

**Property Location:** 506 S. Lahoma Avenue  
Chautauqua Historic District

**COA Request:** (HD Case 15-17) Consideration of a request for a Certificate of Appropriateness for the installation of a garage, concrete paving, a covered patio and an 8-foot connecting fence from rear of house to south property line for property located at 506 S. Lahoma Avenue.

**Applicant:** David Boeck  
922 Schulze Drive, Norman, OK 73069

**Owner:** Blue Lahoma LLC,  
Jack Counts, III

## **A. Background:**

### **1. Historical Information:** **2004 Chautauqua Historic District National Registry Nomination Survey states:**

*This circa 1916 bungalow/craftsman structure is a contributing, two-story, weatherboard single dwelling and it has an asphalt-covered, cross-gabled roof and a concrete foundation. The vinyl windows are single light casement and the wood door is slab with sidelights. The full-width porch has three-quarters, side-gabled roof supported by decorative wood columns and a front gable over the stairs. Other exterior details include a red brick exterior chimney on the south side and a gabled dormer. Decorative details include ribbon windows and triangular knee braces.*

### **Sanborn Insurance Maps:**

*1925 and 1994 editions of the Sanborn maps both indicate a single primary structure without any accessory structures.*

### **2. Property History:**

**May 28, 1999** – A COA by Administrative Bypass for the installation of a 6-foot side yard fence was issued.

**September 14, 2015** – A COA request for a four-car garage, 19 feet wide by 40 long covered patio, and 1,081 square feet of additional paving was denied. The request for an 8-foot fence on the west and south property line in the rear yard was approved. The request for a 6-foot side yard fence on the south and north property line was approved as a 4-foot fence.

### **3. Project Description:**

There are five proposed work items requested in this Certificate of Appropriateness:

- 1) Installation of a two-car garage
- 2) No additional paving is requested for proposed Plan 1. Installation of concrete paving required for Plan 2 for turn around
- 3) Installation of an 18 foot long x 25 wide covered patio structure
- 4) Installation of an 8-foot fence connecting fence from the rear corner of the house to the south property line

At last month's Historic District Commission meeting a COA request for a four car garage, additional paving, and a 19 foot wide x 40 foot long covered patio for this property was considered and denied. The Commissioners indicated modifications to the design that would bring these elements into alignment with the Historic District Guidelines. The applicant has incorporated the Commissioner's suggestions and are now submitting a new COA request for a two-car garage, an 18 foot deep x 25 wide covered patio and eight-foot side yard connecting fence.

The applicant is proposing a 638 square foot gabled roof garage of similar style as the existing primary structure. David Boeck, on behalf of the owners, has drawn two site plans to illustrate the two possible locations for the proposed garage. The applicant did this at the request of staff since the suggestion from the Commission regarding location was not definitive at last month's meeting. The owner's preferred location, Plan 1, is along the south side of the existing parking pad with the back facing the south property line. This allows for the utilization of the existing parking pad and requires no additional paving to be installed.

The second location illustrated would place the garage along the north property line at the end of the driveway. This location would require the removal of two substantial trees, removal of an existing berm, removal of existing parking pad and re-installation of concrete parking pad.

In addition, the owner desires to replace the existing raised wood deck on the rear of the house with an at-grade patio that will be covered with a wood roof structure. The applicant is proposing to place the wood patio cover structure adjacent to the rear of the house where the existing wood deck is currently located. The patio structure will not be attached to the house. As can be seen on the drawings submitted, the wood patio cover is a simple design that will be 18 feet wide and 25 feet deep and will be located entirely behind the primary structure. It is proposed that the area under the patio structure be flagstone with a row of shrubbery to separate the patio from the paving and garage.

For additional privacy the owner is requesting to install an eight-foot fence to connect between the already approved 8-foot fence on the south property line and the rear corner of the house. The applicant is proposing to use one of the wood fence configurations listed in the Historic Preservation Handbook Fence Palette.

## B. Analysis of Request:

### Request Item # 1–Parking Garage:

The ***Historic Preservation Handbook*** addresses the issue in **2.3 Guidelines for Garages & Accessory Structures** with the following:

*.5 Make New Construction Compatible. If a new garage is the approved alternative, it shall be compatible in form, scale, size, materials, features, and finish with the principal structure. New accessory structures shall maintain the traditional height and proportion of accessory buildings in the district.*

Unlike many properties in the Chautauqua District this property has never had a garage. The Sanborn Insurance Maps from 1925 and 1944 show only the primary structure on the site. At some point between 1944 and 1995 a small accessory structure was placed along the northeast rear property line. Sometime in recent years that structure was removed. The existing brick and concrete driveway and parking pad was installed prior to the establishment of the Chautauqua Historic District in 1995.

The proposed two-car garage will have similar features of the main structure and will match materials and finishes of the house and therefore will be compatible in materials, features and finishes.

The garage as proposed in Plan 1 will be hidden for the most part by the primary structure. The proposed 8 foot connecting fence as well as existing landscaping will help obscure a clear view of the garage from the front of the house. The applicant has supplied drawings illustrating each proposed garage location from two viewpoints on the sidewalk. According to drawings submitted

by the applicant the view of the structure is limited from the street and sidewalk, but the garage can still be seen from the streetscape view for both Plan 1 and Plan 2.

As with previous review of garages, the Historic Preservation Guidelines have less stringent review of items in the rear of a property since it has limited impact on the primary structure and site. The Guidelines encourage the placement of parking structures in the rear of the historic properties in order to limit the impact to the site and the neighborhood as a whole. The placement of the garage along the south side of the existing parking pad (Plan 1) or the placement along the north property line (Plan 2), can both be found to be compatible. While the placement of the garage along the north property line at the end of the driveway (Plan 2) is a typical location found in the Chautauqua Historic District, it does require the removal of two trees, an existing berm, fence structure and existing pavement in order to make this location possible. This location also gives the garage a much more prominent view from the front streetscape than the location in Plan 1. The placement of the garage along the south side of the existing parking pad (Plan 1), which is the owner's preferred location, is a practical solution for dealing with existing conditions of the property. While this location is not the traditional location of garages in the District, it does minimize the effect of the garage by being located behind the primary structure. Staff finds the proposed location in Plan 1 to be compatible with the Guidelines since it is placed in a practical location that works with the existing backyard element and does not require the removal of existing trees, paving, fence structure or berm and is mostly not visible from the front streetscape.

