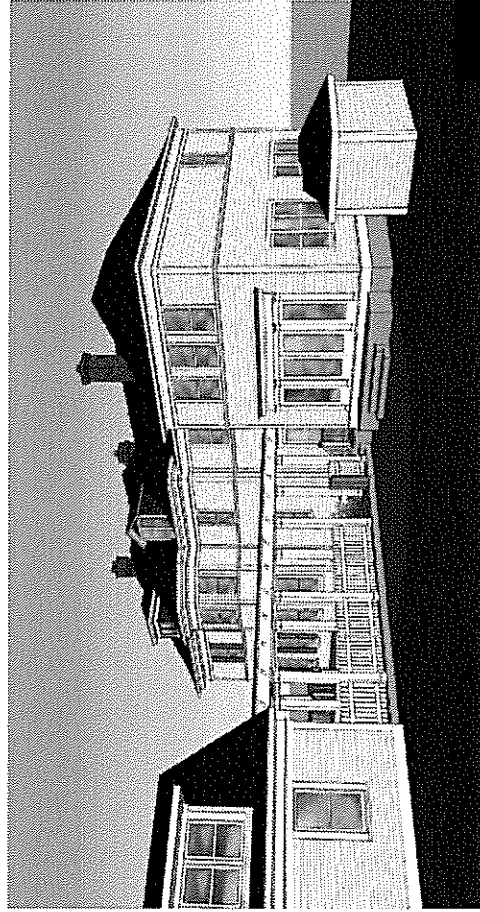
1 EXISTING VIEW FROM RIGHT SIDE  
SCALE: N.T.S.



