



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: March 2, 2026

REQUESTER: Power Construction on behalf of Brian Modellmog

PRESENTER: Anais Starr, Planner II/Historic Preservation Officer

ITEM TITLE: (HD 26-01) CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE CERTIFICATE OF APPROPRIATENESS REQUEST FOR THE PROPERTY LOCATED 533 S. LAHOMA AVENUE, FOR THE FOLLOWING MODIFICATIONS: A) INSTALLATION OF A DETACHED ACCESSORY DWELLING UNIT; B) INSTALLATION OF A PARKING PAD IN THE REAR YARD. (This item was postponed from the February 2, 2026, meeting.)

Background

Historical Information

1988 Chautauqua Historic District Nomination Survey Information:

533 S. Lahoma Ave., Ca. 1922. Prairie School. *This noncontributing, two-story, weatherboard single dwelling has an asphalt-covered, hipped roof and a concrete foundation. The wood windows are hung, nine-over-one and twelve-over-one, some with metal storms. The wood door is glazed paneled. The partial porch has been fully enclosed with fixed windows on the front and double windows flanking a single door on the south. The porch has a one-story, asphalt-covered, hipped roof. Other exterior features include a hipped roof over the south side entry and a brick interior chimney. Decorative details include wide boxed eaves, double windows and decorative wood shutters. To the rear, there is a flat-roofed, metal carport and an old garage in disrepair. The house is noncontributing due to a loss of integrity.*

Sanborn Insurance Map Information

The principal structure is located at its present site and has the same basic configuration as shown on the 1925 and 1944 Sanborn Insurance Maps.

Previous Actions

November 1, 2010 – A Certificate of Appropriateness was approved for the following modifications: restoration of enclosed front porch to original-style form, replacement of front, relocation of two windows on north elevation, modification of two windows on east elevation; removal of a second floor door, construction of a 750 square foot addition to the rear of the house and a wood deck, construct an unattached, two-car garage on the alley, installation of a front sidewalk and removal of an existing sidewalk at the northwest corner of the lot,

replacement of existing driveway, and addition to driveway, all as submitted. It appears this approved work was not installed.

OVERALL PROJECT DESCRIPTION

This COA request proposes a 575-square-foot accessory dwelling unit (ADU) with Hardie siding and aluminum-clad wood windows. The request also proposes replacing and expanding the existing gravel parking area off the alleyway into an 850-square-foot concrete parking pad with five parking spaces.

REQUEST

a) Installation of a detached accessory dwelling unit.

Project Description:

The City of Norman passed an Accessory Dwelling Unit (ADU) Ordinance in 2024 that allows for either an attached or detached ADU in the R-1, Single-Family Dwelling District.

The ADU Ordinance limits the maximum square footage for an ADU to 650 square feet, while the Preservation Guidelines limit secondary accessory structures to a maximum of 50% of the principal structure's footprint or 575 square feet, whichever is greater.

The applicant proposes to construct a 575-square-foot ADU in the rear yard with materials that similiar the existing principal structure, including Hardie siding, aluminum-clad wood windows, and a wood entrance door. The proposed windows will be in nine-over-one, six-over-one, and four-over-one configurations to match the principal structure. The ADU is proposed at the rear of the property, with limited visibility from the front streetscape. The planned five-space parking pad is proposed to be located adjacent to the alleyway behind the ADU. The ADU will set back 21 feet from the rear property line, five feet from the north property line, and 16.5 feet from the south property line.

Reference

Historic District Ordinance

36-535.a.2(g): *To safeguard the heritage of the City by preserving and regulating historic district structures in such a way that maintains or restores their historic integrity while allowing modern-day uses and conveniences for their residents.*

36-535.c: *Changes to rear elevations do require a COA; however, the rear elevation of a historic structure is considered a secondary elevation and is therefore regulated to a lower standard to allow flexibility for additions or other modern-day appurtenances.*

36.535.g.(9).c.3: Reviewing non-contributing structures. *Non-contributing structures should be controlled only to the degree necessary to make them compatible with the general atmosphere of any district with regard to exterior alteration, additions, signs, site work, and related activities.*

Preservation Guidelines

2.7 Guidelines for Secondary Structures

A review by the Historic District Commission will use the following criteria for the issuance of a Certificate of Appropriateness (COA):

.1 Secondary structures. Secondary structures are accessory structures with a footprint of 400 square feet or greater and/or taller than one-story, examples of secondary structures are garage apartments, studios, workshops and cabanas.