The style, materials, size, scale and location of the garage are compatible with both the primary structure and the district. The revisions seen in this proposed two-car garage make it compatible with the Historic District Guidelines. Staff finds the Plan 1 location to be compatible with the Historic District Guidelines since the design works within the existing conditions of the property.

**Staff Recommendation:** Since the garage meets the 2.3 ***Guidelines for Garages & Accessory Structures*** in regards to the style, materials, size, scale and location staff recommends approval of Plan 1 for the garage.

**Action Required:** Motion to approve or reject request for a Certificate of Appropriateness for the garage as submitted.

### **Request Item # 2 – Additional Concrete Paving:**

The ***Historic Preservation Handbook*** does not specifically have Guidelines for off-street rear yard paving for parking. However, the recommendation section in ***2.4 Guidelines for Sidewalks, Driveways & Off-Street Parking***, addresses off-street parking by stating:

*“In historic districts, new paved areas should never directly abut a principal site structure, significantly alter the site topography, or overwhelm in area the residential, landscaped character of a backyard.”*

If the garage location in Plan 1 is approved, no additional paving is required since the existing parking pad would be utilized. The existing parking pad would allow for turnaround room for vehicles. This location does not abut the principal structure nor significantly alter site topography. Since the parking pad has existed in the current location for close to twenty years and no additional paving is required, this paving does not overwhelm the landscape character of the backyard.

The garage location in Plan 2 has essentially the same square footage as the existing concrete pad, however, it would require the removal of the existing parking pad and the re-installation of new concrete pad in a slightly different location and configuration than currently exists. In addition, the Plan 2 location would require the removal of an existing berm, fence structure and two large trees. As noted above from the Historic Preservation Handbook discourages the significant alterations to the site for new paved areas, such as proposed in Plan 2. This proposed location will be more detrimental to the site than the benefits of locating the garage along the property as is traditionally seen in the Chautauqua District.

**Staff Recommendation:** Staff recommends denial of the parking pad re-configuration for Plan 2. No action is needed if Plan 1 is approved.

**Action Required:** Motion to approve or reject as submitted the request for a Certificate of Appropriateness for the installation of paving as shown in Plan 2.

### **Request Item # 3 – Covered Patio:**

The ***Historic Preservation Handbook*** does not have specific guidelines for patios. However, the proposed 450 square foot wood patio structure warrants review under one of the Handbook's set of guidelines. A review of the Guidelines reveals that the proposed structure's function is similar to that of a deck and therefore, the proposed wood patio cover structure will be addressed by ***Section 4.1 Guidelines for Decks*** which states the following:

*.1 Protect Historic Fabric of Structure. Locate and construct decks so that the historic fabric of the primary structure and its character-defining features and details are not damaged or obscured. Install decks so that they are structurally self-supporting and may be removed in the future without damage to the historic structure.*

The proposed wood patio cover structure will not be connected to the house and will not obscure any character defining features of the house located on the rear of the house.

*.2 Choose Inconspicuous Locations. Introduce decks in inconspicuous locations, usually on the building's rear elevation and inset from its rear corners, where the deck will not be visible from the street. Decks on corner properties will be reviewed on a case-by-case basis.*

The proposed wood patio cover structure will be located on the rear elevation as required by the Guidelines. As suggested by the Commission at last month's meeting, the applicant reduced the size of the patio so that the patio no longer extends beyond the southwest rear corner of the house and will not be visible from the street. This meets the Guidelines for locating the patio inconspicuously.

*.3 Deck Design Should Reflect Building Design. Design decks and their associated railings and steps to reflect the materials, scale, and proportions of the building.*

The proposed wood patio cover structure will be a simple design that is comprised of wood columns and roof which is compatible with the primary structure. The applicant has reduced the size of the patio from 760 square foot to 450 square foot patio bringing the mass more into proportion for this yard and for the Chautauqua District.

*.5 Align Deck with First Floor Level. Decks shall generally be no higher than the building's first-floor level. Visually tie the deck to the building by screening with compatible foundation materials such as skirtboards, lattice, or dense evergreen foundation plantings.*

The proposed wood patio cover structure will be lower than the first floor of the primary structure which helps reduce the mass of the structure and the visibility from the front of the house, thereby reducing the impact to the structure and the district.

*.6 Preserve Significant Building Elements. It is not appropriate to introduce a deck if doing so will require removal of a significant building element or site feature.*

The applicant is proposing to replace the existing deck with the proposed wood patio cover structure adjacent to the principle structure. The proposed structure will not be connected to the house and therefore will not destroy the principal structure.

*.7 Decks May Not Detract from Overall Character. It is not appropriate to introduce a deck if the deck will detract from the overall historic character of the building or the site.*

Since the covered patio structure was reduced by 310 square feet, the size is much more in keeping with the overall historic character of the site. In addition, the applicant has replaced the surface material with flagstones instead of concrete and added a landscape median of shrubbery to delineate the patio area thereby creating a residential outdoor living space. The delineation of the patio area with flagstone and a landscape buffer also prevents the area from being used in the future for parking.

**Staff Recommendation:** Since the covered wood patio structure meets the Section **4.1 Guidelines for Decks** in regards to the scale, and size, staff recommends approval of the wood patio cover structure as submitted.

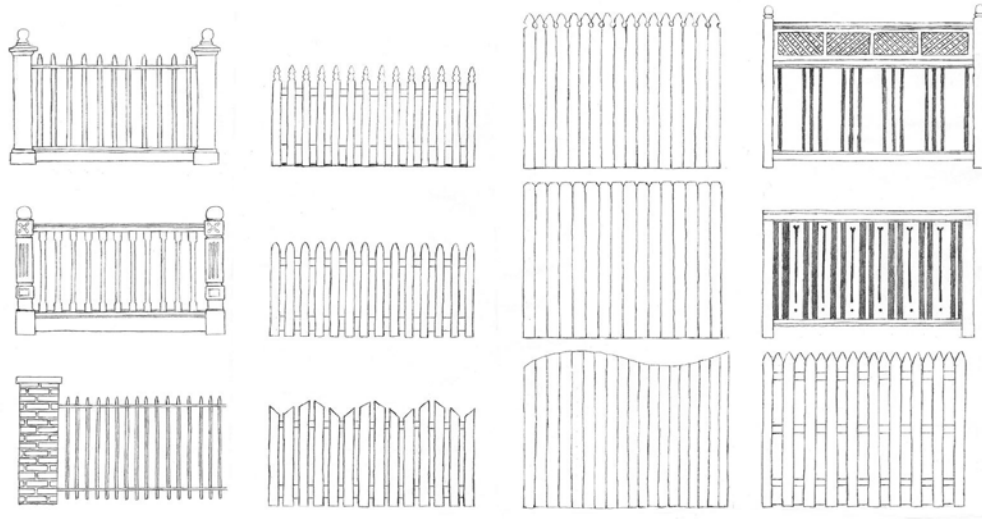
**Action Required:** Motion to approve or reject requested Certificate of Appropriateness for a covered patio structure as submitted.