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

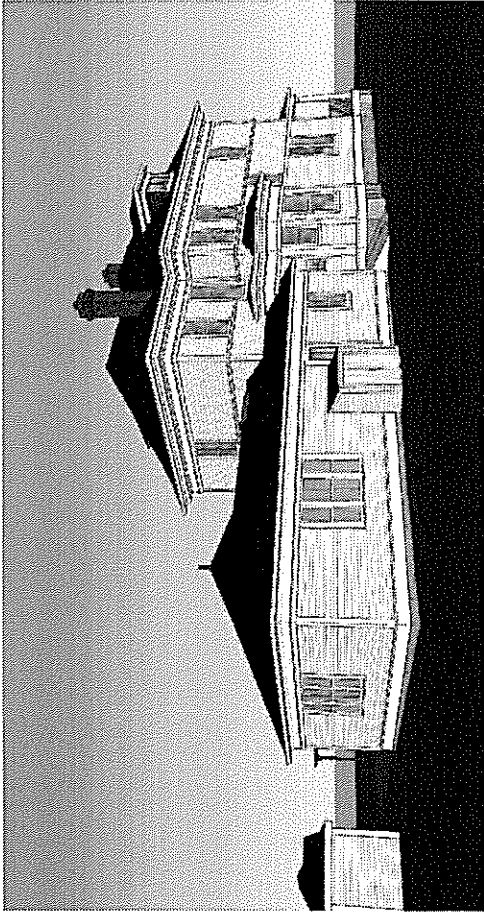


3 PROPOSED VIEW FROM RIGHT SIDE  
SCALE: N.T.S.

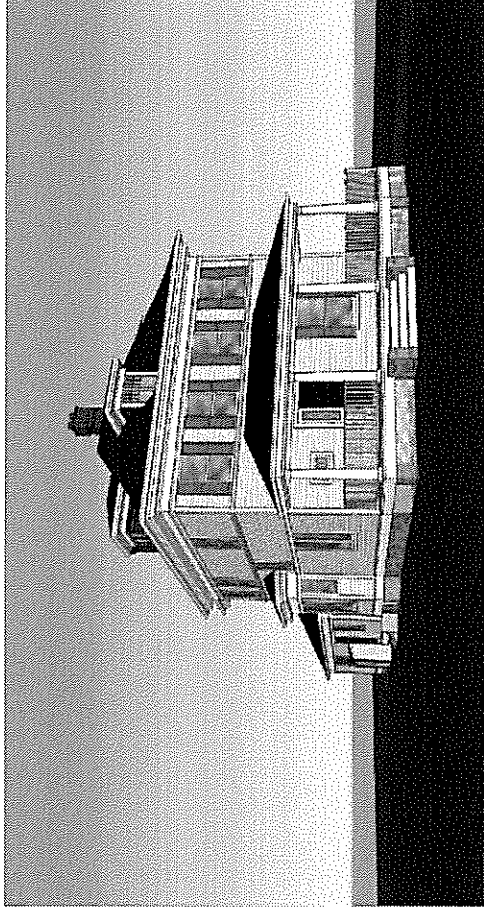


4 PROPOSED VIEW FROM REAR YARD  
SCALE: N.T.S.

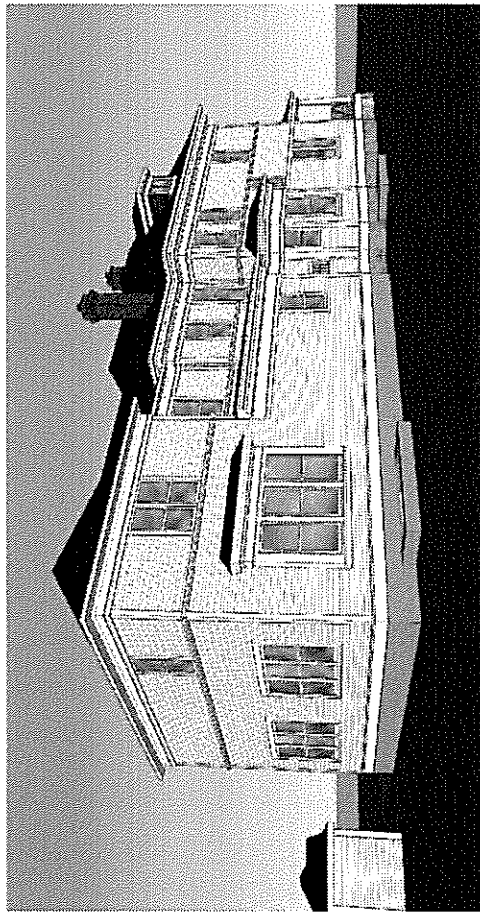




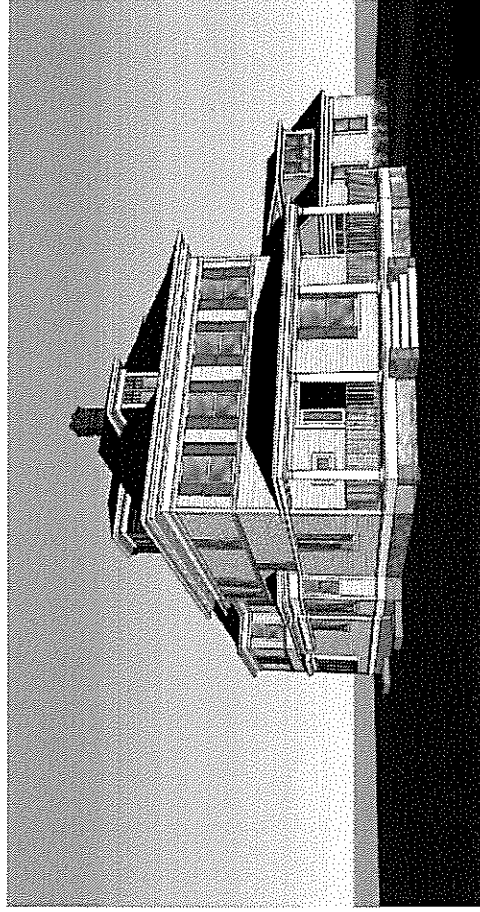
1 EXISTING VIEW FROM REAR-LEFT  
SCALE: N.T.S.



