

Property Location: 506 S. Lahoma Avenue
Chautauqua Historic District

COA Request: (HD Case 15-17) Continuation of consideration of a request for a Certificate of Appropriateness for the installation of a garage, concrete paving, and a covered patio 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 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.

October 5, 2014 . The applicant re-submitted a COA request for a two-car garage, 18-foot long by 25-foot wide covered patio, an 8-foot connecting fence and additional paving. The Commission continued the garage, covered patio and paving to a future meeting in order to allow the applicant to revise drawings for both accuracy and design. However, an 8-foot rear connecting fence was approved.

3. Project Description:

There are three proposed work items remaining in this COA request:

- 1) Installation of a two-car garage
- 2) No additional paving is requested for proposed Plan 1. Removal and re-installation of concrete paving in a different location would be required for Plan 2 for accessing garage and turn around.
- 3) Installation of an 18 foot long x 25 wide covered patio structure

At last month's Historic District Commission meeting a COA request for a two-car garage with two proposed locations, additional paving for one of the proposed locations and 18-foot wide x 40-foot long covered patio for this property was considered and was continued to a future meeting to allow the applicant to revise the drawings. During the course of reviewing the two garage designs, it was determined that the plans had the placement of the existing trees incorrectly marked. The Commission requested that all the trees and their locations be verified and the drawings be revised to show the existing trees accurately. In addition, some of the Commissioners expressed concern with allowing the placement of the garage on the south side of the property as proposed in Plan 1. Some Commissioners questioned if it was possible to re-design Plan 2 so that it would avoid the trees on the north property line but still place the garage closer to the north property line. The Commission did not feel it was prudent to review the request for paving or for the covered patio until the revised drawings were submitted.

Dave Boeck, the applicant, has verified the placement of the trees and submitted revised site plans for the garage and patio reflecting the correct placement of trees. In addition, the applicant revised the design of the garage as suggested by Commission at last month's meeting, from the proposed 638 square foot garage to a 572 square foot garage. The applicant has drawn up, as requested, a second site plan design that places the garage closer to the north property line while missing the existing trees. This design would require the removal of the existing legal parking pad and the re-installation of the new

paved area to allow ingress and egress from the garage as well as a turnaround area. The applicant and owner upon review of this revised Plan 2 design, find the design less acceptable since it requires the removal of the existing legal parking pad. Therefore, Plan 1, which places the garage on the south side of the existing parking pad, is the preferred design that the applicant is submitting for review to the Commission. At the request of staff the applicant has submitted the re-designed Plan 2 for Commission information and comparison.

The applicant is re-submitting the covered deck with revised drawings that clearly show the relationship of the proposed structure and the existing house and existing trees as requested at last month's meeting.

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 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 as required by the Guideline for new accessory structures.

The applicant has downsized the garage from the originally requested four-car garage submitted and denied in September to a two-car garage submitted in October. Since the October meeting, at the suggestion of Commissioners, the applicant has decreased the size of the garage an additional 66 square feet to 572 square feet. For comparison, the existing garage on the property to the south at 512 S Lahoma is approximately 350 square feet while the existing garage to north at 452 S Lahoma is approximately 1,247 square feet. The proposed 572 square feet is more in line with the typical proportions of garages in the Chautauqua District thereby being compatible with ***the 2.3.5 Guideline for Garages.***

The garage will have a 9-foot wall plate height and 13-foot ridge height with a 4 in 12 roof pitch in order to match the pitch of the principal structure. This is a typical height for the a two-car garage and meets the typical garage height for the district.

Staff reviewed the four COA garage requests approved since the adoption of the 2009 Historic Preservation Guidelines. The two-car 500 square foot garage approved in 2013 at 319 Castro was a new structure for the property. The two-car 544 square foot tandem garage request approved in 2010 at 530 Chautauqua was a replacement request in which a dilapidated historic one car garage was removed and a tandem garage was constructed in the same location. Earlier this year, two story two-car garage requests were approved for 428 and 432 Chautauqua respectively, each having a 624 square foot footprint. In all four cases the compatibility of the size of the garage to the given site and the district as a whole was considered by the Commission before approval. The fact that the garage requests conformed to the traditional one or two car garage footprint found in the neighborhood was a factor in approval by the Historic District Commission.

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 renderings that illustrate the proposed garage location from two front viewpoints. According to the renderings submitted the view of the garage is limited from the street and sidewalk, but the garage can still be seen from the streetscape view.

The ***Historic Preservation Guidelines***, in general, encourage the placement of structures in the rear of historic properties in order to limit the impact to the site and the neighborhood as a whole. While a typical garage placement for a garage in the Chautauqua Historic District is usually adjacent to a property line at the end of a driveway, this property has a unique existing condition of an existing driveway leading to a parking pad in the center of the backyard. This property has had a legally installed parking pad in its current location and configuration since at least 1990 according to staff research. It should be noted that at the September 14, 2015 Historic Commission Meeting the former property owner of 506 S Lahoma, who installed the parking pad in the late 1980s, stated that his intent was to construct a garage along the south edge of the pad, hence its unique placement and configuration in the backyard.

