



# STAFF REPORT

## Historic Preservation Commission

September 6, 2023

HPCA-23-00099

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**Agenda Item:** VI.D.4

**Case Number:** HPCA-23-00099

**Property Address:** 715 NW 19th Street

**District:** Mesta Park Historic District

**Applicant:** Al Young  
4 Russ En Urbe Ct  
Sarasota, FL 34234

**Owner:** Christopher Young  
715 NW 19th Street  
Oklahoma City, OK 73103

### A. CASE ITEMS FOR CONSIDERATION

1. Demolish garage (elective);
2. Construct replacement garage (elective);
3. Install driveway (elective).

### B. BACKGROUND

#### 1. Project Description

The applicant proposes to demolish a detached garage and construct a new garage. Related paving and fencing changes will be necessary, and may require additional administrative review.

#### 2. Location

Project site is located on the north side of NW 19<sup>th</sup> Street, mid-block between N Shartel and N Lee.

#### 3. Site History

*Date of Construction:* 1910

*Zoned Historic Preservation/Historical Landmark:* 1994

*National Register Listing:* 1983

*Additional Information:*

The 1922 edition of the Sanborn Maps illustrates a two-story frame dwelling with a full-width front porch and small, two-story back porch at the northeast corner of the structure. No accessory structures are illustrated. The 1949 edition illustrates what is presumably the same primary structure, now labeled as “flats” (apartments), with a one-story frame

“autohouse” (garage) near the northeast corner of the property. The 1950 edition illustrates no changes to the structures but includes the text “R. 715 W. 19<sup>th</sup> St.,” presumably indicating a separate address for a “rear” unit. This notation is not included on the subsequent 1955 edition. Roofs are initially indicated as shingle, typically meaning wood, with the house and porch changing to composition in the later editions.

#### 4. Existing Conditions

The primary dwelling appears to have minimal changes from its original form. The age of the garage is unknown but appears to be historic. Photos from the applicant and forms from a City of Oklahoma City zoning inspector indicate that the accessory building has structural issues that may warrant demolition.

#### 5. Previous Actions

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

Case Number	Date	Owner	Decision
HPCA-22-00115	07/22/2022	Current	Approved
Replace skirting at front porch.			

### 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.

- a. Description: The applicant proposes to demolish the existing, presumed historic garage. The applicant has provided photos of the garage that show deterioration and deferred maintenance of wood components and that the structure is leaning to the south.

- 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.

- (b) A Certificate of Appropriateness shall not be required for the demolition or removal by the City of a structure that has been declared dilapidated by the City Council. Prior to consideration by the City Council, the Historic Preservation Commission shall forward to the City Council a recommendation regarding whether the structure is contributing to the historic integrity of the historic district and whether demolition will adversely affect the historic character of the property or district.
  - (c) A Certificate of Appropriateness shall be required for those structures declared dilapidated by the City Council whose removal is not undertaken by the City.
- (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.
- (5) *Burden of Proof.* The applicant has the burden of proof to establish, by a preponderance of evidence, the necessary facts to warrant demolition.

- (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.
- c. Considerations: The applicant has provided some photo documentation of the exterior of the garage. The structure is visibly leaning toward the south. Some doors appear to be non-historic, and siding is in need of paint and general maintenance.

An Inspection Notice from a City of Oklahoma City Building Inspector indicates that the structure is “out of plumb, significant racking and structural damage and is hazardous to neighboring properties. Visible significant termite damage and does not appear repairable.”

The process to declare the structure dilapidated has not been initiated at this time, and the structure does not appear to present an imminent threat to public health or safety, though it may be in a hazardous condition. The structure appears to be historic and to contribute to the character of the property and district, though it appears to be visible only from the public alley to its north. At a depth of 18 feet, according to the County’s records, the garage may be too shallow to accommodate a standard vehicle. Based on the Building Inspector’s assessment, it may be infeasible to rehabilitate the garage without the loss of all or nearly all fabric contributing to its historic integrity.

- d. Recommended Specific Findings:
- 1. That the garage proposed to be demolished is historic and contributes to the integrity of the historic property and district;
  - 2. That the garage proposed to be demolished is not visible from the street but is visible from the public alley;
  - 3. That the garage may be too shallow to accommodate a standard parking space;
  - 4. That the garage may be infeasible to rehabilitate without the loss of all or nearly all fabric contributing to its historic integrity;
  - 5. That a City of Oklahoma City Building Inspector has determined that the garage is hazardous and does not appear to be repairable.

