



STAFF REPORT

Historic Preservation Commission

June 2, 2021
HPCA-21-00028

Agenda Item: VI .D .1.

Case Number: HPCA-21-00028

Property Address: 614 NW 26th Street

District: Paseo Historic District

Applicant: JollyBird Home Design, LLC
Fallon Brooks
1605 N Classen Blvd
Oklahoma City, OK 73106

Owner: David Barthel
1704 NW 20th Street
Oklahoma City, OK 73106

A. CASE ITEMS FOR CONSIDERATION

1. Construct dwelling (elective);
2. Construct garage and apartment (elective);
3. Install paving (elective);
4. Install fence (elective); and

B. BACKGROUND

1. Project Description

The applicant proposes construction of a new, two-story dwelling and two-story garage with apartment. This application was heard previously and continued. The applicant has submitted a revised proposal that modifies the design and configuration of the dwelling, garage, and site.

2. Location

Project site is located on the south side of NW 25th Street, mid-block between Dewey and Lee.

3. Site History

Date of Construction: N/A – previous structure constructed circa 1920/demolished 2010.

Zoned Historic Preservation/Historical Landmark: 1998

National Register Listing: 2004

Description from National Register Nomination Intensive Level Survey:

N/A – previous structure, demolished in 2010, is described as having “moderate pitched roof, exposed rafter tails. Sloped roofed enclosure on west half of façade covered with a board and batten type siding and has aluminum sliding windows on west end. Wood awning over entrance and east window. Louvers on side windows.” The property is indicated as on-contributing due to alterations to façade.

Additional Information:

The previous structure, constructed circa 1920, was demolished in 2010 after a fire. This structure was illustrated in the 1922 Sanborn map as a one-story frame dwelling with a partial width front porch and small back porch. A one-story “autohouse” is indicated at the rear of the lot on the east property line. Photos of the structure prior to its demolition illustrate a front-facing gable roof with an altered and enclosed front porch. A garage is partially visible in the photos at the southeast corner of the property. The garage had a hip roof and what appear to be barn-style doors.

4. Existing Conditions

The property is currently vacant with grass. There is a driveway approach at the east side of the lot, stopping at the public sidewalk. A chainlink fence, enclosing the neighboring property’s back yard, starts just inside the public sidewalk and runs south down the east property line, transitioning to a sight-proof wood fence after approximately 30 feet. The wood fence continues to the rear property line. Similar wood fencing is located at the west property line, starting at the rear corner of the neighboring building. The west property line abuts the neighboring structure’s driveway.

5. Previous Actions

None relevant.

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, 2010.**

1. Item 4, Install fence (elective).

- a. Description: The applicant proposes to install a 6 foot tall, sight-proof wood fence along the west property line only. Existing fencing is proposed to remain at the rear and east property line. No driveway gate is indicated. The fence appears to meet all relevant Guidelines for placement, height, and materials.
- b. References: *Design and Sustainability Standards and Guidelines for Oklahoma City Historic Districts*

2.8 Fences and Walls

Policy: Preserve original or historic fences and fence walls. New fences should be of renewable materials such as wood, woven wire or brick. Vinyl fences are not appropriate.

Design Justification: Fence walls and fences historically marked property boundaries and may have shielded private areas from public view. Historic

materials such as wire, wood and brick are compatible materials; vinyl materials introduce an incompatible artificial appearance.

Sustainability Justification: Preserving existing fences and fence walls saves resources. New wood fences constructed of lumber from managed forests represents use of a renewable resource. Petroleum-based vinyl fencing is not a sustainable material.

