



# **STAFF REPORT**

## **Historic Preservation Commission**

**October 5, 2022**

**HPCA-22-00077**

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**Agenda Item:** VII.B.

**Case Number:** HPCA-22-00077

**Property Address:** 2415 N Robinson Ave

**District:** Jefferson Park Historic District

**Applicant:** Raj Ahmad (Dream Construction)  
1401 N Classen Drive  
Oklahoma City, OK 73106

**Owner:** 2415 DREAM LC  
1401 N Classen Drive  
Oklahoma City, OK 73106

### **A. CASE ITEMS FOR CONSIDERATION**

1. Request recommendation to Subdivision and Zoning regarding administrative amendment to SPUD-1363 for parking minimum.

### **B. BACKGROUND**

#### **1. Project Description**

The applicant was previously approved for the construction of a multi-family apartment building and related paving and mechanical equipment on a vacant lot. The applicant previously rezoned to SPUD-1363 to allow for the proposed development but retained the Historic Landmark overlay and requirements for design review. The applicant has requested an administrative amendment to the SPUD to address parking minimums that were omitted from the original document.

#### **2. Location**

Project site is located on the west side of N Robinson, mid-block between NW 23<sup>rd</sup> Street and NW 24<sup>th</sup> Street.

#### **3. Site History**

*Date of Construction:* N/A

*Zoned Historic Preservation/Historical Landmark:* 1998

*National Register Listing:* 1995

*Additional Information:*

The 1922 Sanborn Map illustrates a one-story, brick veneered frame dwelling with a partial-width front porch and small autohouse on the south property line near the rear of the lot. No substantive changes are noted on subsequent maps.

Based on photo records, the dwelling appears to have been in deteriorated condition by 2004, suffered a fire in 2005, and was subsequently demolished. The structure was a Craftsman style bungalow typical of Jefferson Park.

#### **4. Existing Conditions**

The site is currently vacant. There are small multi-family structures to either side and in the surrounding area, and commercial properties with residential spaces on the upper floors located across the street.

#### **5. Previous Actions**

On January 5, 2022, the Historic Preservation Commission reviewed SPUD-01363 and provided a recommendation of approval to the Planning Commission and City Council. SPUD-01363 was approved by City Council on March 1, 2022. The construction of the multi-family residential structure was approved with conditions on September 7, 2022.

### **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. Request recommendation to Subdivision and Zoning regarding administrative amendment to SPUD-1363 for parking minimum.**

- a. Description: SPUD-1363 did not address minimum parking requirements for this property, which would result in the parking requirements referencing the underlying R-4 zoning for a minimum of 1.5 parking spaces per one-bedroom dwelling unit (9 spaces minimum). The applicant has requested an administrative amendment to SPUD-1363 to incorporate the parking as indicated on the site plan as 1 space per unit minimum, or 6 spaces.
- 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.

- 2.3.6: 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.

- 2.3.15: New off-street parking for multi-family properties must be located so as to minimize the number and width of curb cuts on primary residential streets. Owners of adjacent apartment or commercial properties should consider shared driveways and shared parking agreements when appropriate to reduce the overall lot coverage of off-street parking.
  - 2.3.16: New impermeable parking surfaces must be graded to drain toward the street and away from buildings.
  - 2.3.21: In addition to being located at the back of the lot, new parking areas for commercial properties must be screened from adjacent residential property by sight-proof screening with fences, walls or dense vegetation at least six feet tall. Landscape screens are preferred, because they absorb carbon dioxide.
- c. Considerations: Based on the submitted site plan, it appears that the property may be able to accommodate more than six (6) parking spaces. Allowing six (6) spaces as the minimum would not prevent the applicant from installing additional spaces, if possible.

While parking does have an effect on neighborhoods and can be visually disruptive when not placed or screened appropriately, regulations regarding minimum number of parking spaces required are not addressed by the Standards and Guidelines and are generally not the purview of the Historic Preservation Commission. As proposed, it appears that the minimum number of parking spaces requested by the applicant can be accommodated at the property with minimal visibility or impact upon the character of the property or district.

d. Recommended Specific Findings:

1. That the requested amendment to SPUD-1363 to address a minimum number of parking spaces of one space per unit appears to be consistent with the character of the site and does not allow for the introduction of parking that is in conflict with the Guidelines.

**E. HPCA-22-00077 STAFF RECOMMENDATION:**

- 1. Recommend approval of an administrative amendment to SPUD-1363** to the Planning Director to include a minimum of 1 parking space per dwelling unit.

*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 Oklahoma City Municipal Code, 2020, as amended, 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.*

*KMF*