**Request Item # 4 – Fence in Rear Yard:**

The ***Historic Preservation Handbook*** addresses the issue in **2.5 Guidelines for Fences and Masonry Walls** with the following:

*.6 Rear Yard Fences. Rear yard fences of up to 6 feet in height may be approved by Administrative Bypass. Rear yard fences taller than 6 feet require a COA. Rear yard fences taller than 8 feet are prohibited by the Norman Zoning Ordinance. See Glossary for definition of rear yard.*

At the September 14, 2015 meeting the applicant was approved for an 8-foot rear yard fence for the south property line and the west property. The applicant desires to continue this privacy by adding an 8-foot fence to connect the side yard fence to the rear corner of the house. The applicant proposes to utilize one of the wood fence designs from the palette of fence designs found in the Historic Preservation Guidelines (page 32).



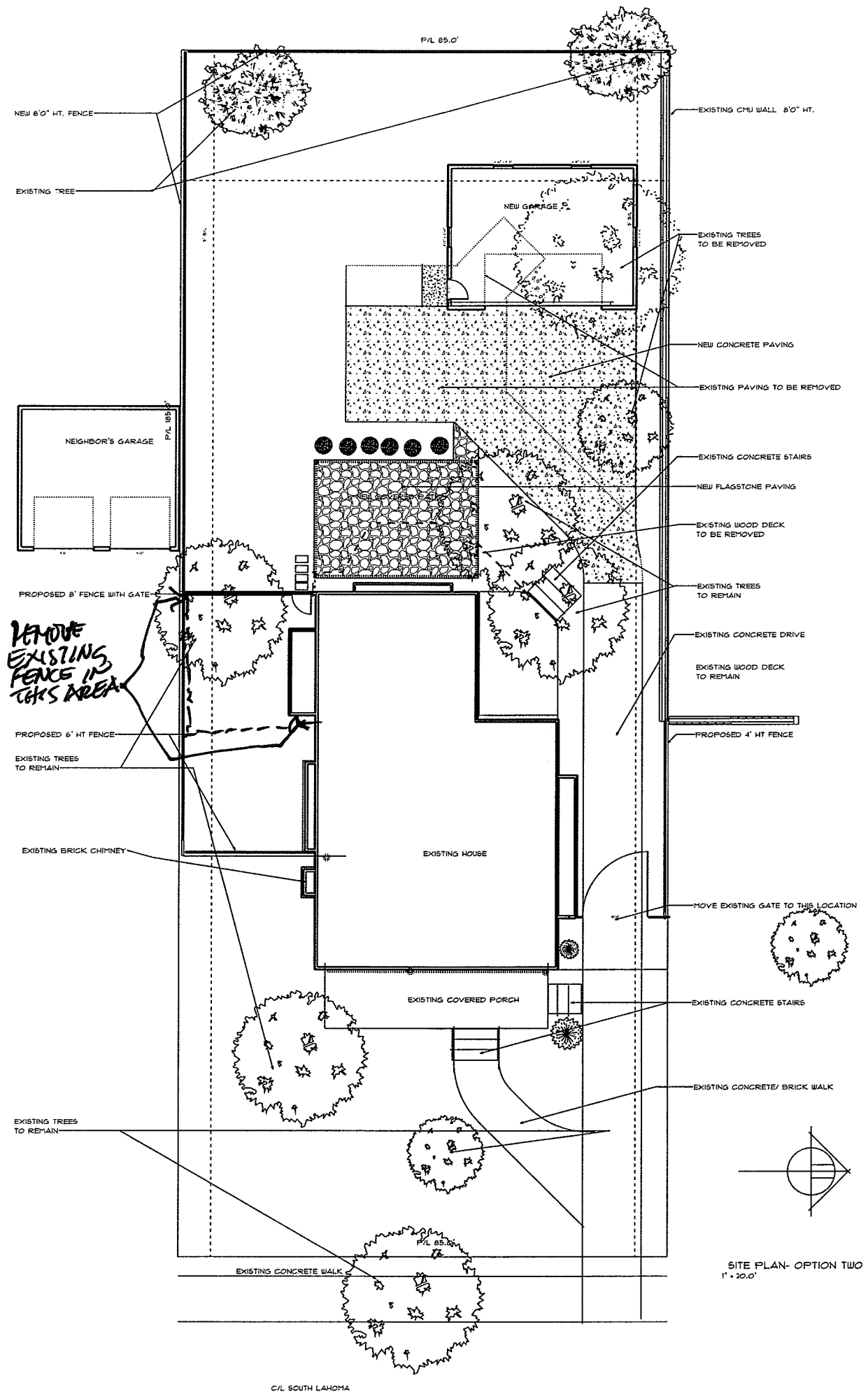
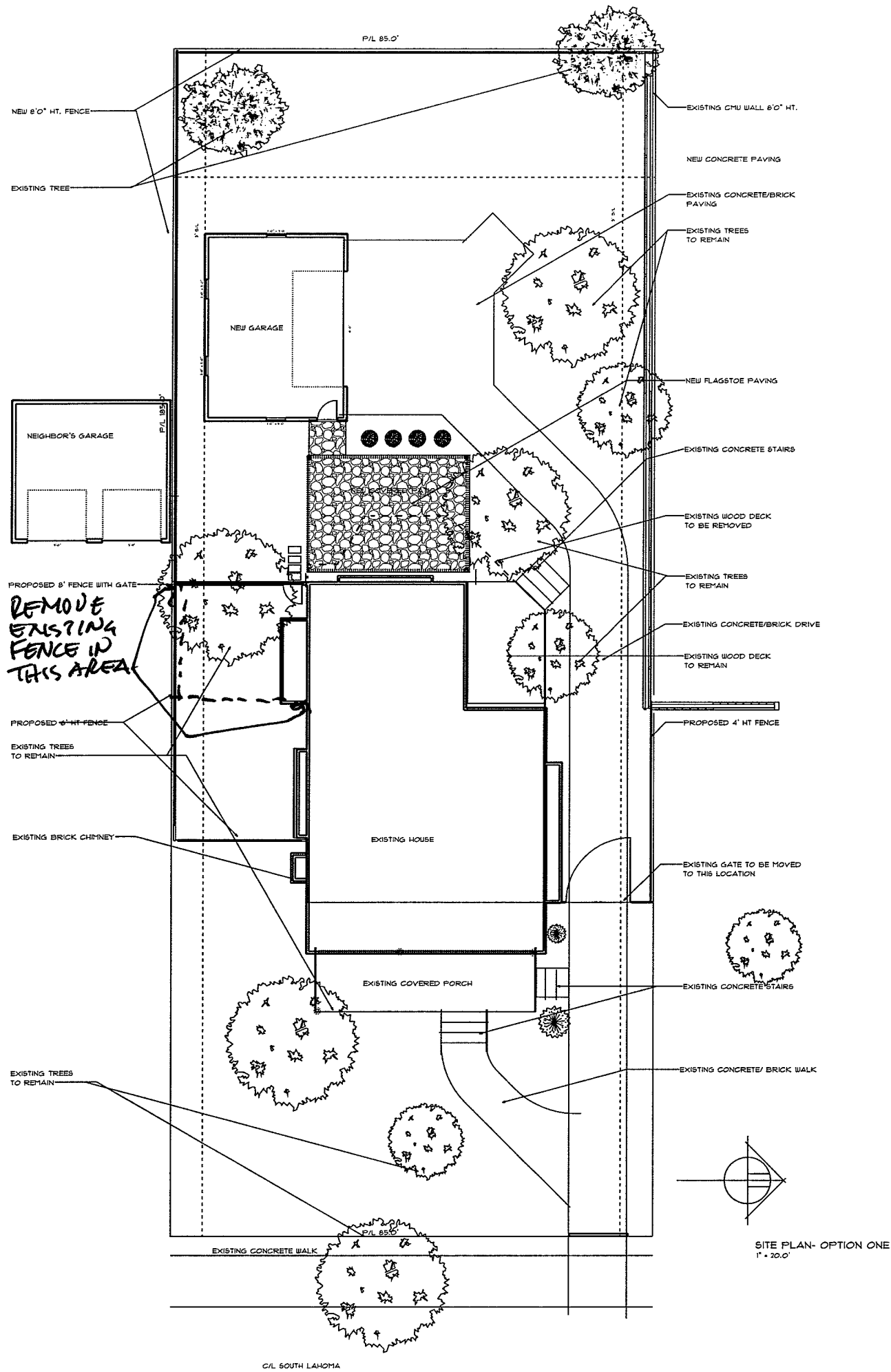
Since this fence will be joining the already approved 8-foot fence around the rear yard, the proposed connecting fence will match the existing fencing and provide a consistent landscape element in the rear yard.