- 2.8.4: Fences and fence walls in back yards have more flexible requirements than those in side yards or those that are front yard facing because they are less visible from the public right-of-way.
- 2.8.5: Fences and fence walls are generally permitted in side, corner side, and back yards. Interior side and corner side yard fences and fence walls must be set back from the historic front building line by a distance not less than six feet. Depending on the materials and details of a fence and fence wall, additional requirements of this section may apply.
- 2.8.9: Fences and fence walls shall be located at or behind the front 40% of the side yard of the main building unless the fence or fence wall is 75% transparent not including posts or columns spaced a minimum of eight feet apart. Depending on the design and architecture of the main building, additional requirements of this section may apply.
- 2.8.10: Opaque fences and fence walls, those that are less than 75% transparent not including posts or columns space a minimum of eight feet apart, shall not obscure view of significant architectural features of the primary building on the property, such as a bay window, porte-cochere, or other significant character defining building projection or feature.
- 2.8.13: Fences and fence walls shall not exceed six feet in height on side or front facing locations.
- 2.8.16: Acceptable materials for fences and fence walls are wood, brick, stone, cast iron, iron, chain link, twisted wire, painted aluminum that mimics the appearance of cast iron or iron fences, or a combination of these materials. Materials for fences and fence walls should be consistent with materials historically used at each individual property or within the historic district during the period of significance.
- 2.8.17: Wood fences may be left unfinished or painted or stained in colors appropriate to the style and period of the property or the district. The exterior flat fence or fence wall surface, if painted, should be compatible with the color of the main building.
- 2.8.19: Tops of new fences or fence walls may be horizontal, stepped, scooped, arched or parallel with the grade, as appropriate to the style and period of the main building or the historic district.

c. Recommended Specific Findings:

1. That the proposed fence meets all relevant Guidelines and Standards for height,

placement, and material;

2. That installation of the fence is contingent upon approval of the proposed new construction.

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, 2010 as referenced below:*

1. Item 1, Construct dwelling (elective).

- a. Description: The applicant proposes to construct a two-story, single-family dwelling. The proposed structure is 35'6" wide, 72' long including porches (approximately 55 feet long without the front porch and rear patio, which appears to be partially screened), and 29'8" high at the peak of the roof. The proposed structure is 3,836 square feet. This represents a reduction in the overall square footage, width, and length of the enclosed space of the structure, with a footprint increasing due in large part to the rear patio that is now proposed. The proposed structure is 1'3" taller than what was previously proposed. It is indicated to be 28'7" above finished floor height, with the neighboring multi-family structure indicated to be 28'3". The one-story, single-family dwelling to the east is indicated to be 17'10" above finished floor height.

The proposes structure has a hip roof with coved cornice and decorative beams. A smaller hip is incorporated at the northwest (front) corner. A flat roof with parapet projects out at the front porch, creating a balcony at the second floor behind the parapet wall. The line of the porch roof, which covers roughly half of the front elevation, is carried across with a decorative beam that meets a one-story brick pilaster on the west corner of the structure. A shed roof at the first floor spans the rear of the structure, creating a covered patio.

The front elevation consists of an entry porch with masonry openings at the northeast corner with an open balcony behind a parapet wall above. An arched entrance with paneled door and sidelights is centered in the front porch, flanked by light fixtures. French doors are centered above, accessing the balcony. To the west of the front porch are three 4/1 double-hung windows with cast stone sills and brick soldier course headers. At the second floor, centered above the three windows, is a pair of 4/1 double hung windows with a cast stone sill and brick soldier course header.

The east elevation contains pairs of 4/1 windows at the first and second floor and three single 4/1 windows at both the first and second floor, spaced along the length of the structure. Soldier course headers align at all windows, with cast stone sills aligning for all but one smaller window at the first floor. A single lite door faces out to the back covered patio. The east elevation contains a pair of 1/1 windows, a single 1/1 window, and a single lite door to the balcony at the second floor. The masonry wall continues to create a patio at the rear of the structure.

The west elevation contains one pair of 4/1 windows at the first floor and 8 single 4/1 windows spaced along the length of the structure.

The south (rear) elevation has groups of 4/1 windows and two 15-lite doors at the first

floor with two pairs of 4/1 windows symmetrically spaced at the second floor. A patio spans the rear elevation, with what are presumed to be wood posts supporting a shed roof.

Proposed materials include architectural grade composition shingles, buff brick, and aluminum clad wood windows. Sills are described as brick. Porches are presumed to be concrete but are not fully described. Doors are not specified. No vents, turbines, gutters, or downspouts are indicated. HVAC units are illustrated at the southwest, rear corner of the dwelling. They have not been specified but will not be visible from the street.