Due to the driveway and parking pad's distinctive construction of brick pavers in concrete, it is not possible to remove a section from this pad without removing the entire parking pad and part of the driveway throat. Adding to the parking pad is also problematic since it would require the addition of more concrete since the current pad could not simply be cut away. The placement of the garage along the south side of the existing parking pad as proposed in 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, the effect of the garage is minimized by being located behind the primary structure. With the installation of landscaping and an 8- foot fence, the impact of the garage from the front streetscape and from neighbors' backyards will be lessened even more. Staff finds the proposed Plan 1 location to be compatible with the **2.3.5 Guidelines for Garages** since it is placed in a practical location that works with the existing backyard elements, does not require the installation of additional pavement by utilizing the existing parking pad, and is minimally visible from the front streetscape.

The style, materials, size, height, proportions and location of the garage are compatible with both the primary structure and the district.

Staff Recommendation: Since the garage meets the **2.3.5 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. It should be noted that the existing brick and concrete driveway and parking pad were legally installed prior to the establishment of the Chautauqua Historic District in 1995. The existing parking pad would allow for turnaround space for vehicles exiting the garage for design Plan 1. This location does not abut the principal structure. Since the parking pad has existed in the current location for at least twenty years and no additional paving is required, this paving does not overwhelm the landscape character of the backyard.

Staff Recommendation: No additional paving is needed for Plan 1 design and therefore no action is needed.

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 covered patio 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 covered patio structure made of wood 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 covered patio will be located on the rear elevation as required by the Guidelines. The applicant reduced the size of the patio as requested by the Commission at the September Commission meeting and it 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 covered patio 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 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 covered patio will be lower than the first floor of the primary structure which helps reduce the mass of the structure and the visibility, 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 covered patio adjacent to the principle structure. The proposed structure will not be connected to the house and therefore will not destroy any features of 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.

The covered patio request will replace the current deck and stairs which are approximately 329 square feet. Since the covered patio structure has been reduced by 310 square feet to 450 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 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 patio structure meets the **4.1 Guidelines for Decks** in regards to the scale, location, materials and size, staff recommends approval of the covered patio cover structure as submitted.

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



Map Produced by the City of Norman
Geographic Information System Online
Mapping Service.

The City of Norman assumes no
responsibility for errors or omissions
in the information presented.

Zoning:

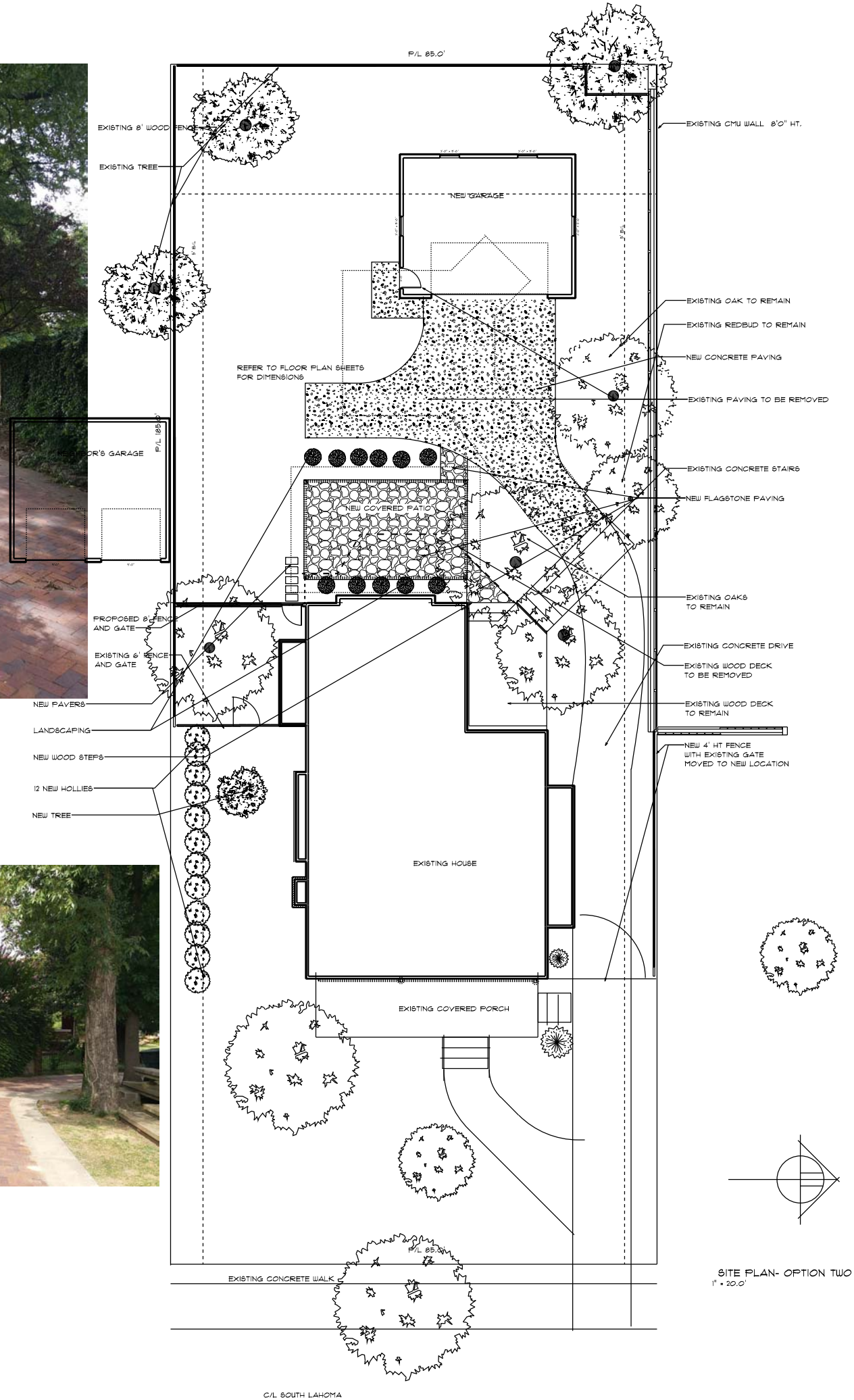
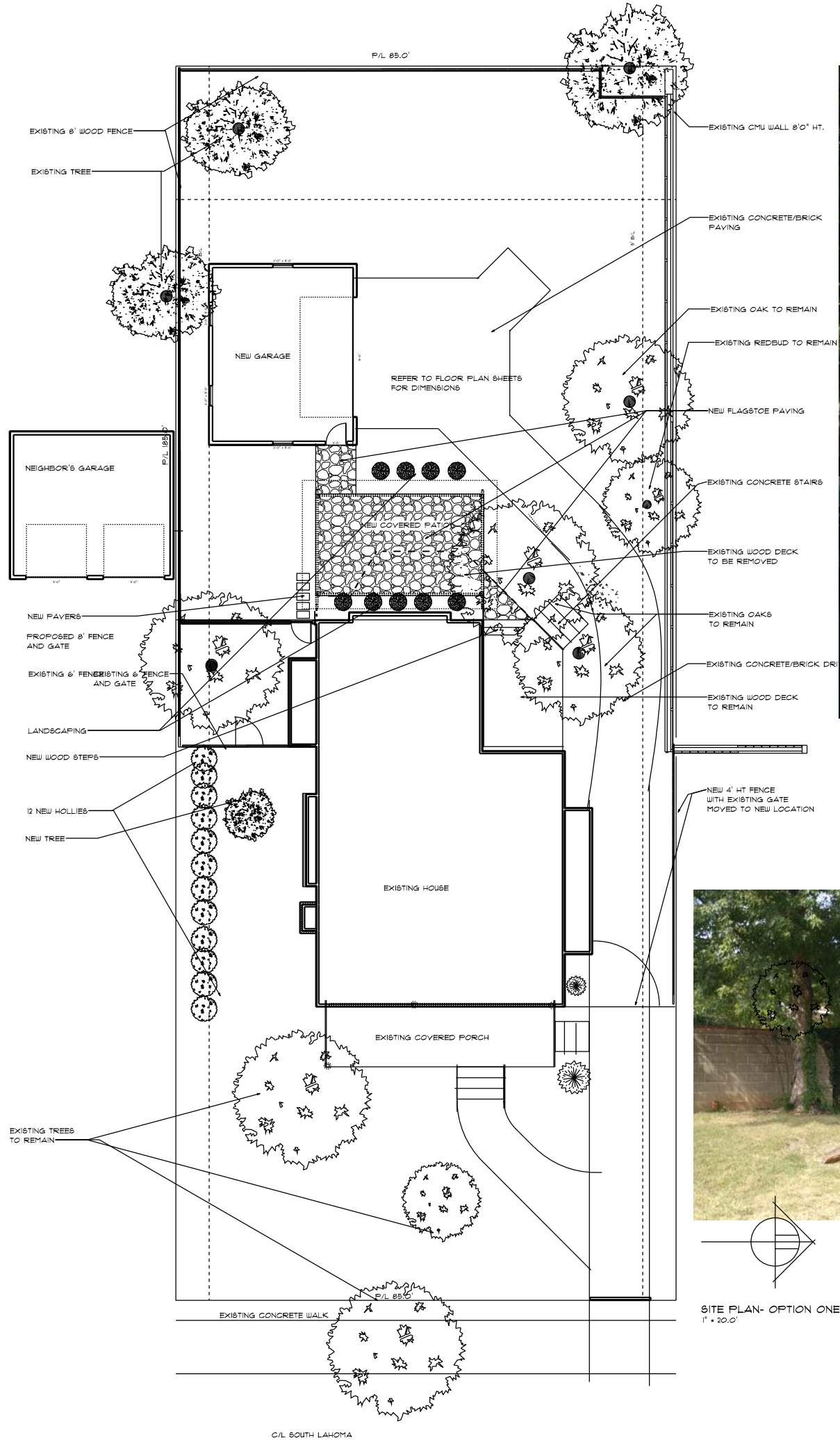
506 S Lahoma

Scale: 1 " = 50 '

Blk:

Lot:





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PHONE: (405) 919-8242 boeckitek@gmail.com