**Staff Recommendation:**

Staff would recommend the approval of this request for a Certificate of Appropriateness for an 8-foot wood connecting fence between the south property line and the rear southwest corner of the house, to be selected from the palette of fence types found on page 32 of the Historic District Guidelines.

**Action Required:** Motion to approve or reject requested Certificate of Appropriateness for an 8-foot wood connecting fence between the south side property line and the rear southwest corner of the house to be selected from the palette of fence types found in the Historic Preservation Handbook.





DATE: 7-19-2015

REVISION DATES:

DRAWN: D. BOECK

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GARAGE AND COVERED PATIO ADDITION

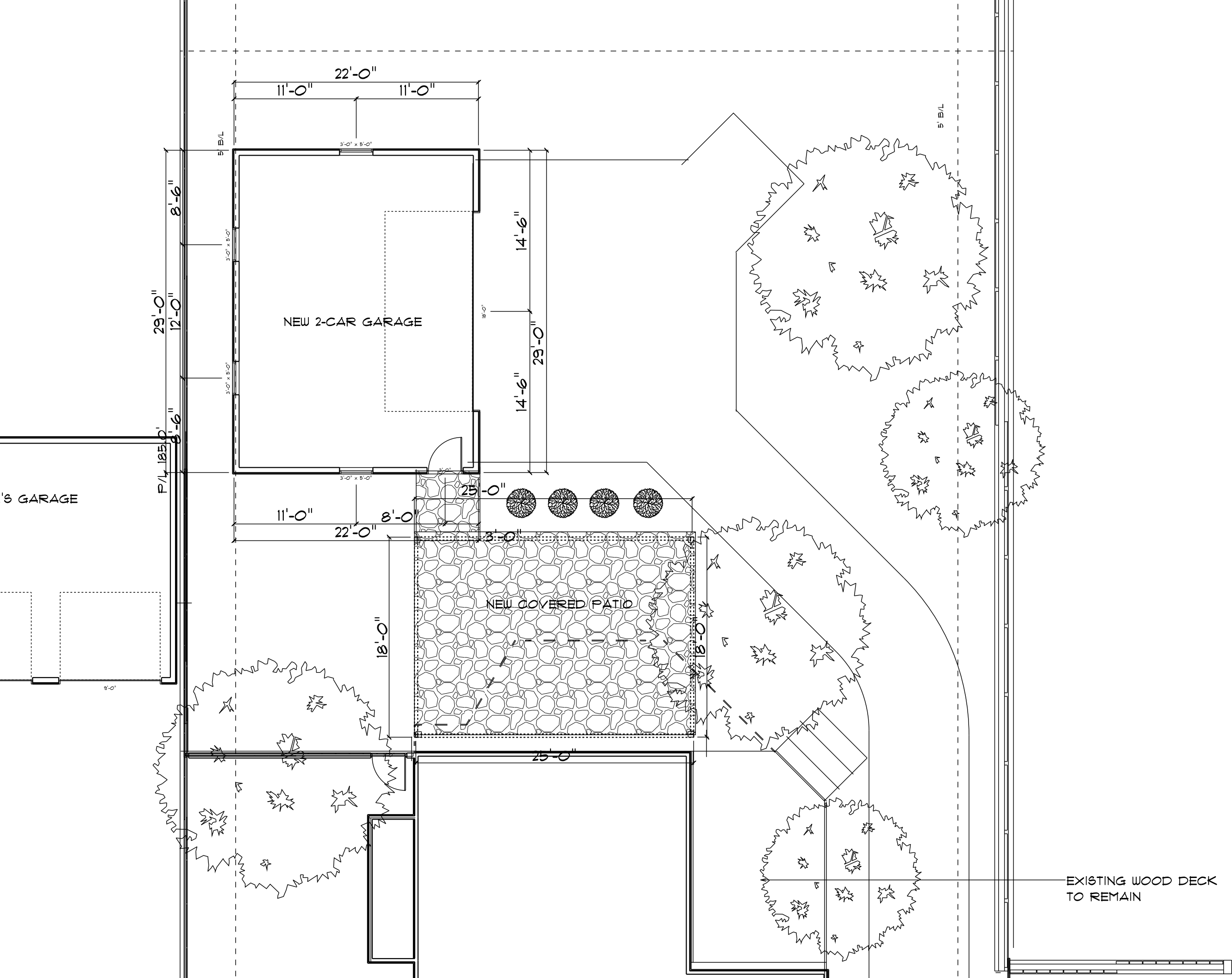
506 SOUTH LAHOMA

NORMAN, OK 73069

JOB NO.

SHEET

A 1.0



GARAGE AND COVERED PATIO ADDITION  
506 SOUTH LAHOMA  
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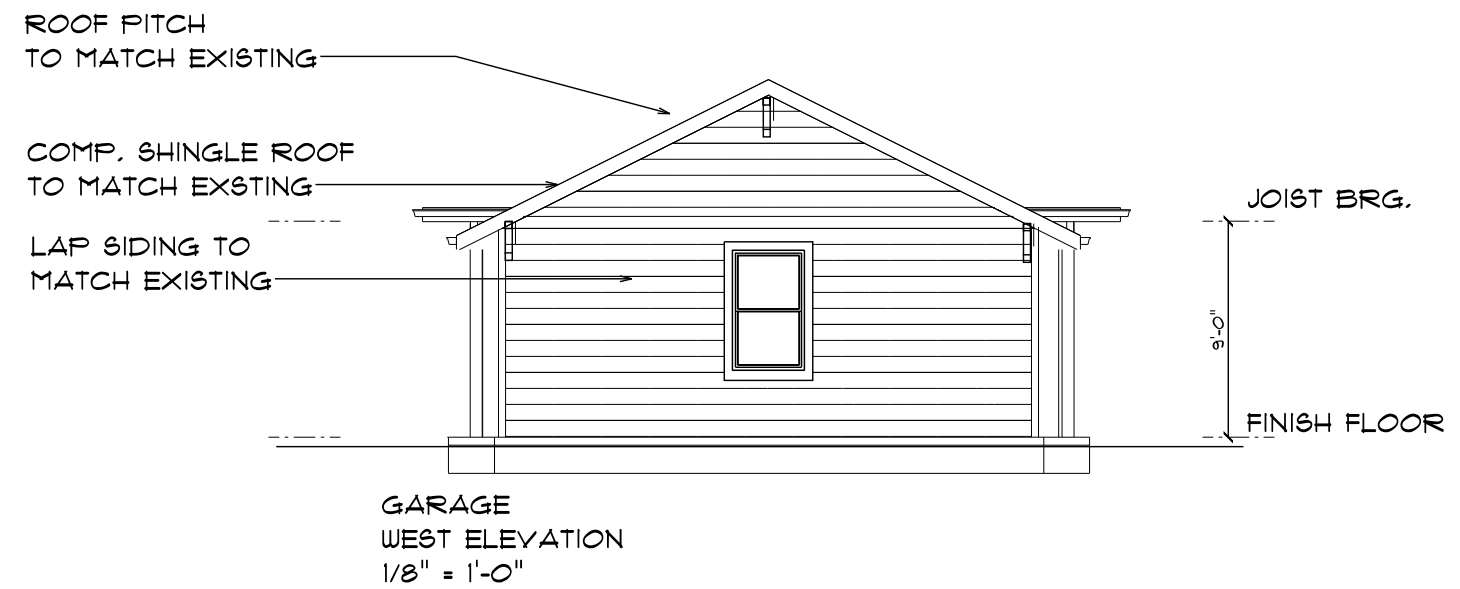
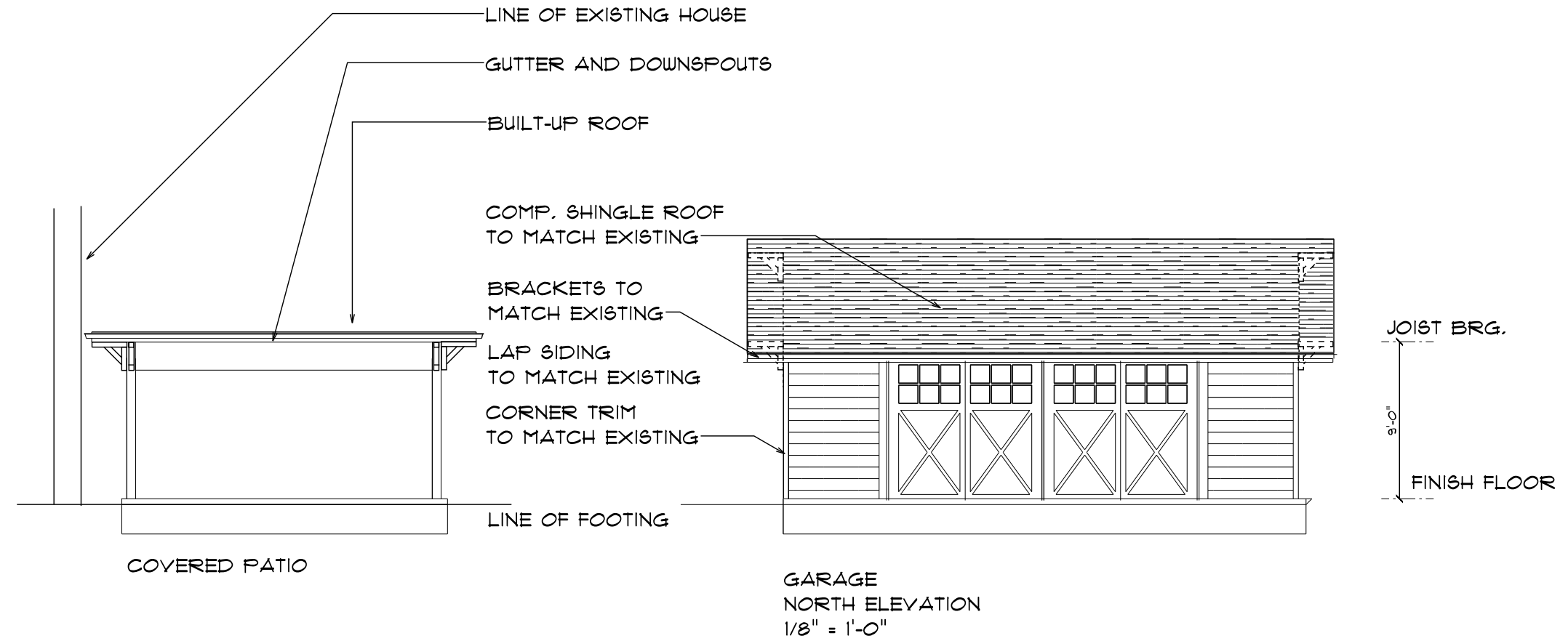
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REVISION DATES:  
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JOB NO.