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

4. New Construction: Stand-Alone New Construction and Additions to Existing Buildings

4.1 General Requirements for New Construction and Additions

Policy: New construction and additions should not destroy historic materials or general features that characterize a historic building, property or district. New work should be differentiated from existing, historic structures and protect the historic integrity of the property and the historic district. Additions to historic structures should be done so that the historic character of the structure is retained and, if removed in the future, the essential form and integrity of the original structure and site would be unimpaired.

Design Justification: New construction and its integration with an existing building, property or district should be compatible with surrounding existing historic architecture. Compatibility may include the size, shape, massing and materials of new construction. The relationship of new construction form to the historic context in which it is located is critical for maintaining visual character of a historic building, property or district.

Sustainability Justification: Effective resource conservation includes consideration of the renewability of resources, the manufacturing processes used to create the materials and the recycled construction materials, energy costs associated in the manufacture and shipping of construction materials, and the ways selected materials can help make the new building, as a whole, energy efficient.

- 4.1.1: Over the next decade it is expected that 25% of new commercial and institutional buildings and 20% of new residences will qualify as "green." Green buildings may be certified under the Leadership in Energy and Environmental Design (LEED) program, a trademarked system under which buildings are awarded points in five categories: 1) sustainable sites, 2) water efficiency, 3) energy and atmosphere, 4) indoor environmental quality, and 5) innovation and design process.
- 4.1.2: New construction, which may include a new, stand-alone primary or

accessory building, a new garage, an addition to an existing building or a substantial renovation to an existing building, should be designed to take the five LEED categories into consideration.

- 4.1.3: Significant alteration of the topography of a property through extensive grading, removal or alteration of rolled terraces and similar character-defining features, filling or excavating, is not permitted.
- 4.1.4: Refer to Chapter 3, “Alterations to Building Fabric and Components of Historic Building,” for items, components, features or materials planned for new construction or additions that may not be addressed by this Chapter.

4.2 Stand-Alone New Construction

Policy: New stand-alone construction should complement and not detract from the overall historic character of the historic property or district.

Design Justification: The way in which existing and new buildings relate is important in maintaining the overall historic character of a historic property and district. Architectural design directly affects the integrity of the property and district as a whole. For this reason, new, stand-alone buildings should maintain the continuity of the character of a historic property and district.

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

- 4.2.1: New buildings must follow historic setback patterns of the street.
- 4.2.2: New stand-alone and infill buildings should be consistent with historical patterns of development for the property, block and district.
- 4.2.3: Construction of stand-alone and infill buildings should be compatible in size, scale, proportion, spacing, texture, setbacks, height, materials, color and detail to adjacent or nearby buildings and streetscapes.
- 4.2.4: New buildings must fill the same proportion of lot area as other buildings on the streetscape. The pattern created by spaces between buildings should be continued.
- 4.2.5: New construction must respect the architectural integrity and context of surrounding buildings. Existing adjacent historic structures and streetscapes should be taken into consideration before designing new construction. Incorporating existing architectural features with new design elements can add interest and enhance the compatibility of the new building in the district or other new infill buildings on a property.
- 4.2.6: The height of new buildings should relate to the heights, roof-forms and cornice lines of adjacent structures and to those of other buildings on the streetscape. The height of new buildings should conform to the following unless historical development patterns are documented otherwise:
 - 4.2.6.1: In streetscapes with uniform building heights, new buildings should match this height. For example, on a streetscape of all one-story

residential structures, any new building should also be one story in height.

- 4.2.6.2: In streetscapes with varied building heights, the height of new buildings should align with the existing buildings on the streetscape, with particular attention paid to the predominant height of the adjacent structures and other structures on the streetscape.
 - 4.2.6.3: The floor-to-floor heights of new buildings should closely align with the floor-to-floor heights of the adjacent or nearby historic structures.
 - 4.2.6.4: The height of porches of new buildings should closely align with the porch heights of the historic buildings on the same streetscape, with particular attention paid to porch heights of adjacent structures.
 - 4.2.7: The design of new construction should be compatible with historic styles within the district yet not imitate them so as to provide distinction between the historic buildings and new construction.
 - 4.2.8: In new construction, the use of materials similar to those of the adjacent historic structures is encouraged. Actual replication of these materials is not encouraged. This approach ensures the design compatibility of the historic structures while clearly differentiating between old and new.
 - 4.2.9: Similar shapes that are repeated in many buildings within a streetscape are encouraged to be incorporated in the design of a new residential building. Replication of historic detailing is discouraged; however, the repetition of similar shapes and elements can help provide continuity and enhance compatibility between new and old structures.
 - 4.2.10: Spacing and size of window and door openings must be similar to their historic counterparts within the streetscape or district, or be typical of structures of the same type, age and location. The proportion of window to wall space should also be similar to their historic counterparts, without duplicating them.
 - 4.2.12: Only when a previously demolished historic building can be accurately replicated may a reproduction be considered at that site.
 - 4.2.13: Facades of new construction facing an alley may be simplified and secondary in design to that of primary facades. The same materials should be used for alley facing building elevations as those of the primary facade, unless this varies from the typical historic condition within the district.
- c. Considerations: The proposed dwelling appears to follow established setback patterns of the street; this should be confirmed with clarification of whether the “adjacent structure setback” lines shown are the front of the front porches or enclosed space.