## 2. Item 2, Construct garage (elective).

- a. Description: The applicant proposes to construct a new garage in the approximate location of the historic garage. The proposed garage is similar in form, but is proposed to face west into the back yard rather than north to the alley. The proposed garage measures 20’ by 20’ or 400 square feet and is indicated to be 14 feet tall. The west-facing front of the garage includes a front-facing gable roof and a single, two-car-width garage door. The applicant indicates that the garage door will replicate the design of the historic garage door but will be an overhead door. The east elevation of the garage

includes two doors, replicating the existing door arrangement on the north elevation of the existing garage. The north and south elevations, facing the alley and into the backyard, respectively, do not contain any openings or other architectural features.

Proposed materials include 4" lap siding to match the house, composition shingles to match the house, wood trim elements and exposed rafter tails. Garage and pedestrian doors are indicated to match doors on the existing structure but have not been fully described. No light fixtures have been proposed.

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

#### 4.4 Garages

**Policy:** The retention of existing, historic garages is encouraged. A historic garage should be refurbished and modified instead of demolished or replaced to accommodate contemporary lifestyle requirements. New garages are permitted where a house does not have a garage or where a new garage is necessary. As with other accessory buildings, garages should have their own form and should generally appear as secondary structures and not visually overwhelm or compete with the other historic buildings of the property or district.

**Design Justification:** The way in which a new garage relates to other historic buildings of a property is important in historic districts. A new garage directly affects the integrity of the property as a whole. For this reason, a new garage should not detract from the historic character of the property.

**Sustainability Justification:** New garage construction should adhere to principles of sustainability in materials, design, and energy efficiency.

- 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.
- 4.4.5: 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.
- 4.4.9: 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.

### **Garage Doors, Openings, and Doors**

- 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.
- 4.4.17: New garage pedestrian doors in all other districts [other than Heritage Hills] 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 [other than Heritage Hills] 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.
- 4.4.21: 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.

### **4.6 Exterior Materials at New Construction**

**Policy:** Materials used in the construction of new buildings, additions, garages and other accessory buildings should be compatible in appearance and design with common building materials in the district, or typical of structures of the proposed style, type, age and location.

**Design Justification:** The form, materials and details of exterior walls and embellishments, as well as their scale, texture and variety, contribute to the overall character of the historic district.

**Sustainability Justification:** Materials for new exterior wall construction should be as sustainable as possible. Appropriate siding materials may include stucco, wood, brick, or cementitious siding. Vinyl and metal siding materials are not sustainable and should not be used.

#### **Wall Materials**

- 4.6.2: Materials for new construction should be consistent with those at other buildings within the property, block and historic district. Consideration should be given to the pattern of development of the specific property and lot.

- 4.6.3: Wood siding may be tongue and groove, shiplap, novelty or other compatible type. Board and batten may also be appropriate for use on accessory buildings; it is rarely used on primary buildings.
- 4.6.6: Cementitious siding (smooth finish) of an appropriate profile may be used at new construction of stand-alone primary buildings, garages and other accessory buildings. It may also be used for additions to historic structures.

### **Doors**

- 4.6.22: Pedestrian doors that are not visible from the public right-of-way may be made of alternate materials including aluminum clad wood, composite wood, and fiberglass. Doors in Heritage Hills must be of solid wood.

### **Roof and Roofing Materials**

- 4.6.23: Wood shingles, composition shingles, slate tiles, terra cotta or clay tiles are permitted for use on roofs. Recommendations and requirements for these materials are found in the “Alterations to the Building Fabric and Components of Historic Buildings” chapter.
- 4.6.26: Composition roofs should be of higher quality and are often referred to as Architectural Grade or Dimensional Grade. These shingles are usually rated as 30-, 40-, or 50-year shingles and have a thicker profile.
- 4.6.28: Multi-colored asphalt shingles and synthetic wood shingles should not be used on sloped roofs.
- 4.6.29: Historic eaves, copings, cornices, dormers and roof trim should be retained and preserved.