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A 2.1





DATE: 7-19-2015  
REVISION DATES:  
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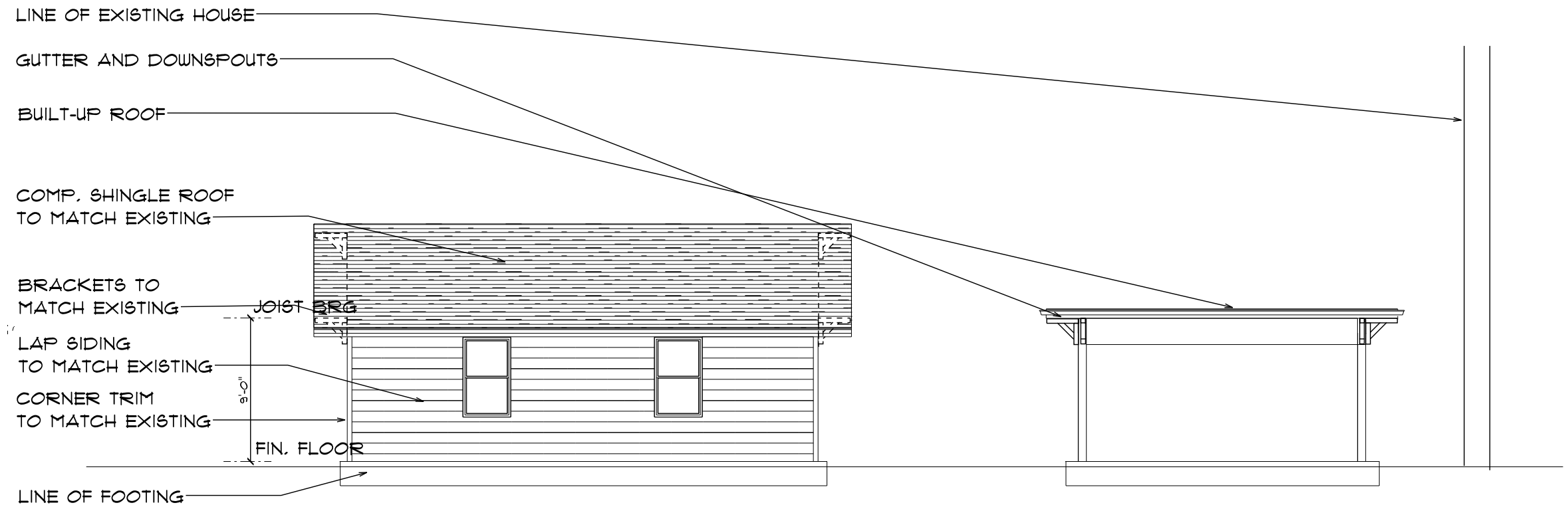


GARAGE AND COVERED PATIO ADDITION  
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NORMAN, OK 73069

JOB NO.

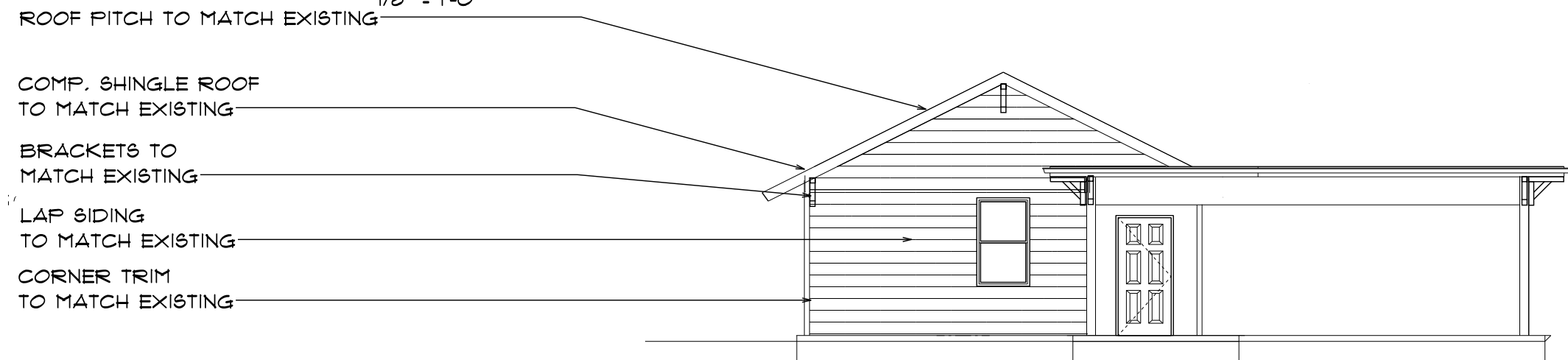
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GARAGE  
SOUTH ELEVATION  
1/8" = 1'-0"

COVERED PATIO



WINDOWS AND TRIM  
TO MATCH EXSITING  
GARAGE  
EAST ELEVATION  
1/8" = 1'-0"