The proposed dwelling appears to have been altered to be more consistent and compatible with the historical development patterns or the size, scale, proportion, texture, height, color, or details of adjacent or nearby buildings and streetscapes. The proposed dwelling footprint remains longer than other dwellings on the block, but the

enclosed, two-story portion of the structure has been reduced to be less than 10 feet longer than others on the block.

The proposed dwelling is indicated to be approximately a foot taller than the neighboring structure to the west and will be significantly taller than every other single-family dwelling on the block. The block appears to slope up to the west which may create the appearance of the proposed structure being approximately the same height as the neighboring structure. The height of the first floor above grade is not labeled, but the structure is proposed with a porch and patio shown as four steps up from grade, presumably two feet. Taller ceiling heights at the first and second floor appear to remain unchanged from the previous proposal.

Because the proposed structure remains longer than others on the lot, it will fill a larger proportion of the lot area than other buildings on the streetscape. The reduction in the length of the two-story, enclosed portion of the structure appears to minimize the visual impact of the difference.

While the proposed structure retains an architectural style that is not typical of most of the other structures on the block, revisions have been made to make it more compatible with the overall form, massing, and proportions of the surrounding area. A more typical front porch projection contains a front-facing entrance, with renderings depicting a front walkway perpendicular to the street (note: this is not shown on the site plan and should be addressed as part of any approvals).

The Guidelines call for the incorporation of shapes that are common in the streetscape, while avoiding replication of historic details. The proposed structure incorporates a hip roof and paired, hung windows, which are common in the streetscape. Proportions and spacing of window openings have been revised and are more consistent with the streetscape. Proposed materials such as brick, wood windows, and composition roofing are typical of the district, though most other structures on in the immediate area are primarily wood siding.

Several details have not been fully described and some materials have not been documented, including light fixtures, doors, and specifications for the window product selected. The revised drawings reference an attachment for material specifications, but this does not appear to have been included with the submittal. If the proposed design is found to otherwise meet the applicable Standards and Guidelines, the applicant may be able to provide any remaining documentation to staff as a condition of an approval.

d. Recommended Specific Findings:

1. That the proposed structure appears to meet relevant Guidelines for materials where specified, but that some materials have not been documented;
2. That the proposed structure is compatible in size, scale, proportion, spacing, texture, setbacks, height, materials, color and detail to adjacent or nearby buildings and streetscapes;
3. That the proposed structure fills a larger proportion of the lot area than other buildings on the streetscape but has been reduced in size so as to be compatible with the surrounding structures;

4. That the proposed building incorporates a distinctive architectural style that does not mimic or replicate the surrounding historic structures;
 5. That the overall height of the building exceeds the height of surrounding single-family structures, but may be compatible in height and in finished floor height with the neighboring two-story structure;
 6. That the proposed structure incorporates materials and shapes that are present in the district and streetscape;
 7. That the structure incorporates windows similar in spacing and wall-to-window ratio to historic counterparts within the streetscape.
- a. **Item 2, Construct garage and apartment (elective); and 3, Install paving (elective.**
- b. Description: The applicant proposes to construct a 483 square foot, two-story garage with one-bedroom apartment in the backyard. The proposed garage is located near the west property line, aligned with the west wall of the primary structure, 8'11" from the back wall of the proposed primary structure. This is an increase in size and a decrease in the distance from the primary structure. The described size does not include an exterior stair with covered landing.