.6 Make New Construction Compatible. Secondary accessory structures are to be compatible with the principal structure and surrounding district and in no case overwhelm the principal structure. Construction of secondary accessory structures will utilize the following criteria for new construction:

a. Match in design, style, and material to the principal historic structure and the surrounding historic neighborhood.

b. Compatible with the principal historic structure and/or the district in regards to materials, size, scale, height, form, massing, proportions, spacing and size of window and door openings, window to wall proportions and traditional setbacks seen in the neighborhood.

.7 Size of New Secondary Structures. New secondary accessory structures are to be subservient to the principal structure in no case will the secondary structure be taller, wider or deeper than the principal structure. The size of a secondary structure is limited to 575 square feet or 50% of the principal structure footprint. The cumulative of square footages for all accessory structures and garages on the lot, shall be no greater than the footprint of the principal structure.

.8 Location and Setbacks of Secondary Structures. New secondary structures are to maintain traditional locations and setbacks seen in the neighborhood. Locations are to be in the rear yard, with limited or no visibility from the front right-of-way, unless there historical indications of a different location. Corner lots are considered to have two front elevations.

.9 Windows and Doors for Secondary Accessory Structures. Select doors and windows for new secondary accessory buildings that are compatible in material, proportion, pattern, and detail with the doors and windows of historic buildings in the district. See Windows and Door Guidelines.

.10 Materials. Select materials and finishes for proposed new buildings that found in historic buildings in the district in terms of composition, scale, pattern, detail, texture, and finish. Acceptable materials include brick and stone masonry, stucco and wood. Cement fiberboard will be considered on a case-by-case basis for those structures located behind the back elevation of the principal structure, but with limited visibility from the front right-of-way. Metal and vinyl exterior materials are prohibited.

.11 Avoid False Historical Appearance. New secondary accessory structures are to be compatible with the style, age and character of the principal structure and district without creating a false historical appearance. New structures are to be of their own time and differentiated from the historic structure while maintaining compatibility with the principal structure and the character of the neighborhood.

3.12 Guidelines for Windows

.11 New Primary and Secondary Accessory Structures. Windows in new construction are to compatible with adjacent historic structures in terms of size, profile, design, proportions, and material. Wood and aluminum-clad windows are acceptable for use in new construction.

3.14 Guidelines for Doors

.10 New Primary and Secondary Accessory Structures. Doors in new construction shall be similar to those in adjacent historic structures in terms of size, profile, design, proportions, and material. Aluminum-clad and fiberglass doors with limited or no visibility from the front façade can be considered on a case-by-case basis.

Considerations/Issues:

The proposed ADU meets the Zoning Ordinance requirements for size, setback, height, and impervious surface coverage.

The property's principal structure is non-contributing to the Chautauqua Historic District because of a lack of historic integrity due to alterations.

The proposed ADU, situated at the rear of the property, offers limited visibility from the front streetscape which meets the location requirements outlined in the *Guidelines for Secondary Structures*.

The *Guidelines for Secondary Structures* also state that new construction must be compatible with the principal structure and the surrounding district in terms of design, materials, size, scale, and height.

The applicant proposes an ADU with a simple modern design that is compatible with the principal non-contributing structure. The ADU features Hardie siding, aluminum-clad windows that match the principal structure's window configuration, and a wood entrance door. The *Preservation Guidelines* allow cement fiberboard for exterior wall material when the secondary structure has limited visibility from the front streetscape, as is the case with this proposed ADU. The *Guidelines* also allow for aluminum-clad windows in new construction. The proposed ADU will have nine-over-one, six-over-one, and four-over-one windows, as found on the principal structure. A wood entrance door is proposed. The proposed ADU meets the *Guidelines* for materials.

The proposed one-story structure is in scale with the two-story historic principal structure. It is also compatible with the Chautauqua Historic District, where one-story accessory structures in rear yards are commonplace.

The *Guidelines for Secondary Structures* state that secondary structures are to be no greater than 50% of the principal structure's footprint or 575 square feet, whichever is greater. The principal structure has a footprint of 1,158 square feet, allowing a maximum secondary structure footprint of 579 square feet. The proposed ADU is 575 square feet which meets the footprint size requirement in the *Preservation Guidelines*.