- c. Considerations: The proposed garage approximates the size, massing, and placement of the historic garage, though the orientation is changed to face west rather than north. The garage incorporates architectural details including roof form, exposed rafter tails, design of doors, and wood siding that approximate the historic garage.

The proposed garage is indicated to be on the rear (north) property line and may need to be moved south to accommodate utility easements or other building requirements.

The proposed siding is indicated to match the primary dwelling rather than the existing garage. Siding with a “tear drop” profile would more closely match the historic garage.

The proposed roofing material is indicated to match the roof on the primary dwelling; it is unclear from photographic documentation provided by the applicant if this is an architectural grade shingle.

Proposed doors are indicated to match or approximate historic doors but have not been described or drawn in detail. More detailed drawings or product information for doors to be purchased from a manufacturer are necessary to confirm that the proposed doors meet applicable guidelines.

- d. Recommended Specific Findings:

1. That the proposed garage meets applicable Guidelines for size, placement, and

materials;

2. That the proposed garage approximates elements of the historic garage;
3. That the proposed garage siding may not approximate the historic garage siding;
4. That more information may be necessary to fully document garage doors and roofing.

**3. Items 3, Install driveway.**

- a. Description: The applicant proposes to install a driveway in connection with the demolition and construction of a garage. The site plan indicates that the driveway will span from the west side of the garage to the west property line, extending the width of the garage (20 feet) from the rear property line into the backyard. A fence will be relocated or reconfigured to accommodate replacement of the driveway and construction of the garage, but is not included at this time.
- 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.

- 2.3.5: 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.

- 2.3.10: 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.
  - 2.3.12: 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.
- c. Considerations: Due to garage access currently being taken from the alley, there does not appear to be a driveway or parking area within the rear yard at this time. The applicant proposes to install a concrete drive, extending from the alley into the yard and from the garage to the west property line, for an area of approximately 360 square feet. It may be feasible to provide a drive and access to the garage with a smaller amount of paving.
- d. Recommended Specific Findings:
1. That the proposed driveway is a new feature and not the replacement of a historic feature;
  2. That the proposed driveway appears to meet relevant Guidelines for materials;
  3. That the proposed driveway may be larger than necessary;
  4. That the proposed driveway will necessitate removal and replacement of a fence which will require additional review.

**E. HPCA-23-00099 STAFF RECOMMENDATION:**

1. **(Demolition of an Historic Structure) Approve Item 1, Demolish garage,** with the specific finding that the proposed work will have an adverse effect on the historic character of the district or property, but is necessary because of an imminent threat to public health and safety, 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 the garage proposed to be demolished is historic and contributes to the integrity of the historic property and district;
2. That the garage proposed to be demolished is not visible from the street but is visible from the public alley;
3. That the garage may be too shallow to accommodate a standard parking space;

4. That the garage may be infeasible to rehabilitate without the loss of all or nearly all fabric contributing to its historic integrity;
  5. That a City of Oklahoma City Building Inspector has determined that the garage is hazardous and does not appear to be repairable.
2. **Approve Item 2, Construct garage, 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:**

1. That the proposed garage meets applicable Guidelines for size, placement, and materials;
2. That the proposed garage approximates elements of the historic garage;
3. That the proposed garage siding may not approximate the historic garage siding;
4. That more information may be necessary to fully document garage doors and roofing.

**Conditions:**

1. That the siding be revised to more closely approximate the siding profile on the historic garage, with documentation submitted to staff prior to release of the Certificate of Appropriateness;
  2. That complete documentation of doors and roofing materials be submitted to staff prior to release of the Certificate of Appropriateness.
3. **Approve Item 3, Install driveway, 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:**

1. That the proposed driveway is a new feature and not the replacement of a historic feature;
2. That the proposed driveway appears to meet relevant Guidelines for materials;
3. That the proposed driveway may be larger than necessary;
4. That the proposed driveway will necessitate removal and replacement of a fence which will require additional review.

**Conditions:**

1. That, if directed by the Commission, a revised site plan illustrating a driveway reduced in size to the minimum area necessary to allow access to the garage be submitted to staff prior to release of the Certificate of Appropriateness.

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

*\*Relevant Sections of Chapter 59 the Oklahoma City Municipal Code, 2020, as amended 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](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*