



STAFF REPORT

Historic Preservation Commission

December 4, 2024

HPCA-24-00104

Case Number: HPCA-24-00104

Property Address: 531 NW 16th Street

District: Mesta Park

Applicant: Revive Design Build
Miles Mixon
2933 W Hefner Road
Oklahoma City, OK 73118

Owner: Robert Majoris
531 NW 16th Street
Oklahoma City, OK 73103

A. CASE ITEMS FOR CONSIDERATION

1. Demolish garage (elective);
2. Construct new, two-story garage (elective);
3. Construct rear addition (elective); and
4. Construct rear deck (elective).

B. BACKGROUND

1. Location

Project site is located on the north side of NW 16th Street, on the corner of N Dewey Ave and NW 16th Street.

2. Site History

Date of Construction: 1908

Zoned Historic Preservation/Historical Landmark: 1994

National Register Listing: 1983

Additional Information:

The 1919 edition of the Sanborn Fire Insurance maps illustrates a 2-story frame dwelling with 1-story front porch extending the entire width of the front (south) façade, a centrally located rear, 1-story entryway, and 2-story bays on both the east and west side of the primary dwelling. A 1-story frame “autohouse” is indicated on north the property line. All structures have shingle roofs, wood. The historic alley appears to have since been incorporated into the yards of the legally described block, suggesting closure.

3. Existing Conditions

Mesta Park developed in stages and was halfway completed between 1906 and 1915.

Some of the more distinguished houses were built on blocks near the streetcar line at North Shartel Avenue and clustered along NW 16th Street.

The site is a corner lot with high visibility. The dwelling appears to maintain the historic footprint illustrated in the 1919 edition of the Sanborn Maps with the rear deck (circa 2000) being the predominant change. The structure includes 2,543 square feet of conditioned space and 216 square foot front porch, and a replacement garage at 484 square feet.

4. Previous Actions

Case Number	Date	Owner	Decision
HPCA-01-107	09/21/2001	Thomas and Diane Wilson	Approved
Replace garage and replace non-historic fence.			
HPCA-03-014	03/12/2003	Thomas and Diane Wilson	Approved
Replace additional non-historic fence.			

C. ITEMS IN COMPLIANCE

*Unless noted below in Section D., Issues and Considerations, all other case items of this proposal comply with the Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts, and with all relevant sections of the Oklahoma City Municipal Code, 2020.**

None.

D. ISSUES AND CONSIDERATIONS

This proposal may not comply with the Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts, and with all relevant sections of the Oklahoma City Municipal Code, 2020 as referenced below:*

1. Item 1, Demolish garage (elective).

- a. Description: The applicant proposes to demolish the existing one-story garage. The existing garage, constructed in 2001, is not historic. The condition of the existing garage was not provided by the applicant.
- b. References: *Oklahoma City Municipal Code, 2020*

59-4250.4

L. Demolitions.

(1) General Provisions.

- (a) A Certificate of Appropriateness shall be required for the demolition or removal of any structure within any HL or HP District. Applications for demolition permits shall be filed with the Development Services Director, but shall not be issued unless accompanied by a Certificate of Appropriateness.

- (2) *Findings and Purpose.* Demolition or removal of a historic structure constitutes an irreplaceable loss to the quality and character of the City. Therefore, a Certificate of Appropriateness shall only be granted if one of the following occurs:
- (a) As determined by the Commission, the structure is noncontributing to the historic integrity of the historic district and the demolition will not adversely affect the historic character of the property or district.
 - (b) As evaluated by the Commission based upon information including, but not limited to, reports, photographs, or inspection as part of a site visit, the structure is in a state of decay or ruin and poses an imminent threat to public health or safety and the demolition of said structure is required to alleviate said threat.
 - (d) The structure is a garage or other accessory building and meets at least one of the following criteria addressing the functionality and continued use of the historic structure in relation to the impact of a demolition on the historic character of the property and district:
 - (1) The structure is not large enough to accommodate a standard size parking space and cannot reasonably be altered to do so;
 - (2) The condition of the structure makes it physically impractical to rehabilitate without the loss of all or nearly all fabric contributing to its historic integrity;
 - (3) The structure is not original to the property;
 - (4) The structure has minimal impact upon the historic integrity of the property and district, due to factors including the structure's lack of historic integrity and significance, architectural significance, or minimal to no visibility from a public way.
 - (6) *Standards for Demolition Approval.* The Historic Preservation Commission shall approve the application for demolition if it finds any of the following:
 - (a) The structure is noncontributing to the historic district and the demolition will not adversely affect the historic character of the property or district.
 - (b) The structure, which has not otherwise been declared a public nuisance by the City Council, poses an imminent threat to public health or safety and the demolition of said structure is required to alleviate said threat.