COVERED PATIO

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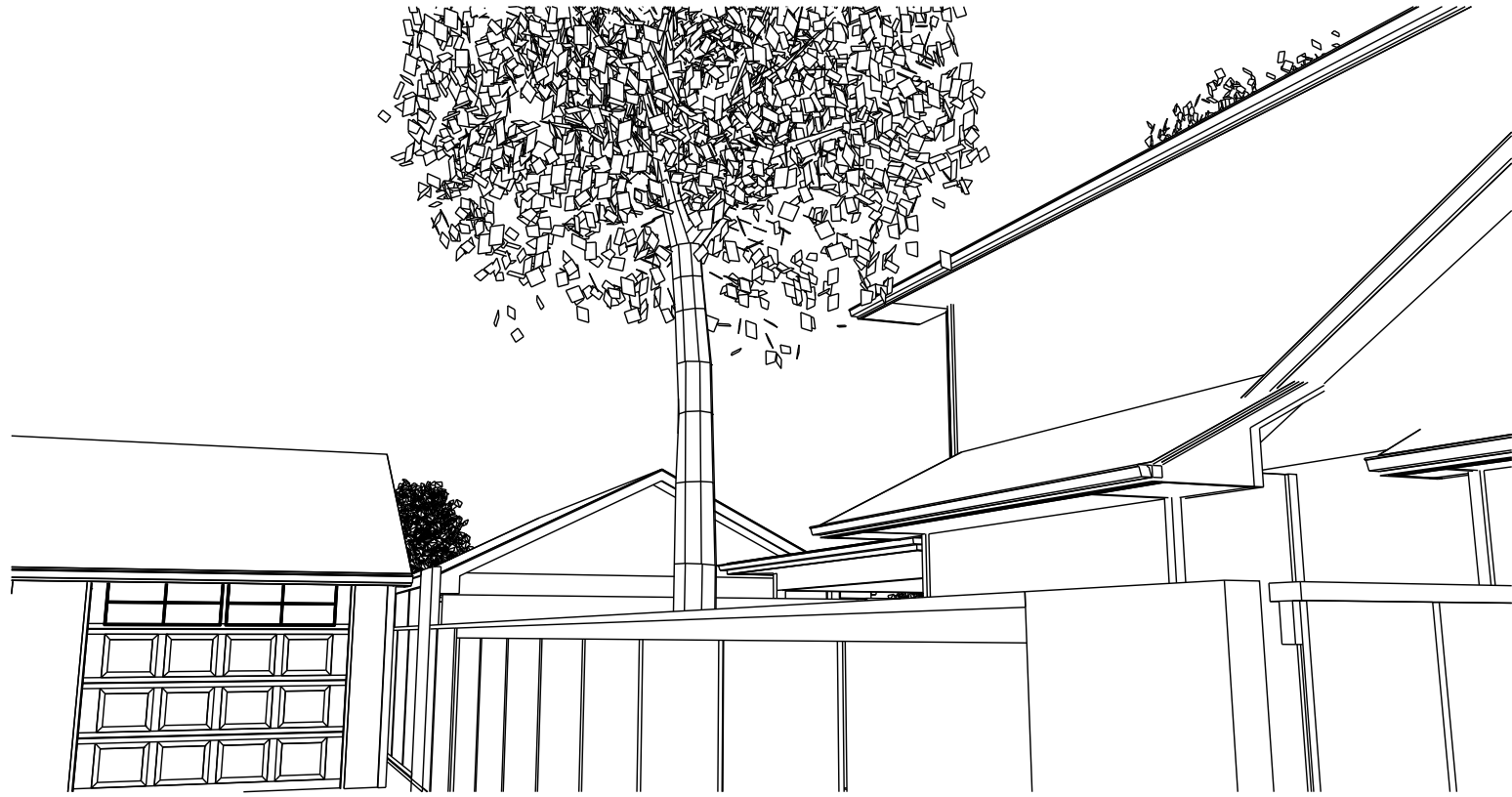


GARAGE AND COVERED PATIO ADDITION  
506 SOUTH LAHOMA  
NORMAN, OK 73069

JOB NO.

SHEET

A 3.2



VIEW FROM 512 SOUTH LAHOMA DRIVE TOWARDS SCHEME ONE



VIEW FROM 506 SOUTH LAHOMA DRIVE TOWARDS SCHEME ONE

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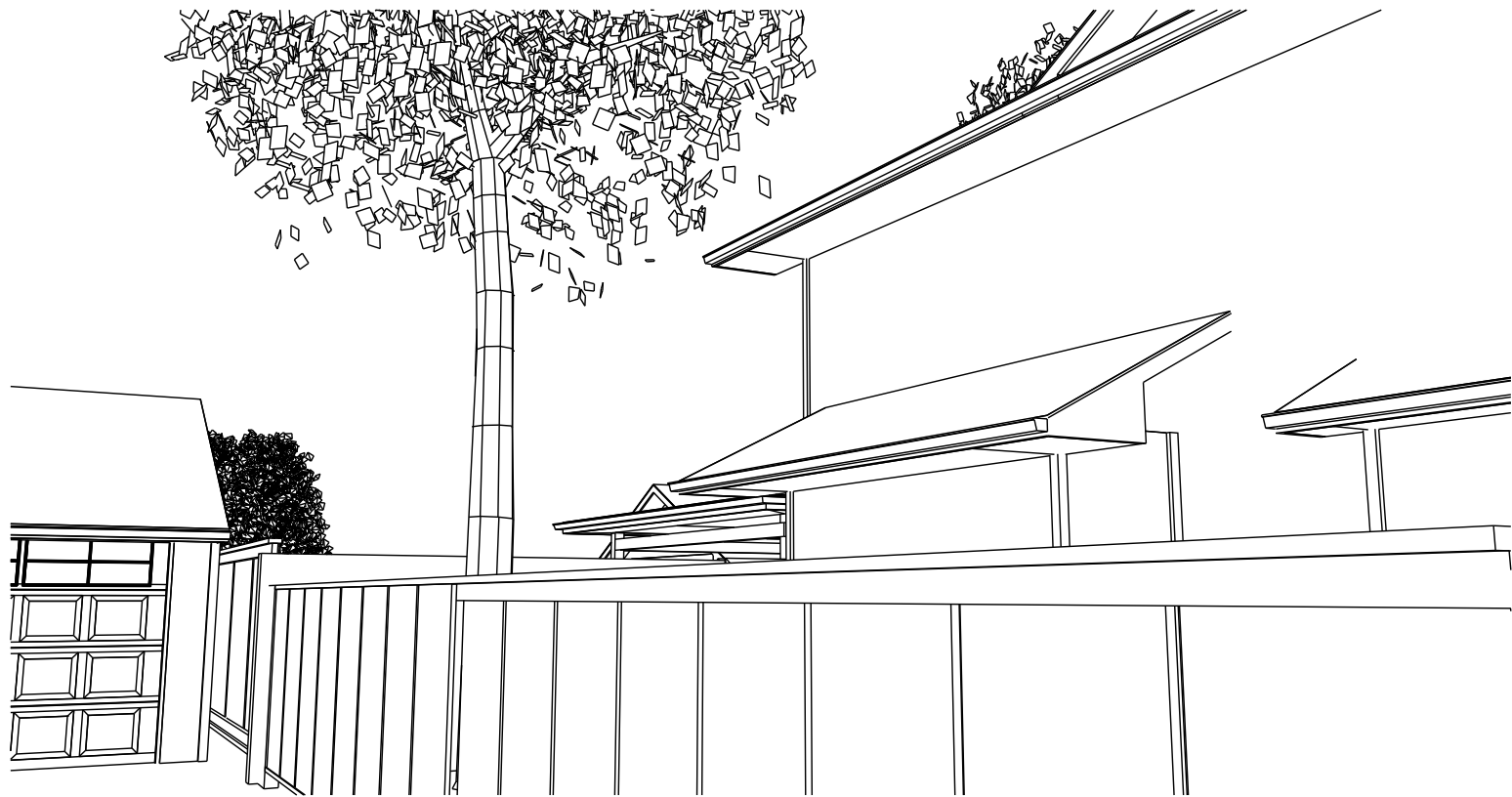


