



# STAFF REPORT

## Historic Preservation Commission

February 22, 2021

HPCA-20-00173

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**Agenda Item:** VI.C.3.

**Case Number:** HPCA-20-00173

**Property Address:** 601 NW 38th Street

**District:** Crown Heights Historic District

**Applicant:** ADG, INC  
James Witcher  
920 W Main  
Oklahoma City, OK 73106

**Owner:** Charles Hager  
601 NW 38th Street  
Oklahoma City, OK 73118-7033

### A. CASE ITEMS FOR CONSIDERATION

1. Replace driveway and sidewalk (elective).

### B. BACKGROUND

#### 1. Project Description

The applicant proposes to replace and widen the driveway and replace the sidewalk at the front of dwelling.

#### 2. Location

Project site is located on the north side of NW 38<sup>th</sup> Street, mid-block between Walker and Shartel.

#### 3. Site History

*Date of Construction:* 1939

*Zoned Historic Preservation/Historical Landmark:* 1977

*National Register Listing:* 1995

*Description from National Register Nomination Intensive Level Survey:*

601 Northwest 38th, C. 1939. This two-story, painted brick Colonial Revival residence has a moderately pitched, side-gabled roof with composition shingles and weatherboard in the gable ends. The symmetrical façade features double-hung 8/8 windows and a paneled wood door with sidelights. An extended entry porch has wrought-iron supports and a hipped roof. The entrance is flanked by pilasters and topped by a decorative crown. There are two brick gable-end chimneys. The one-story, attached garage has a side-gabled roof.

***Additional Information:***

The 1950 edition of the Sanborn Fire Insurance maps illustrates a 2-story frame dwelling with brick veneer and attached garage on the west side. A small, 1-story frame dwelling is indicated in the northwest corner of the site. All structures are indicated with shingles, typically wood. By 1955 the roofs are indicated as composition shingles. No other changes are indicated.

**4. Existing Conditions**

Orientation of the site remains consistent with the Sanborn maps; however, an addition of approximately the size of the historic house is located extending from the back of the historic garage. The secondary, smaller, dwelling remains in the northwest corner of the site.

**5. Previous Actions**

Previous applications for Historic Preservation Certificate of Appropriateness (HPCA) filed for this property include:

Case Number	Date	Owner	Decision
HPCA-05-055	05/05/2005	Don Hager	Approved
Construct addition and rear porch.			
HPCA-05-0055	03/23/2006	James Milot	Approved
Install shutters.			
HPCA-05-0055	06/02/2005	James Milot	Approved
Install doors and storm doors.			

Other actions, such as variances, other approvals, citations could also be described here.

**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, Replace and widen driveway and replace sidewalk (elective).**

- a. Description: The applicant proposes to widen the existing 15'5" driveway to what appears to be the full width of the garage, which is 18 feet per county records. The dimension on the plan for 19'1" may indicate outside dimensions. The sidewalk from the driveway to the front stoop is indicated as replacement in kind.

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

### 2.3 Sidewalks, Driveways, Parking Lots, Curbs and Vacant Sites

**Policy:** *Sidewalks, driveways and off-street parking should not interrupt the historic continuity of landscaped front or corner side yards. Historic concrete sidewalks and walkways should be preserved and repaired with concrete that is consistent in pattern, size, texture and color. Historic concrete driveways should be preserved and new driveways should be of concrete rather than asphalt.*

**Design Justification:** Historically, the consistency and repetition of sidewalk and driveway spacing, placement, dimension and materials create a rhythm to the street. Retaining the specific rhythm of a street is important to preserve historic character. Oklahoma City's historic districts and properties have strong visual elements of grey colored concrete for sidewalks, walkways, some streets and curbs.

**Sustainability Justification:** Existing historic concrete sidewalks, steps and driveways represent embodied energy and should be preserved. Concrete is a long-lasting sustainable material, reflects solar heat and light and should be repaired or replaced as needed with new concrete to match. New driveways should be of similar design, pattern, texture, dimensions and color as the historic driveway. The use of permeable paving for non-historic and new driveways, sidewalks and parking areas is encouraged because it helps to reduce water run-off.