References: *Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts*

1.4 Historic Preservation and Sustainability

Design guidelines embrace the tenets of re-use and maintenance, thus preserving historic buildings and protecting existing resources from depletion. Preservation's traditional focus on the aesthetic and cultural significance of historic buildings is expanding to highlight the inherent energy-efficient values of such properties as well.

Sustainable Development

The word “sustainability” has become a common part of our modern language. One familiar definition that was popularized in 1987 by a publication of the United Nations Commission on Environment and Development is “*Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.*” The concept of this definition is that sustainable development requires consideration of the finite supply of resources.

Embodied Energy

One of the most important aspects of preserving older buildings is the concept of the embodied energy represented. An existing building represents a cumulative amount of energy, compounded over the course of its construction. From the extraction of raw natural materials, to their transportation, manufacture and distribution, to the physical act of construction of the building, energy is spent. This energy, in the inert form of a building, remains in place as long as the building stands. If demolished, the building’s embodied energy is lost, and additional energy has been spent to raze it. Loading and hauling the building debris to a landfill requires additional energy and loss of resources.

Sprawl & Waste

Re-using older buildings not only sustains their embodied energy, it reduces waste and sprawl. Existing landfills eventually reach their capacity, and choosing locations for new ones is often controversial. It is estimated the building debris from demolition constitutes one-third of landfill material.²

The U.S. generated 143.5 million tons of building-related construction and demolition debris in 2008, but only 28% (40.2 million tons) was reused, recycled or sent to waste-to-energy facilities.² Demolition can be costly. In 2010, razing a residential building cost between \$6 and \$15 per square foot. Beyond the costs of demolition, the cost of hauling and dumping building debris in a landfill is calculated by weight.

3.1 Maintenance, Preservation and Rehabilitation of Exterior Building Materials

- 3.1.10: Oklahoma City’s historic districts contain structures from a wide range of eras with varying degrees of historic significance and integrity. Changes to the exterior of any structure or site, regardless of its age, have the ability to contribute to, or to detract from, the overall character of the district and are subject to review. Changes to structures or additions built within the last 25 years or determined by the Commission to be non-historic shall be reviewed under the guidelines for New Construction.
- c. Considerations: The ordinance specifies the conditions under which demolition may be considered. The structure is a garage that meets one of the criteria addressing the functionality and continued use of the historic structure in relation to the impact of a demolition on the historic character of the property and district: The structure is not

original to the property.

The ordinance further specifies that demolition may be considered if the structure is a garage that has minimal impact upon the historic integrity of the property and district, due to factors including the structure's lack of historic integrity and significance, architectural significance, or minimal to no visibility from a public way.

The ordinance supports approval of demolition if a structure is noncontributing to the historic district and demolition will not adversely affect the historic character of the property or district. "Non-Contributing (Building/Structure/Site) means a building, structure or site that does not add to the historic significance of a property or district, and which detracts from the visual integrity or interpretability of a historic district."

The replacement garage was reconstructed in 2001, 90 plus years after the original development of the property, to emulate the historic structure while increasing the footprint from 324 square feet to 462 square feet. Careful consideration was given to the placement, roof form, openings, veneer, and the trim details to honor the visual historic character of the original building and maintain the historic character of the property and district.

The structure was designed to contribute to the existing historic character of the property and the district. The non-historic garage appears to have been constructed as approved. There is no indication that the existing structure is failing or in disrepair. The functionality and continued use of the structure appear to be intact and the impact of a demolition on the historic character of the property and district when the building in question was specifically constructed to maintain the historic character at a prominent location may be an adverse effect.

