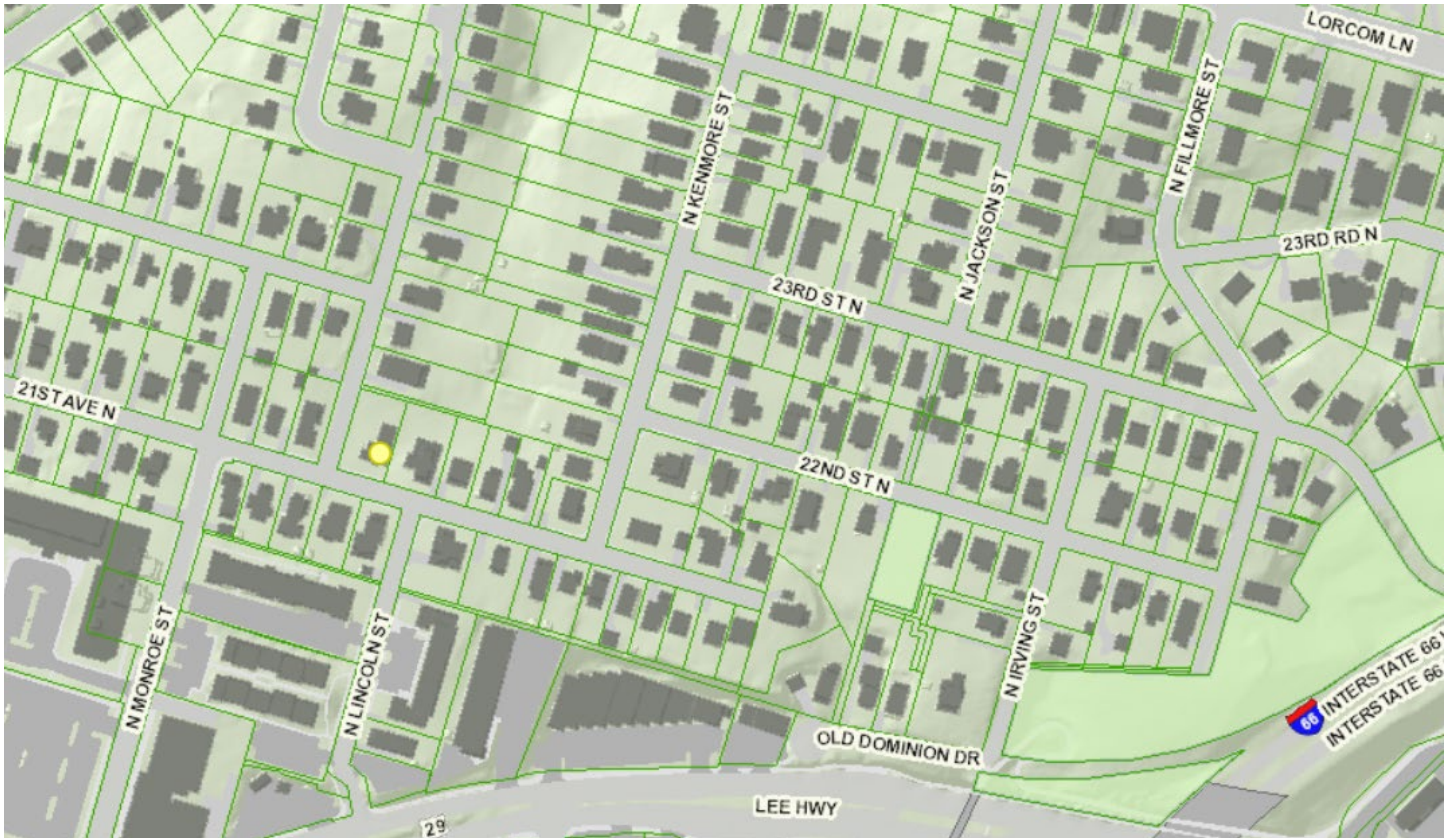


# Historical Affairs and Landmark Review Board

Arlington County, Virginia



**HALRB Meeting January 19, 2022, CoA 21-31**

**3421 21<sup>st</sup> Avenue North:** Request to construct addition and detached garage for historic Sears home.





HISTORICAL AFFAIRS AND LANDMARK REVIEW BOARD  
ARLINGTON COUNTY, VIRGINIA

## CERTIFICATE OF APPROPRIATENESS STAFF REPORT

**TO:** Historical Affairs and Landmark Review Board (HALRB)  
**FROM:** Serena Bolliger, Historic Preservation Planner  
**DATE:** January 12, 2021  
**SUBJECT:** CoA 21-31, 3421 21<sup>st</sup> Avenue North, Maywood Local Historic District

### **Background Information**

The *Maywood National Register Nomination* describes the dwelling at 3421 21<sup>st</sup> Avenue North as follows:

The three-bay-wide, brick dwelling rests on a solid American bond brick foundation. Likely of wood-frame construction with a brick veneer exterior, the building has a side-gable roof sheathed in asphalt shingles. It has a one-story, single-bay wood-frame portico on paired square posts, and six-over-six wood-sash windows. Windows feature rowlock sills and soldier-course lintels. Other notable features include a one-story porch on the west elevation, a molded wood cornice with gable-end returns, and a one-story wood-frame rear addition clad in vinyl siding.

Constructed circa 1933, the home is one of five documented Sears mail-order kit homes in the Maywood neighborhood. It is most likely an example of the Wexford model, with floorplan 13337B.

The applicant submitted preliminary drawings for review at the October and November 2021 Design Review Committee (DRC) meetings, and in December 2021 attended both the DRC and HALRB meetings as a preliminary review item.

### **Proposal**

The applicant is requesting to modify the existing dwelling by demolishing an existing 1980s-era rear addition and constructing a two-and-one-half-story rear addition and detached two-door garage. On the original house, the applicant proposes to replace the existing front door with a glass double pane wooden door replicating that which would have been on the Wexford model. The existing concrete front stair would be replaced with the height of each step rebuilt to code, reducing the overall number of risers by three. On the rear, the applicant is requesting to infill an existing doorway to the demolished addition. The applicant also proposes to screen the existing side porch, remove the existing handrail around the side porch, and restore an infilled window into the home from the porch with a solid wood six-over-six window matching other original windows in the house.