The proposed garage has a pyramidal hip roof with architectural grade composition shingles to match the primary structure, and smooth finish, fiber cement lap siding. A cornice detail with decorative beams matching the primary structure is proposed. The proposed garage has increased in height from 24'7" to 25'.

The front (east-facing) elevation of the garage contains two, single-car width wood garage doors with a paneled design. A pair of double hung windows are located above the northernmost garage door. The rear (west elevation of the garage contains two, double hung windows at the second story, off center toward the north. The south elevation of the garage includes an exterior staircase accessing a second story door at a covered landing and three square, fixed, windows at the second story. The north elevation facing the rear of the primary structure contains a single pedestrian door, described as "wood, flush panel."

The proposed garage is oriented to the east, accessed via a 9'6" driveway from NW 26th Street that turns to the garage entrance after clearing the back, southeast, corner of the primary structure. The driveway continues past the garage doors to the rear, southeast corner of the property, providing two additional parking spaces (reduced from a previously proposed three spaces). The width of the parking area is approximately 18 feet, slightly over half the width of the property.

- c. 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.

- 2.3.4: Retain and preserve historic sidewalks and driveways, including those that are shared by two adjacent properties.
- 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.
- 2.3.12: 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.
- 2.3.20: Screen parking from streets and pedestrian areas by placing parking areas at the back of a property and behind primary structures. New parking areas for corner lots shall be located behind primary structures, set back as far as possible from side streets, and placed so as to be as inconspicuous as possible.
- 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.

2.5 Landscape & Landscape Elements

- 2.5.37: 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 features.

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.

- 4.4.1: Garage doors should typically be painted to match the color of the garage. For garages that are “high style” it may be appropriate to use the color of the garage doors as a complementary or accent color to the building color scheme.
- 4.4.2: Electronic garage door openers may be installed and used.
- 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.

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.
 - 4.4.15: 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.
 - 4.4.21: 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.
 - 4.4.23: 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.
- d. Considerations: The placement of the detached garage in the rear yard is a typical configuration, though more commonly the garage is located at the end of the driveway, facing the street, so as not to require additional paving and turning to enter and exist.

The footprint of the garage has been increased since the previous proposal and no

longer meets the baseline size of 450 square feet established by the Guidelines. The only other garages on the block appear to be a 300 square foot historic garage and a 500 square foot, recently constructed garage at the property immediately to the west. Each of these is one story.

Proposed materials appear to meet relevant Guidelines, though windows have not been detailed. The proposed design is consistent with the proposed primary dwelling, including the cornice and decorative beams. These may contribute to a “high style” appearance.

Previously the Commission discussed the two-story height of the proposed garage and determined that adjacent properties with two-story garages may provide a basis for supporting a two-story structure. In addition, staff notes that while care is taken to approximate historic garages when rebuilding in the context of a remaining historic dwelling, more flexibility may be appropriate when no structure remains at the site.

As discussed at the previous Commission meeting, this property is zoned Neighborhood Conservation, Tract 1. Two-Family Residential is allowed, but the code requires this use to consist of two dwelling units within one structure, not multiple structures on a single property. The definition of a dwelling unit is

“a building designed and used expressly for residential purposes and providing independent living facilities for occupancy by two households. The two units are placed adjacent to one another, with structural parts touching. This unit is unoccupied by any other main dwelling or building unit. A typical use is a duplex residence.” (59-8200.16).

In order to construct a second dwelling as appears to be indicated on the submitted plans, the applicant would need to pursue a variance or SPUD, or the plans would need to be revised in consultation with Planning and Development Services so as not to constitute a dwelling unit. At this time, the applicant has not indicated a plan to pursue a variance so the item to provide a recommendation for a variance has been removed from consideration.