Retention and maintenance of existing buildings, historic or otherwise, is the embodiment of sustainability. Loss of embodied energy, drain on resources, and increased landfill debris are valid concerns that can and should be managed to the extent possible. Changes to structures built within the last 25 years or determined by the Commission to be non-historic shall be reviewed under the guidelines for New Construction. The existing structure does not detract from the visual integrity or interpretability of the historic district.

d. Recommended Specific Findings:

1. That the garage is not original and is less than 25 years old; and
2. That the existing garage was previously approved based on consistency and compatibility with the historic garage and historic character of the property and the district while allowing for adequate parking for two spaces; and
3. That the existing garage meets one or more criteria for demolition of an accessory structure.

2. Item 2, Construct new, two-story garage (elective).

- a. Description: The applicant proposes to construct a new, two-story garage in place of the existing one-story garage. The garage is proposed at 23' by 24' with the applicant indicating that the proposed garage will occupy the same footprint and location of the

existing garage. However, the county data indicates that the existing garage is only 21' by 22'. The garage is proposed to be clad in fiber cement, smooth finish lap siding. The roof material is proposed to be shingles. The proposed windows for the garage are double hung, aluminum clad, one over one, wood windows.

- b. References: *Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts*

4.4 Garages

- 4.4.3: Construction of a new or replacement garage should follow the historic setback for a garage on the property or setback patterns of other garages in the streetscape or historic district.
- 4.4.4: Historic garages in Oklahoma City's historic districts are predominantly detached, and attached garages are not appropriate unless documentation demonstrates their previous historic existence at the property.
- 4.4.5: Construction of a replacement garage shall approximate the original configuration, form, massing, style, placement and detail of the former garage as described by photographic or other documentation.
- 4.4.6: Construction of a replacement garage may reasonably expand beyond the footprint of a historic one- or two- car garage, up to a total footprint of 450 square feet or 5% of the lot, whichever is greater, in order to accommodate a standard size parking space for up to two vehicles. Additional factors including the level of visibility of a new garage and the size and massing of surrounding structures may be considered.
- 4.4.7: Design a new garage to be secondary to that of a property's main historic building.
- 4.4.8: When no photographic or other documentation of a previous garage is available, a new garage should be compatible in size, scale, proportion, spacing, texture, setbacks, height, materials, color and detail to the primary building and should relate to similar garages within the historic district, as appropriate.
- 4.4.9: Materials used for a new garage should reflect the property's historical development and the use and function of the garage. Materials used for the exterior facades of a garage were often different (and less costly) than those used for the primary building.
- 4.4.10: A garage may be of 'modest' or 'high-style' design to complement a property's historical development. Often, a new garage should be modest with a simple rectangular plan and form and a low-pitched, gabled or hipped roof. Doors and windows may have little or no ornamentation.
- 4.4.11: When no photographic or other documentation is available, A new one-story garage should be similar in height to other similar, historic one-story garages in the streetscape and historic district. A new two-story garage should be similar in height to the historic two-story garages of adjacent properties, in the streetscape

and of the historic district.