The proposed addition would be separated from the massing of the main house by a stepped-roof set-back hyphen. The hyphen setback would allow for a courtyard patio area, with a staircase to the side yard and footpath to the garage. The patio area rail would be wood picket to match the typical Maywood porch rail.

The applicant proposes to have a trifold door from the hyphen onto the courtyard patio area. The south façade onto the patio area has French doors flanked by two six-lite windows on the first floor. The second story would feature three six-by-six casement windows in a shed dormer and a single-pane horizontal window in a smaller shed dormer. Due to COVID-19 shortages the applicant has not finalized the window manufacturer but is proposing fiberglass-clad wood or wooden windows.

The addition's west elevation would have two paired six-by-six casement windows in the first story and two six-by-six windows in the second story gable end.

The north (rear) elevation of the addition has two paired six-by-six windows in the basement level next to an egress door, two larger six-lite windows on the first floor, and three smaller six-by-six windows in the second floor shed dormer.

The addition's east elevation is set back three inches from the original dwelling. The hyphen façade has a paired six-by-six casement window in both the basement level and the first floor. The main addition façade has a one-over-one sash window in the basement level, a six-by-six window in the first story, and two six-by-six casement windows in the gable end.

The basement level cladding would be brick with smooth Hardie fiber-cement lap siding and PVC trim on the first and second stories. The existing roof would be replaced to match the asphalt architectural shingles on the new roof.

For stormwater purposes, brick-faced planters would be built into the sides of the hyphen courtyard area and along the west side of the rear addition.

The proposed detached garage is a 21' x 22' two-car structure with two paneled wooden garage doors in the front and a single egress door in the rear. A half-moon window in both the front and rear gable ends mimic such a window in the original dwelling. A permeable paver driveway would connect a new curb cut in the street to the garage. The applicant has requested a 2'-5' setback modification from the north parcel boundary in order to retain the garage in its current location.