GARAGE AND COVERED PATIO ADDITION

506 SOUTH LAHOMA

NORMAN, OK 73069

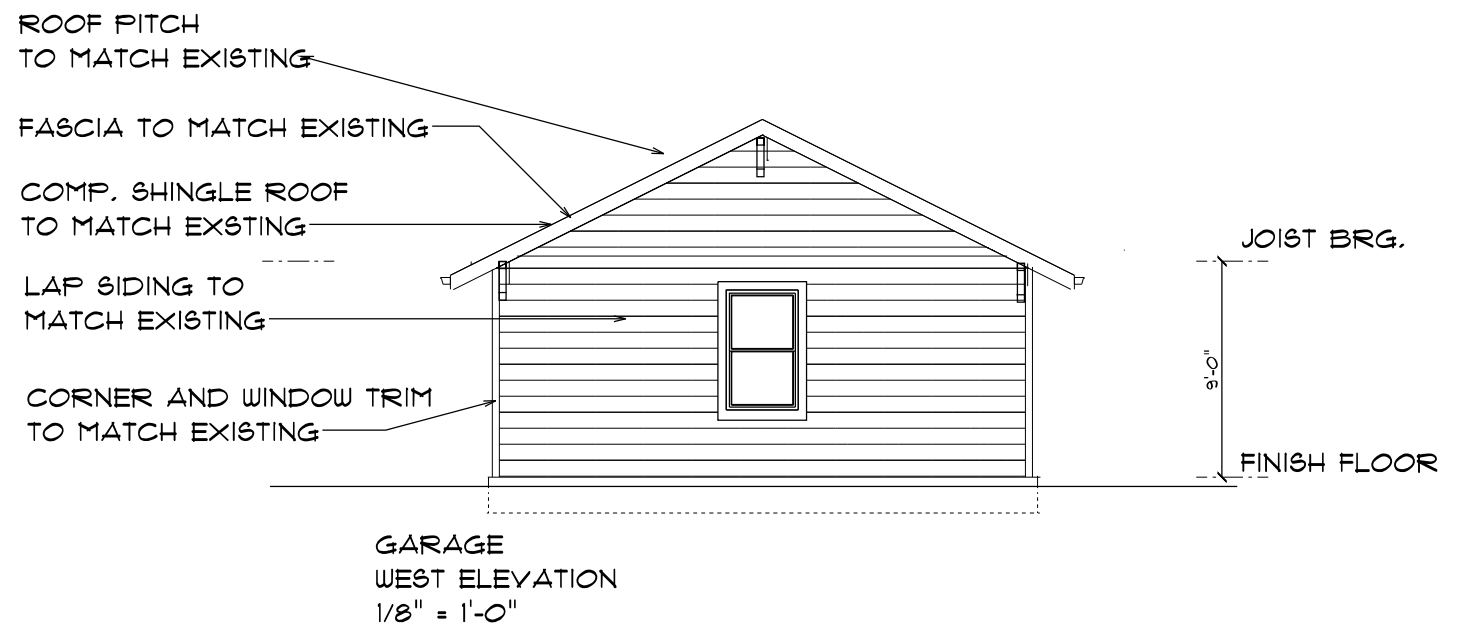
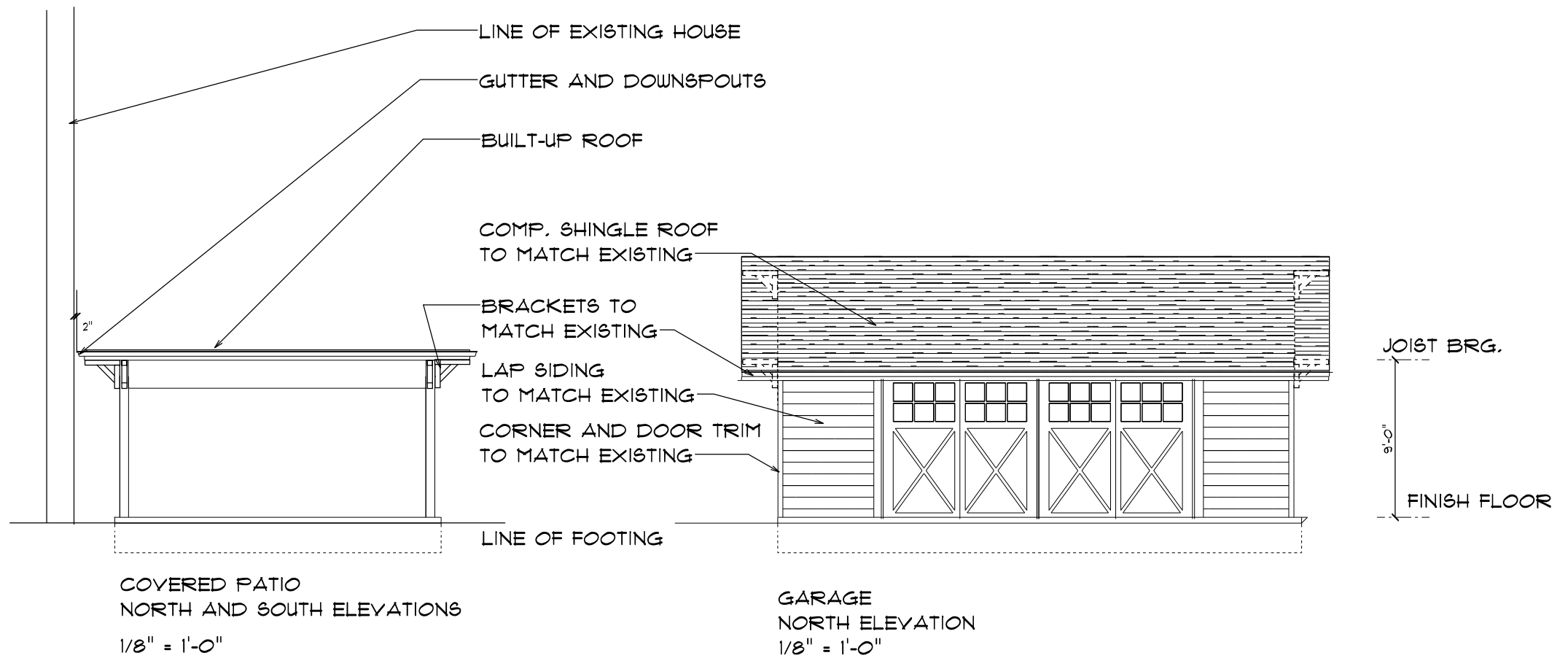
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SHEET