The *Guidelines for Secondary Structures* state that new structures must be compatible in form, massing, proportions, spacing, window-to-wall ratios, and the traditional setbacks observed in the neighborhood. The ADU will have a similar window-to-wall ratio to that of the principal structure. The proposed one-story ADU is compatible in massing with the two-story principal structure. The structure is proposed to be setback five feet from the north property line and 16.5 feet from the south property line. Typical side setbacks in the Chautauqua Historic District are three to five feet on one side while the other side will be greater than five feet to accommodate a driveway. The ADU has traditional side setbacks found in the surrounding District.

The proposed ADU is compatible with the principal structure and meets the *Guidelines* with its simple design, similar materials, and an inconspicuous location in the rear yard. The proposed

ADU meets the *Guidelines* for size, massing, and window-pane configuration. It will be differentiated from the historic structures in the Chautauqua District by its contemporary design and use of aluminum-clad wood windows, thereby avoiding a false sense of history.

The Commission has approved four ADUs over the last year as follows:

505 Chautauqua Ave – an attached ADU approved on September 9, 2024. Under construction.

1320 Oklahoma Ave – a detached ADU approved on March 3, 2025. Not under construction yet.

467 College Ave – a detached ADU approved on August 4, 2025. Not under construction.

508 Chautauqua – a detached ADU was approved on December 1, 2025. Not under construction.

The Commission would need to determine whether the proposed ADU meets the *Guidelines* and is compatible with the historic principal structure and the district.

Commission Action: (HD 26-01) Consideration of approval, rejection, amendment, and/or postponement of a Certificate of Appropriateness request for the property located at 533 S. Lahoma Avenue for the following modification: a) installation of a detached accessory dwelling unit.

b) Installation of a parking pad in the rear yard.

Project Description:

To provide parking for the ADU and the principal structure, the applicant proposes replacing the existing gravel parking area off the alleyway with an 850-square-foot parking pad with five parking spaces. The proposed parking pad will be 42 feet 6 inches in width and 20 feet in depth.

Reference

Historic District Ordinance

36-535.a.2(g): *To safeguard the heritage of the City by preserving and regulating historic district structures in such a way that maintains or restores their historic integrity while allowing modern-day uses and conveniences for their residents.*

Preservation Guidelines

2.9 Guidelines for Sidewalks and Driveways

A review by the Historic District Commission will use the following criteria for the issuance of a Certificate of Appropriateness (COA):

.10 New Paved Areas. *New paved areas should not directly abut the principal site structure, significantly alter the site topography, or overwhelm in area the residential, landscaped character of a rear or side yard. Care must be taken that paved areas do not injure nearby trees by intruding onto their root areas. They shall be designed to be compatible in location, patterns, spacing, configurations, dimensions, and materials with existing walkways and driveways. Paved areas shall not overwhelm the principal structure.*

.11 Rear Yard Area. *New parking areas are permitted off alleyway with no visibility or limited visibility from the front right-of-way(s). Corner lots are considered to have two front elevations. Rear-yard parking must comply with Norman City Codes.*

.12 Side Yard Parking Area. *The establishment of parking areas adjacent to the side of historic structures is not allowed.*

.13 Front Yard Parking Area. *Parking areas in the front yard of the property are prohibited except within an existing driveway.*

Considerations/Issues:

The Core Area Parking regulations in the Zoning Ordinance require that any new parking areas be installed in the rear yard and accessed from the alleyway, as is the case with this request. The proposed driveway meets the Core Area Parking regulations. The *Guidelines for Driveways and Parking* encourage new driveways and parking pads to be in the rear yard off the alleyway, as with this request.

The proposed parking pad at 850 square feet will be larger than the proposed ADU footprint and will exceed half of the principal structure's footprint. At this size, there is potential for the parking pad to overwhelm the rear yard and the principal structure. However, it should be noted that the parking pad is located at the very rear of the property and takes access off the alleyway as required by the *Guidelines*. Additionally, the parking pad will have limited visibility from the front streetscape.

The Commission needs to determine whether the parking pad meets the *Guidelines* and is compatible with this historic property and the district.

Commission Action: (HD 26-1) Consideration of approval, rejection, amendment, and/or postponement of a Certificate of Appropriateness request for the property located at 533 S. Lahoma Avenue for the following modification: b) installation of a parking pad in the rear yard.