### **DRC and HALRB Review**

The DRC considered some preliminary concept images and sketches at the October 6, 2021, virtual meeting and recommended the applicant pursue a simple contemporary architectural style for the proposed addition in keeping with additions previously approved in Maywood.

The applicant returned to the November 3, 2021, virtual DRC meeting where the members considered some preliminary massing options and recommended a smaller 1½ -story massing for the addition with a roof line beneath that of the original home.

The applicant attended the December 1, 2021 virtual DRC meeting with some preliminary renderings and elevations for consideration. The DRC members complimented the overall design and the reduced massing and roofline of the proposed addition. The DRC members recommended stepping the hyphen roof to further differentiate between the original home and the new addition. They also suggested reducing the height of the detached garage. Mr. Wenchel recommended considering a half-moon decorative gable vent in the garage to evoke the half-moon in the gable end of the original home. Mr. Wenchel also suggested setting back the east elevation of the addition to create a differentiation between the historic and contemporary planes.



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At the applicants' request to obtain more feedback as they finalized their design, the project was discussed as a preliminary item at the December 15, 2021, virtual HALRB hearing. The staff and commissioners thanked the applicants for their continued positive response to feedback on the project. Ms. Lawrence voiced a concern about the size and visibility of the garage and questioned whether the commission had approved a two-car garage in the past. Several members asked the applicants to consider a smaller height and massing for the garage, as well as setting it further back on the lot. Overall, commissioners agreed the project was close to being ready for official consideration.

At the January 5, 2022, virtual DRC meeting, the project was presented for the first time as an official CoA application. Mr. Wenchel thanked the applicant for the garage setback in response to the concerns about the massing from the right-of-way and suggested perhaps it could be set back even further. Mr. Wenchel and Mr. Dudka recommended replacing the metal balustrade on the courtyard patio with a wooden balustrade more typical of porches in Maywood. Mr. Davis suggested further differentiation of the new and existing construction. The DRC placed this item on the Discussion Agenda for the January 19, 2022, HALRB public hearing.

### **Recommendation**

The Historic Preservation Program staff recommends approval of the subject application. The applicants and their architect followed the recommendations to reduce the height of the addition to make it secondary to the original dwelling and not visible from the 21<sup>st</sup> Avenue North right-of-way. They likewise stepped and set back the hyphen connecting the original dwelling with the addition in order to differentiate the two masses. The proposed vertical six-by-six casement windows are reminiscent of, but not identical to, the six-over-six wooden windows in the original dwelling. These techniques, along with the use of brick in the foundation story and lap siding in the top two stories of the addition, create harmony with the original dwelling while differentiating the new construction, which complies with Standard #9 of *The Secretary of the Interior's Standards for Rehabilitation*:

Standard #9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

In the original home, the applicant is choosing to restore several known historic features, including the original front door style and a window opening in the side porch. It is not inappropriate for a side porch to be screened; however, the screening will be installed behind the mid-point of the columns as required by the HALRB in the approval of previous screened porch and deck projects in the local historic district (LHD).

Staff recommends solid wood windows in the addition as outlined by the *Maywood Design Guidelines*. The guidelines state that clad windows are inappropriate (p.19) and historically clad windows have not been approved in projects at contributing dwellings. Otherwise staff finds that the materials proposed for the addition, garage, and landscaping are appropriate per Appendix G of the *Maywood Design Guidelines*.

Such materials have been approved and used in the Maywood LHD, as well as meet the intent of Standard #9 as described above.

Based on DRC and HALRB feedback, the applicant has reduced the size and height of the detached garage and set the garage back further to reduce the impact of the massing from the right-of-way. Since the January 2022 DRC meeting the applicant would like the HALRB to consider whether a setback modification would be appropriate for the garage. However, the DRC did not discuss this aspect of the project nor was the setback modification request advertised. The HALRB needs to consider whether a setback modification in this case is appropriate, in which case staff recommends that the garage portion of the application returns to the HALRB next month.