A 1.0

DATE: 7-19-2015
REVISION DATES:

DRAWN: D. BOECK



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 DRAWN: D. BOECK

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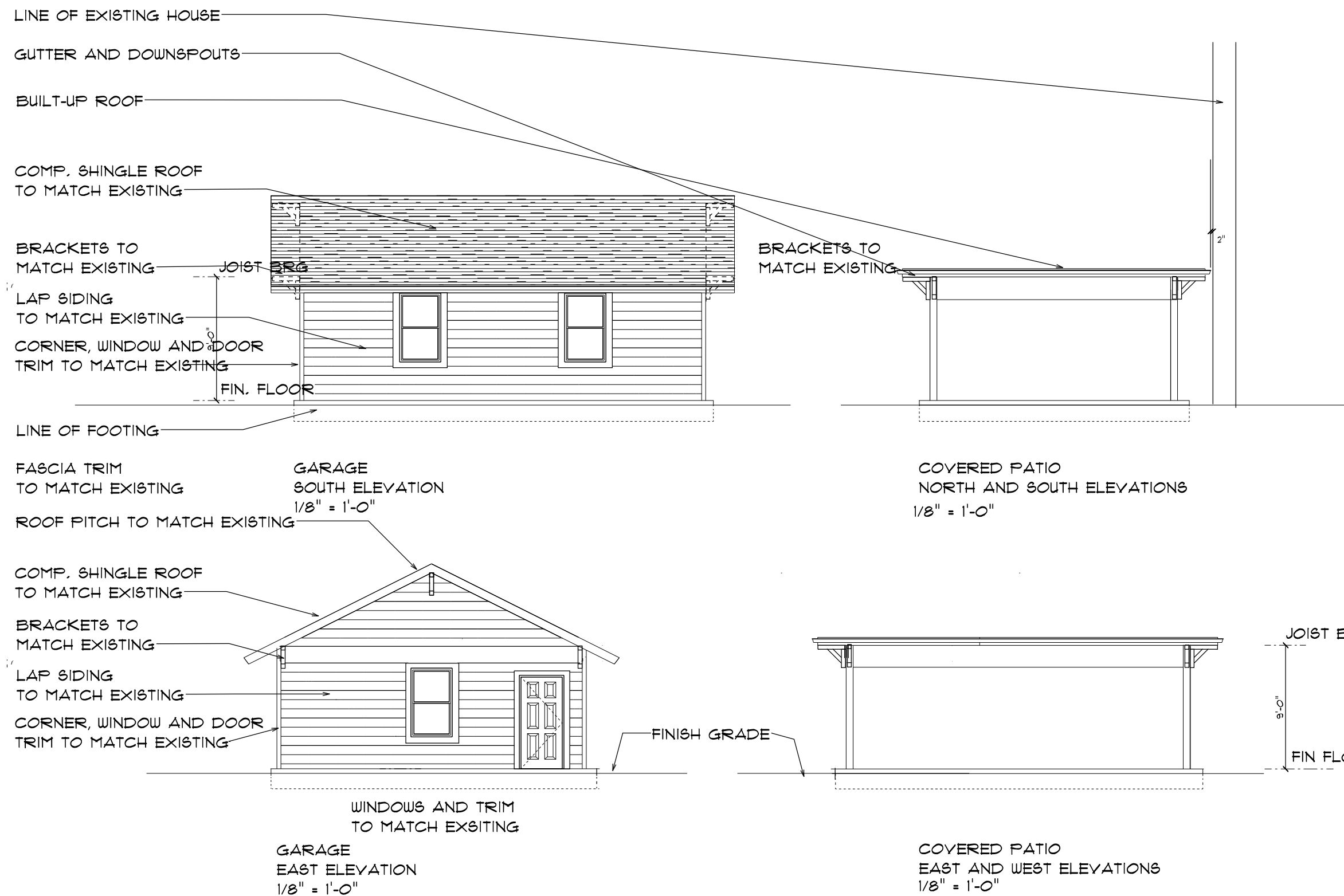