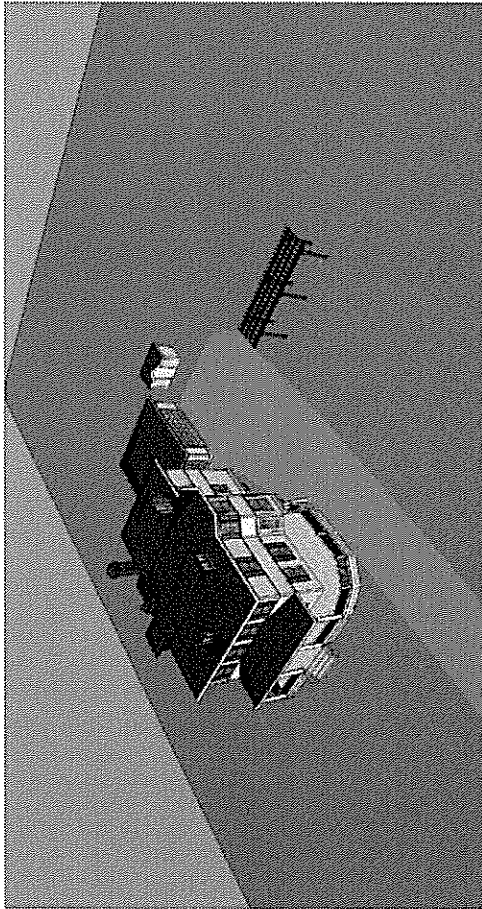
2 EXISTING VIEW FROM FRONT-LEFT  
SCALE: N.T.S.



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



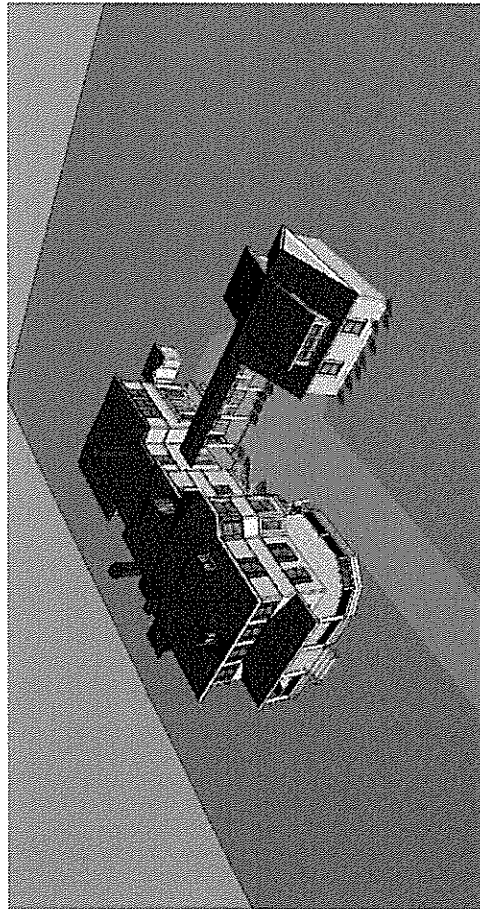
4 PROPOSED VIEW FROM FRONT-LEFT  
SCALE: N.T.S.



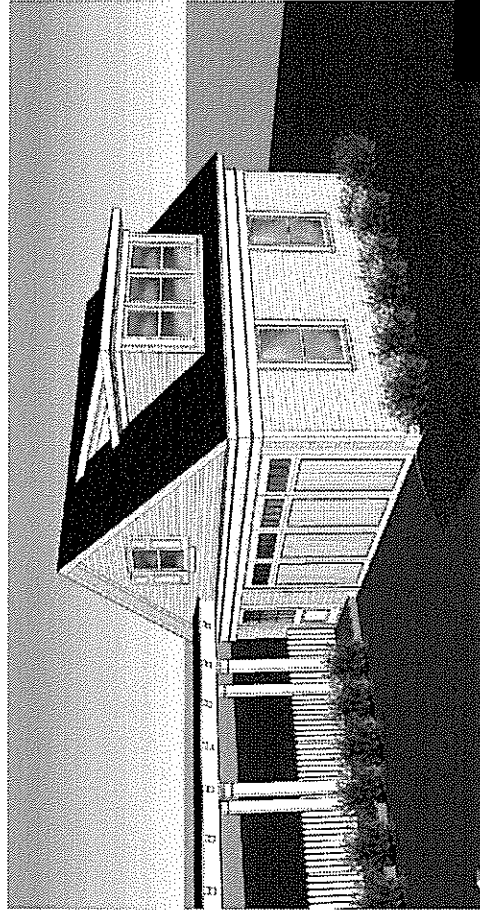
1 EXISTING AERIAL VIEW  
SCALE: N.T.S.



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.