- 4.4.12: When no photographic or other documentation of a previous historic garage is available, a replacement garage may be two-stories tall when the original or historic garage was two-stories, or if located in a block where two-story or one and a half story garages are dominant or occur on abutting property. New garages in blocks that contain only one-story garages shall be one-story.
- 4.4.13: In locations where two-story garages are not allowed, a garage may be one and a half stories as defined in the Municipal Code so long as its design and height approximate the massing of a previous historic garage at the property, or adjacent one-story garages if no documentation of a previous historic garage is available.
- 4.4.14: Spacing and size of window and door openings in a new garage should be consistent with the historical development of the property and similar to their historic counterparts within the streetscape or historic district, as should the proportion of window to wall space.
- 4.4.15: In Heritage Hills Architectural and Historic District only solid wood pedestrian and vehicle garage doors with wood or concealed metal frames that match historical designs used in the district or compatible paneled designs are permitted.
- 4.4.16: In Heritage Hills Architectural and Historic District only solid wood garage pedestrian doors with wood frames that match historical designs used in the district or compatible paneled designs are permitted.
- 4.4.17: New garage pedestrian doors in all other districts may be solid wood with wood frames or alternate door and door frame materials such as composite wood or aluminum clad wood for locations that are not visible from the public right-of-way. Otherwise pedestrian doors and frames shall be solid wood.
- 4.4.18: New garage vehicle doors in all other districts may be solid wood, wood veneer with a concealed metal frame, or composite materials including fiberglass or wood fiber (85% minimum wood fiber content). Doors should first match the historic design. When the historic design is unknown then the doors should match the design of other historic garage doors used in the respective district. A paneled design may be appropriate.
- 4.4.19: New garage vehicle doors in Paseo Neighborhood Historic District may be smooth finished solid wood (without panels) unless another design is more historically appropriate for the property.
- 4.4.20: Metal garage vehicle doors with a paneled design are acceptable in the Heritage Hills East, Putnam Heights, and Shepherd districts. These doors can be used at garages that are modest in style, located at the back of the lot, and minimally visible from the street or public right-of-way. Garage vehicle doors that are highly visible from a public street including the side street of a corner lot should not be metal.
- 4.4.21: At double garages, two single garage vehicle doors should be used instead

of one larger, double door. This will maintain the scale and rhythm of older structures, making a two-car garage seem smaller and more compatible with the primary building and the district.

- 4.4.22: If a historic garage is to be demolished to allow the construction of a new garage, it is encouraged that the historic doors be salvaged and re-used at the new garage, or if this is not possible, that the historic garage doors be replicated in the new garage design.
 - 4.4.23: Doors at new high style garages should complement the garage in design and materials. The use of paneled wood garage doors or custom garage doors is encouraged at these locations.
- c. Considerations: The proposed garage will have a compatible design for the property and the surrounding district. It appears that most of the proposed products meet the relevant Guidelines for new construction. However, new garages should approximate the historic garages, which in this case would be quite similar to the existing garage. While there is an abutting two-story garage, it still does not negate the fact that replacement garages should replicate the historic garage form when known, as it is in this case.

The proposed windows, exterior stair materials, cladding, and roofing all appear to meet the relevant Guidelines. The garage doors will be reused from the existing garage. The proposed pedestrian doors are not expressly supported or prohibited by the Guidelines. The Commission has approved fiberglass pedestrian doors in the past. Typically, these doors are not visible from the public right-of-way. However, the proposed door to the second level of the proposed garage will be visible.

The applicant has indicated that the proposed garage will occupy the same location and footprint of the existing garage. However, the proposed garage stands at 23' by 24', which is 552 sq ft. The current garage, as reported out by the County stands at 21' by 22' or 462 sq ft. New garages are allowed to expand to 450 sq ft or 5% of the total lot, whichever is greater. In this case, 450 sq ft would be the larger option. However, since the existing garage stands at 462 sq ft, it is reasonable to allow the applicant to meet the existing garage footprint for the proposed garage. The applicant should submit new documentation showing a garage footprint of 462 sq ft.

- d. Recommended Specific Findings:
1. That replacement garages should approximate the design of the historic garage when known;
 2. That the historic garage was approximated during the construction of the existing garage;
 3. That the use of fiberglass pedestrian doors is not expressly supported by the Guidelines;
 4. That the proposed garage appears to meet most relevant Guidelines for materials;
 5. That the proposed garage exceeds the allowed square footage for replacement garages;

6. That the applicant should submit documentation showing a garage footprint of no more than 462 sq ft; and
7. That there is an existing, abutting two-story garage.