GARAGE AND COVERED PATIO ADDITION
 506 SOUTH LAHOMA
 NORMAN, OK 73069

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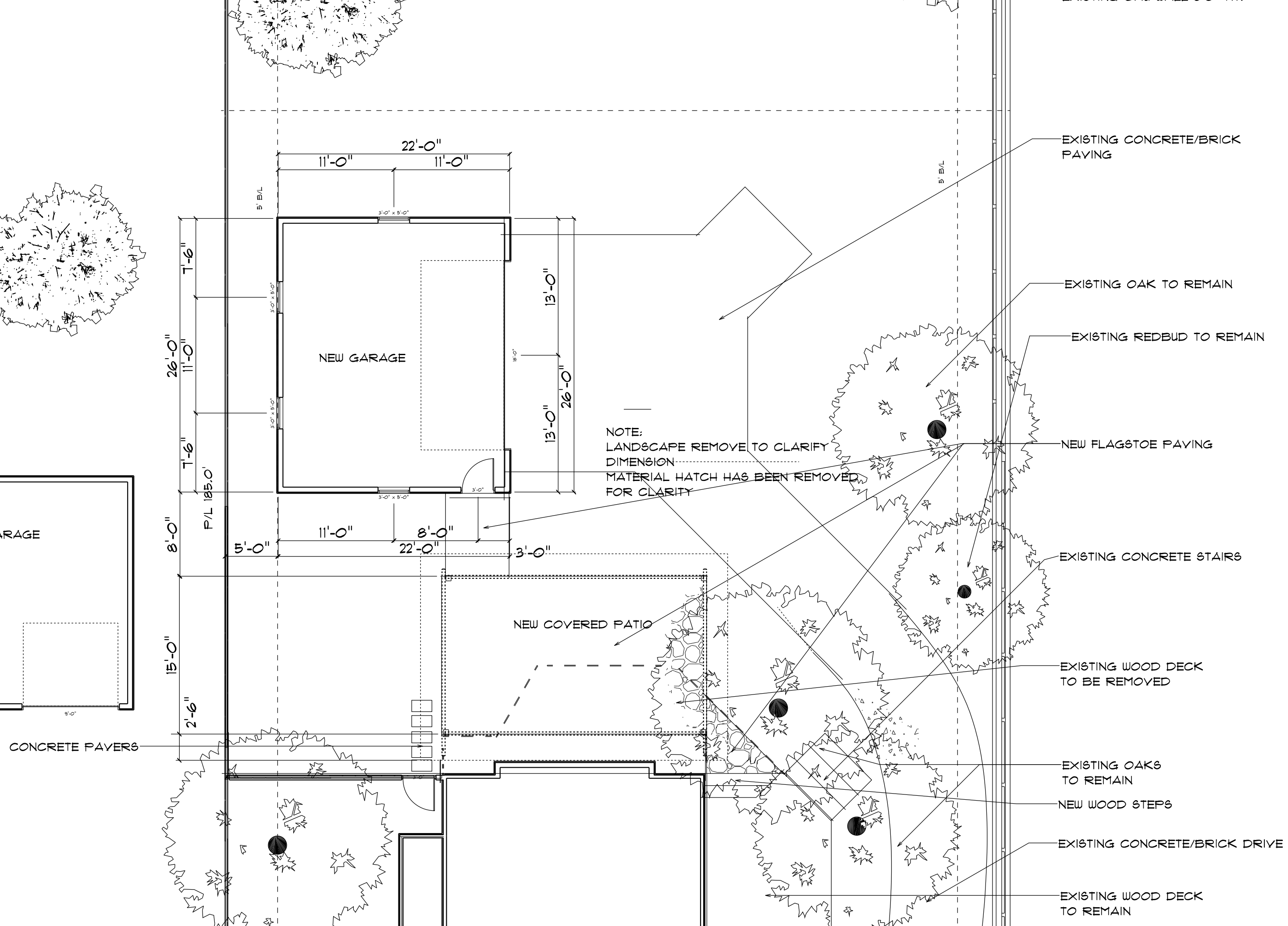
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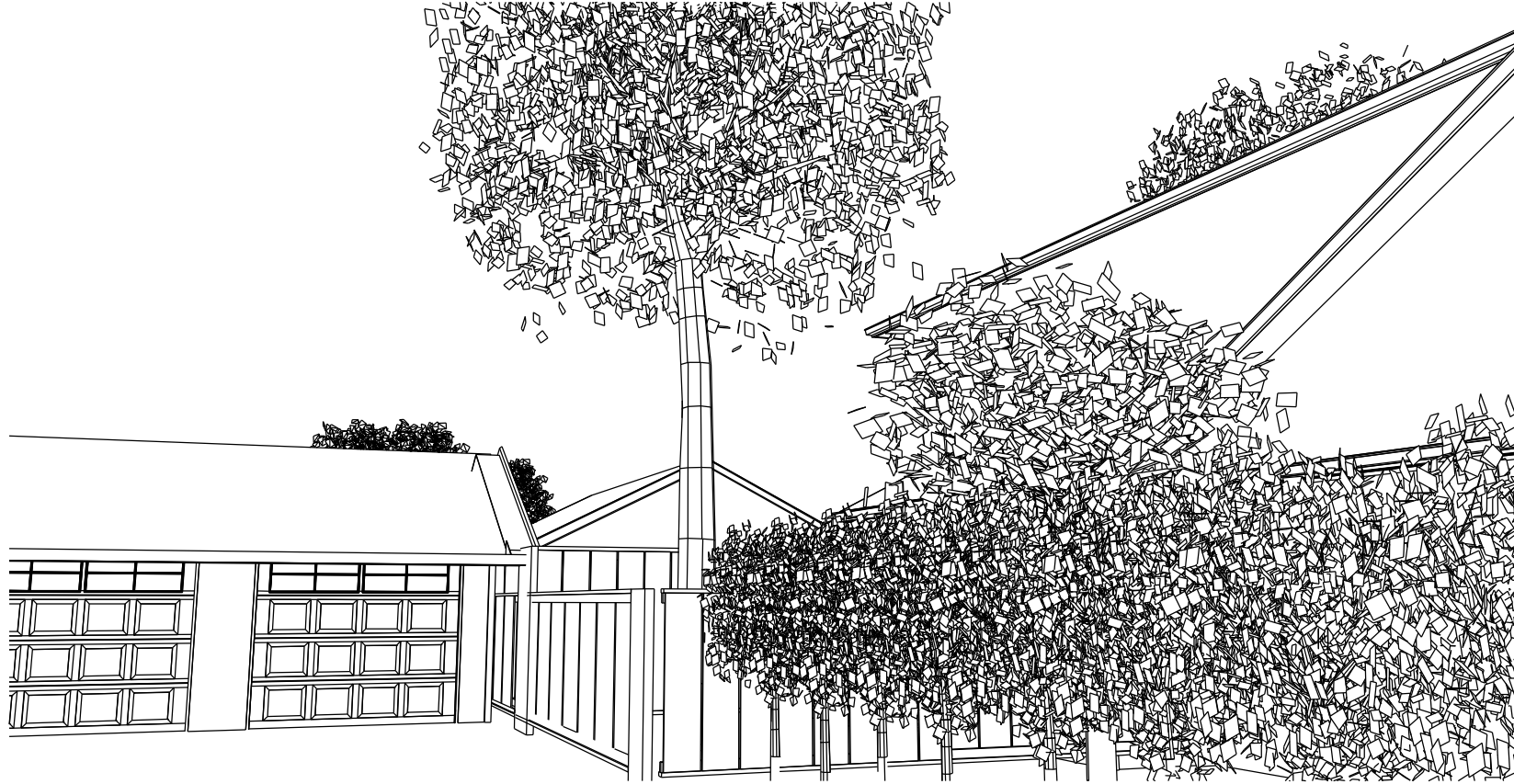
GARAGE AND COVERED PATIO ADDITION
506 SOUTH LAHOMA
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VIEW FROM 512 SOUTH LAHOMA DRIVE TOWARDS BACK YARD-OPTION ONE