- 2.3.1: Regular maintenance of site features such as walkways, sidewalks and driveways is encouraged and should employ non-abrasive methods such as sweeping and low-pressure water cleaning.
- 2.3.2: Vacant sites must be maintained clear of debris.
- 2.3.3: Routine maintenance ensures the preservation of such site elements, sustaining their embodied energy and negating the need for replacement.
- 2.3.4: Retain and preserve historic sidewalks and driveways, including those that are shared by two adjacent properties.
- 2.3.5: Maintain the continuity of existing original or historic sidewalks and the curb cut radius or curved approach when replacing an existing driveway or introducing a new driveway.
- 2.3.6: New concrete for sidewalks, driveways, curbs, and parking lots shall match the aged appearance in design details, color and texture of the existing concrete it replaces or adjacent concrete that will remain. If new concrete is not replacing existing concrete and is not adjacent to any existing concrete it should have an aged appearance in color and finish. New concrete visible from the public right-of-way shall not be bright white in color.
- 2.3.7: All sidewalks, driveways, and curbs visible from the public right-of-way shall be constructed to maintain the continuity of materials and character

present in the district.

- 2.3.8: Private sidewalks and driveways must be constructed of concrete except where historical precedent demonstrates the previous existence of brick, stone or other materials, which may be considered appropriate for replacement.
  - 2.3.9: Maintain the continuity of existing original or historic sidewalks and the curb cut radius or curved approach when replacing an existing driveway or introducing a new driveway.
  - 2.3.10: Locate new driveways and sidewalks so that the topography of the building site and significant landscape features, such as mature trees, are retained. Protect mature trees and other significant landscape features from direct construction damage and from delayed damage such as destruction of root area or soil compaction by not permitting construction equipment access to the ground area under the tree canopy.
  - 2.3.11: Curb cuts, including those intended to comply with the Americans with Disabilities Act (ADA), should be installed to minimize damage to the original concrete sidewalks. The color and texture of the new concrete shall match and be consistent with the existing adjacent concrete color and texture.
  - 2.3.12: Driveways, eight feet or less in width, may be replaced by a driveway of up to ten feet in width; width may vary as the driveway approaches the garage to correspond to the width of the garage door openings. However, property owners are encouraged to limit the quantity of impervious concrete surfaces to assist in reducing storm water runoff.
  - 2.3.16: New impermeable parking surfaces must be graded to drain toward the street and away from buildings.
- c. Considerations: Driveways and sidewalks are typically administratively approved. However, the criteria allow staff to approved replacement in kind or widening a narrow driveway to 10 feet wide. The increased width of the driveway is in excess of 10 and is not replacement in kind. No change is proposed to the approach radii. The criteria require that no paving match the aged appearance of the existing finish or abutting remaining paving.
- d. Recommended Specific Findings:
1. That replacement of sidewalks in kind where necessary is consistent with the criteria;
  2. That matching the aged patina of the paving is consistent with the criteria;
  3. That the existing driveway is approximately the width of the historic garage;
  4. That the proposed driveway will increase in width but will match the approximate width of the garage.

**E. HPCA-20-00173 STAFF RECOMMENDATION:**

1. **Approve Item 1, replace and widen driveway and replace sidewalk in kind**, with the specific findings that the proposed work will not have an adverse effect on the historic character of the district or property and complies with all relevant Standards and Guidelines and sections of the Municipal Code, 2020\*, as referenced in the Staff Report.

**Specific Findings:**

1. That replacement of sidewalks in kind where necessary is consistent with the criteria;
2. That matching the aged patina of the paving is consistent with the criteria;
3. That the existing driveway is approximately the width of the historic garage;
4. That the proposed driveway will increase in width but will match the approximate width of the garage.

*Note: Staff recommendation does not constitute Commission action.*

*\*Relevant Sections of the 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 Municipal Code, 2020 are available online at [www.okc.gov/planning/hp/index.html](http://www.okc.gov/planning/hp/index.html) ; at Planning Department offices located at 420 W. Main, 9<sup>th</sup> floor, and each HP Commission Meeting.*

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