3. Item 3, Construct rear addition (elective).

- a. Description: The applicant also proposes the construction of a rear addition to the primary dwelling. The addition is proposed at 505 sq ft, and it will be clad in fiber cement lap siding with a shingled roof to match the existing siding and roofing materials. The construction of the proposed addition will require the removal of four windows on the rear of the house as well as an existing small rear addition.
- b. References: *Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts*

4.3 Building Additions

- 4.3.1: Additions must be compatible in design, proportion, size, texture, color, and detail to adjacent buildings and streetscapes, and should be appropriate to the architectural style of the existing building. The incorporation of existing architectural features with new design elements can contribute added interest and compatibility.
- 4.3.2: New additions must be planned so that they are constructed to the back of the property or on a non-character-defining elevation preferably not visible from the public right-of-way. Character-defining features of buildings should not be radically changed, obscured, damaged or destroyed by an addition. The existing historic building fabric should not be damaged by the installation of a new addition.
- 4.3.3: It is not appropriate to alter the overall character of historic districts by substantially reducing the ratio of open space to built space on any site through new construction, additions or introduction of surface paving or other hardscape feature.
- 4.3.4: New additions shall not exceed 50% of the square footage of the footprint of the existing historic structure (enclosed space only), or 750 square feet, whichever is larger, and shall be no taller, no wider, and no deeper than the existing historic structure.
- 4.3.5: Additions to historic or non-historic buildings should relate to and complement the style of the main building, and may relate to the general style of the streetscape.
- 4.3.6: An addition to a historic building must be designed to be visibly distinguishable from the original historic building.
- 4.3.7: Additions to historic buildings should be designed so that connections between new construction and historic structures are clearly discernible. A clear definition of the transition between the new addition and the historic structure should be established and maintained.

- 4.3.8: An addition may be differentiated from the historic building by connecting the two with a modest connector, designed to be as transparent and unobtrusive as possible.
 - 4.3.9: Historic details in the coping, eaves and parapet of the historic building may be continued at the point where the historic structure connects to the addition.
 - 4.3.10: Additions should be clearly secondary to and distinct from the original building. This can be accomplished by providing a clear visual break between the historic building and the addition, by setting the façade of the addition back from that of the historic building, or by constructing a recessed area at the point at which the addition and the historic building join together.
 - 4.3.11: Use of different but compatible materials or different (simplified) detailing is also appropriate to differentiate a new addition from the historic building.
 - 4.3.12: The design of a new addition must consider and respect the massing, roof shape, bay spacing, cornice lines and materials of the building to which it is being added.
 - 4.3.13: An addition may be horizontal (added to a side or back elevation) or vertical (a second story added to an existing one-story). However, vertical additions are not permitted at corner lots, nor in the Mesa Park Historic District. While vertical additions are not prohibited in other districts and internal lots, it is rare that the other requirements and recommendations of this section can be met.
 - 4.3.14: Vertical additions to buildings must be located so that they are not visible to a person standing at ground level on the opposite side of an adjacent right-of-way. A vertical addition is not permitted at a corner lot because such an addition would be visible from the side street.
 - 4.3.15: Facades of additions facing an alley or rear property line may be simplified and secondary in design to that of facades that are more visible from adjacent properties or the streetscape public right-of-way. The same materials should be used for alley-facing facades as that of the other facades unless this varies from the typical historic condition within the district.
 - 4.3.16: Ramps or other accessibility-related installations should be unobtrusive and located on the back or side elevations. If a ramp is required to be on the primary or highly visible façade of a building or addition, it should be designed to be as unobtrusive as possible.
- c. Considerations: The proposed addition appears to meet all the relevant Guidelines in terms of design and materials. However, it should be noted that while this addition is on the rear elevation it will still be readily visible from the public right-of-way as the existing house is on a corner lot. The proposed addition is modest in its design, and it is visually distinguishable from the primary, historic structure. The proposed double

doors that will access the addition from the proposed deck are not fully described. The applicant should submit product specifications to staff.

d. Recommended Specific Findings:

1. That the proposed addition appears to meet relevant Guidelines in terms of design and materials;
2. That the proposed addition will be visible from the public right-of-way;
3. That the proposed addition is visually distinguishable from the historic structure; and
4. That the proposed addition is modest in design and will not detract from the historic character of the existing house or surrounding district.