GARAGE AND COVERED PATIO ADDITION  
506 SOUTH LAHOMA  
NORMAN, OK 73069

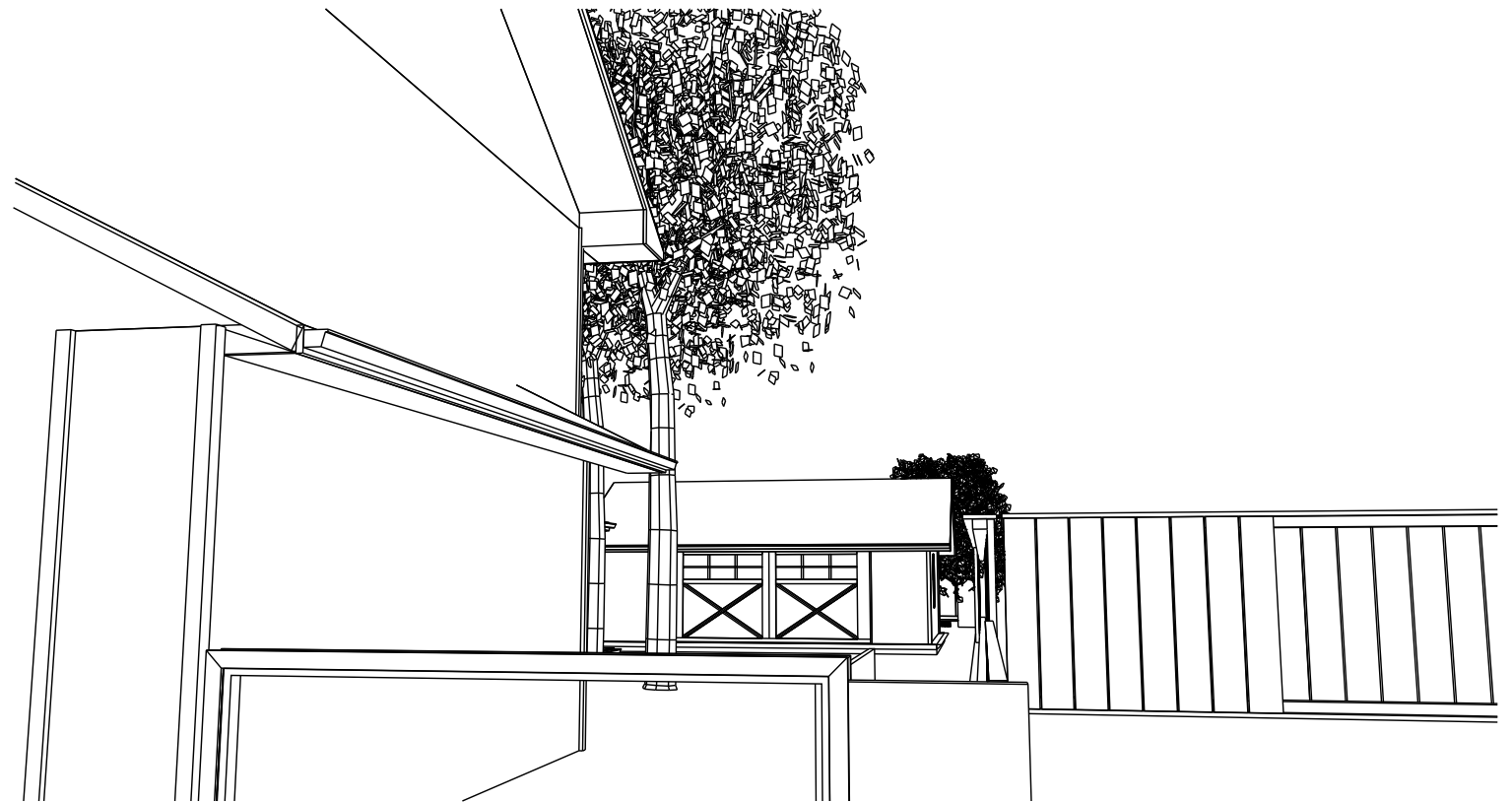
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VIEW FROM 512 SOUTH LAHOMA DRIVE TOWARDS SCHEME TWO



VIEW FROM 506 SOUTH LAHOMA DRIVE TOWARDS SCHEME TWO

GARAGE AND COVERED PATIO ADDITION  
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DATE: 7-19-2015  
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JOB NO.

SHEET

A 4.2