The proposed driveway is typical at the approach and meets relevant Guidelines for dimensions and materials. The Guidelines allow for driveways to widen in order to meet the width of a garage opening once they extend beyond the rear wall of the primary dwelling. The Guidelines do not support adding excessive amounts of paving that dramatically reduces the built-to-open space ratio at a site and creates a large area of impermeable surface. The proposed parking area appears more typical of a multi-family property but has been reduced in size from the previous proposal.

e. Recommended Specific Findings:

1. That the proposed garage exceeds relevant Guidelines for size;
2. That the proposed garage meets relevant Guidelines for placement on the site;
3. That the design of the proposed garage is consistent with the proposed primary structure;
4. That the proposed garage is two stories as appears to abut or to be adjacent to a

two-story garage;

5. That the historic garage has been minimally documented in photographs;
6. That the historic garage is documented in Sanborn Maps as a small, one-story garage;
7. That the historic garage was associated with a primary dwelling that is no longer extant and may be less relevant to the evaluation of the proposal than a historic garage at a site where the primary dwelling remains;
8. That the proposed garage contains a second dwelling unit which may require some form of zoning relief;
9. That the proposed driveway and paving for parking is not typical for the development pattern of the block or for a single-family residence and may adversely affect the built-to-open space ratio and access to drainage through permeable surfaces.

E. HPCA-21-00028 STAFF RECOMMENDATION:

1. **Approve HPCA-21-00028, Item 4, Install fence,** 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 the proposed fence meets all relevant Guidelines and Standards for height, placement, and material;
 2. That installation of the fence is contingent upon approval of the proposed new construction.
2. **Approve HPCA-21-00028, Item 1, Construct dwelling, with the following conditions,** with the specific findings that the proposed work, **with the agreed-upon conditions,** will not have an adverse effect upon 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 structure appears to meet relevant Guidelines for materials where specified, but that some materials have not been documented;
2. That the proposed structure is compatible in size, scale, proportion, spacing, texture, setbacks, height, materials, color and detail to adjacent or nearby buildings and streetscapes;
3. That the proposed structure fills a larger proportion of the lot area than other buildings on the streetscape but has been reduced in size so as to be compatible with the surrounding structures;
4. That the proposed building incorporates a distinctive architectural style that does not

- mimic or replicate the surrounding historic structures;
5. That the overall height of the building exceeds the height of surrounding single-family structures, but may be compatible in height and in finished floor height with the neighboring two-story structure;
 6. That the proposed structure incorporates materials and shapes that are present in the district and streetscape;
 7. That the structure incorporates windows similar in spacing and wall-to-window ratio to historic counterparts within the streetscape.

Conditions:

1. That detailed documentation of all materials and products be submitted to staff prior to release of the Certificate of Appropriateness;
 2. That dimensions for all components, include height of porch and patio above grade, be submitted to staff prior to release of the Certificate of Appropriateness.
3. **Approve HPCA-21-00028, Item 2 Construct garage and Item 3, Install paving, with the following conditions,** with the specific findings that the proposed work, **with the agreed-upon conditions,** will not have an adverse effect upon 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 exceeds relevant Guidelines for size;
2. That the proposed garage meets relevant Guidelines for placement on the site;
3. That the design of the proposed garage is consistent with the proposed primary structure;
4. That the proposed garage is two stories as appears to abut or to be adjacent to a two-story garage;
5. That the historic garage has been minimally documented in photographs;
6. That the historic garage is documented in Sanborn Maps as a small, one-story garage;
7. That the historic garage was associated with a primary dwelling that is no longer extant and may be less relevant to the evaluation of the proposal than a historic garage at a site where the primary dwelling remains;
8. That the proposed garage contains a second dwelling unit which may require some form of zoning relief;
9. That the proposed driveway and paving for parking is not typical for the development pattern of the block or for a single-family residence and may adversely affect the built-to-open space ratio and access to drainage through permeable surfaces.

Conditions:

1. That the size of the garage be reduced to the previously proposed size consistent with

- the Standards and Guidelines;
2. That plans be revised in consultation with Development Services and Planning Department staff to indicate that a second dwelling unit will not be included in the garage;
 3. That detailed documentation of all materials and products be submitted to staff prior to release of the Certificate of Appropriateness;
 4. That dimensions for all components, include height of porch and patio above grade, be submitted to staff prior to release of the Certificate of Appropriateness.
 5. That revisions to paving, including any changes to the proposed parking area as agreed upon by the Commission or the addition of the front walkway as illustrated in renderings but not the submitted site plan, be submitted to staff prior to release of the Certificate of Appropriateness.

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, 2010 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.

KMF