4. Item 4, Construct rear deck (elective).

- a. Description: The applicant proposed the construction of a new rear deck that will partially surround the proposed rear addition. The deck is proposed to be constructed of wood with a wood railing. This deck will replace the existing rear deck that is slated for removal to accommodate the proposed addition.
- b. References: *Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts*

2.5 Landscape and Landscape Elements

- 2.5.28: New rear decks shall be compatible with the building to which they relate in proportion, size, scale and material.
 - 2.5.29: New rear decks that exceed six (6) feet in height or are visible from the public right of way require a certificate of appropriateness.
 - 2.5.30: New rear decks shall be constructed of wood or sustainable alternative materials that closely resemble wood and may have decorative or functional metal elements such as wrought iron where appropriate. Synthetic materials that do not closely replicate historic fabric, such as plastic and vinyl are prohibited.
 - 2.5.31: Rear decks that permanently attach to the structure, have a roof, or are constructed of permanent building materials such as brick, stucco or stone shall be reviewed as building additions. CMU is prohibited unless matching documented original or historic building material on site.
 - 2.5.32: New decks shall not be constructed in such a manner that abutment or attachment to an existing structure will allow for the pooling of moisture against or the infiltration of moisture into an existing structure.
- c. Considerations: The proposed deck appears to meet all relevant Guidelines. However, it is not clear how the applicant will attach the proposed deck to the proposed addition. The applicant should clarify how the deck will be attached to the structure. The proposed deck will likely not be readily visible from the public right-of-way, and it will have a minimal impact on the historic character of the house.
 - d. Recommended Specific Findings:

1. That the proposed rear deck will not be readily visible from the public right-of-way;
2. That the proposed deck will be constructed of wood; and
3. That the applicant should clarify how the deck will be connected to the addition.

E. HPCA-24-00104 STAFF RECOMMENDATION:

- 1. Approve Items 3, Construct rear addition (elective) and 4, Construct rear deck (elective) with the following conditions,** with the specific findings that the proposed work, with the **agreed-upon conditions**, will not have an adverse effect on the historic character of the district or property; the items comply with all relevant Standards and Guidelines and sections of the Municipal Code, 2020*, as referenced in the Staff Report.

Specific Findings:

Item 3:

1. That the proposed addition appears to meet relevant Guidelines in terms of design and materials;
2. That the proposed addition will be visible from the public right-of-way;
3. That the proposed addition is visually distinguishable from the historic structure; and
4. That the proposed addition is modest in design and will not detract from the historic character of the existing house or surrounding district.

Item 4:

1. That the proposed rear deck will not be readily visible from the public right-of-way; and
2. That the proposed deck will be constructed of wood.

Condition(s):

1. That the applicant should clarify how the deck will be connected to the addition.
- 2. Continue Items 1, Demolish garage (elective) and 2, Construct new, two-story garage (elective)** with the specific finding that additional information is required from the applicant in order to determine whether the action requested is consistent with all relevant Standards and Guidelines and are in compliance with the relevant sections of the Municipal Code, 2020*, as referenced in the Staff Report.

Specific Findings:

Item 1:

1. That the garage is not original and is less than 25 years old; and
2. That the existing garage was previously approved based on consistency and compatibility with the historic garage and historic character of the property and the district while allowing for adequate parking for two spaces; and

3. That the existing garage is eligible for demolition under the demolition ordinance.

Item 2:

1. That replacement garages should approximate the design of the historic garage when known;
2. That the historic garage was approximated during the construction of the existing garage;
3. That the use of fiberglass pedestrian doors is not expressly supported by the Guidelines;
4. That the proposed garage appears to meet most relevant Guidelines for materials;
5. That the proposed garage exceeds the allowed square footage for replacement garages;
6. That the applicant should submit documentation showing a garage footprint of no more than 462 sq ft; and
7. That there is an existing, abutting two-story garage.

Note: Staff recommendation does not constitute Commission action.

**Relevant Sections of Chapter 59 the Oklahoma City Municipal Code governing HP/HL Districts are: §59.3300.1-5; §59.4150.4; §59.4250; §59.7250.1-4; §59.7300.1-7; §59.12200.1-4; §59.13300.1-6.*

Copies of the Standards/Guidelines and Relevant Sections of the Oklahoma City Municipal Code, 2020, are available online at www.okc.gov/planning/hp/index.html ; at Planning Department offices located at 420 W. Main, 9th floor, and each HP Commission Meeting.

DC