VIEW FROM 506 SOUTH LAHOMA DRIVE TOWARDS BACK YARD-OPTION ONE

JOB NO.

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A 4.1

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



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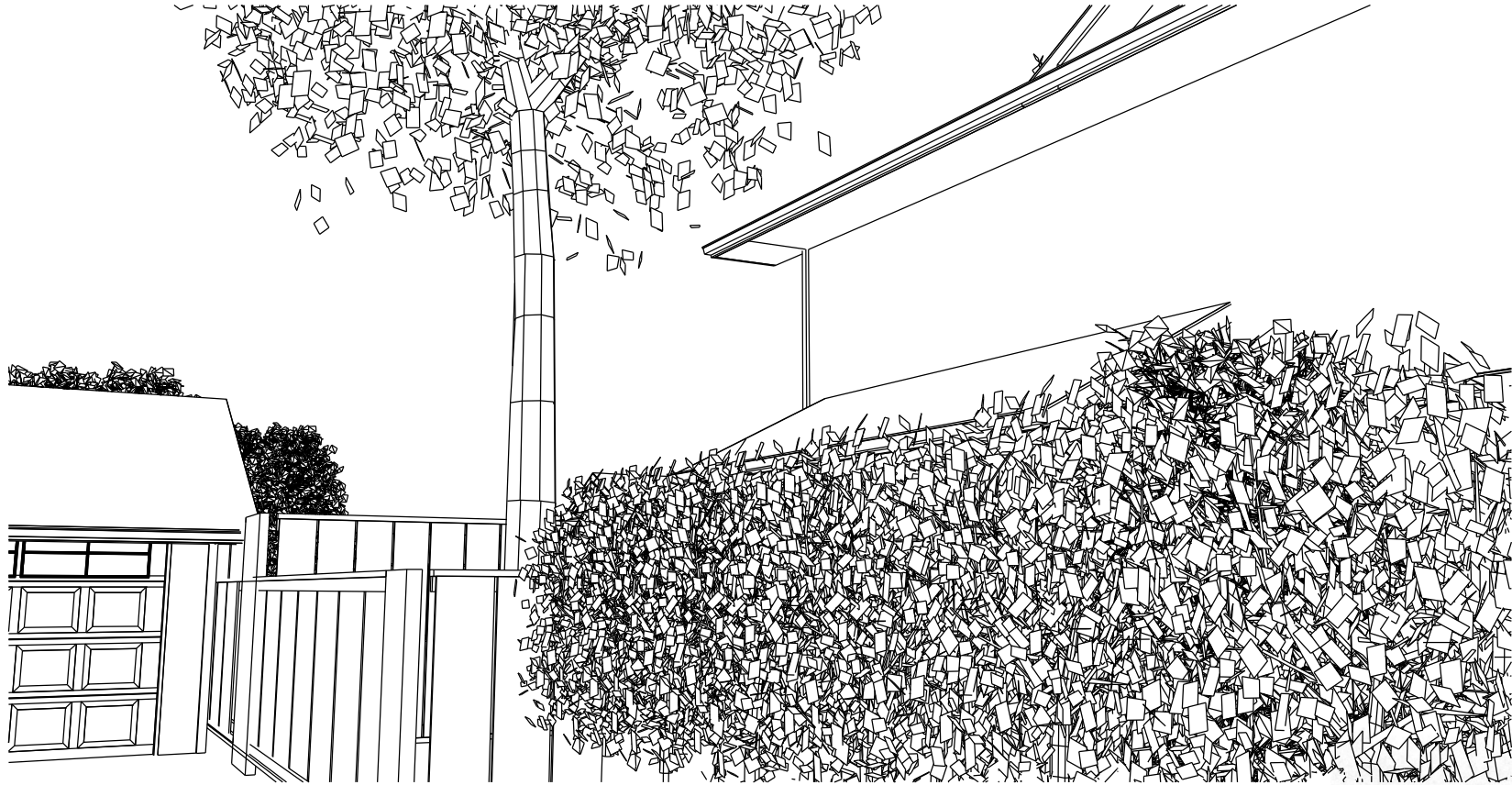
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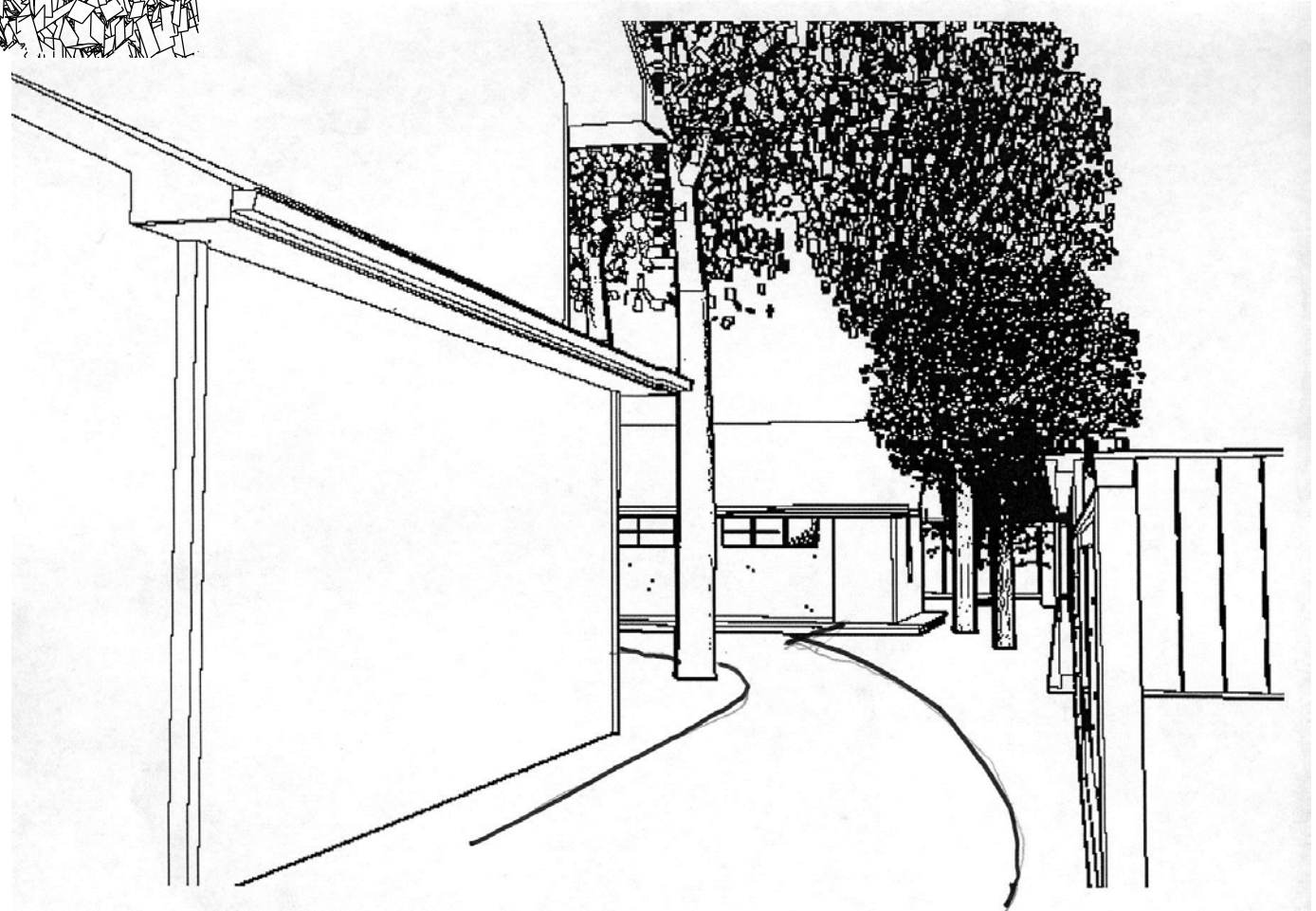
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REVISION DATES:

DRAWN: D. BOECK



VIEW FROM 512 SOUTH LAHOMA DRIVE TOWARDS SCHEME TWO



VIEW FROM 506 SOUTH LAHOMA DRIVE TOWARDS SCHEME TWO

JOB NO.

SHEET

A 4.2

GARAGE AND COVERED PATIO ADDITION

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