



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: November 3, 2025

REQUESTER: Stacy Patillo & John Scott Williams

PRESENTER: Anais Starr, Planner II/Historic Preservation Officer

ITEM TITLE: (HD 25-25) CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE CERTIFICATE OF APPROPRIATENESS REQUEST FOR THE PROPERTY LOCATED AT 315 CASTRO STREET FOR THE FOLLOWING MODIFICATION: A) THE CONSTRUCTION OF A GARAGE. *This was postponed from the September 8, 2025, meeting.*

Background

Historical Information

2004 Miller Historic District Nomination Survey Information:

315 East Castro Street. *Ca. 1925. Bungalow/Craftsman. This contributing, one-story, vinyl-sided, single dwelling has an asphalt-covered, clipped, side-gabled roof and a brick foundation. The non-historic aluminum windows are one-over-one hung, and the wood door is glazed paneled. The partial porch has a clipped front-gabled roof supported by full brick square columns. Other exterior features include a brick, exterior, gable wall chimney on the east side. Decorative details include double and triple windows, false beams and exposed rafters. There is a single car, weatherboard, clipped front-gabled garage to the rear with wood paneled garage door and a wood paneled pedestrian door.*

Sanborn Insurance Map Information

The 1925 Sanborn Insurance Map shows a shared garage located between 311 and 315 Castro Street. The 1944 Sanborn Insurance Map does not show the shared garage, indicating it was removed prior to 1944.

Previous Actions

April 17, 2014 – A Certificate of Appropriateness (COA) by Administrative Bypass was granted for window and door replacements.

May 5, 2014 – A COA was granted for modification of the rear of the principal structure.

July 7, 2025 – A COA was granted for demolition of the garage.

September 8, 2025 – A COA request for a new garage was postponed to a future meeting to allow the applicant time to clarify the proposed design for the garage.

REQUEST

A) The construction of a one-story garage.

Project Description:

The applicants received a COA to demolish the existing garage at the July 7, 2025, Historic District Meeting. A two-car garage proposal was considered at the September 8, 2025, Historic District Meeting. After discussion, the Commissioners suggested that the applicant postpone their request to allow time to submit additional details for the proposed garage. In particular, the Commissioners stated that the submitted drawings, site plan, and specification sheets lacked sufficient information to allow them to review and approve the garage structure. Additionally, the Commission stated that a front-facing two-car garage was not appropriate for the Miller Historic District and suggested that the applicant revise the proposal to a one-car garage.

The applicants are now resubmitting a revised proposal for a one-car garage on the site. The proposed garage will be 25 feet by 20 feet, with a footprint of 500 square feet. The front-facing garage is proposed at the end of the driveway behind the rear elevation of the principal structure. The existing driveway is proposed to be extended and widened as it approaches the garage door to allow for vehicle access. As indicated on the site plan, no trees will be removed for the construction of the garage.

The exterior materials include Smart siding, aluminum-clad wood windows, an aluminum-clad entry door, and an overhead garage door made of metal with a composite overlay. The applicants propose a faux carriage door design with metal handles, similar to the door design found on the demolished garage structure.

The Zoning Ordinance requires the height of an accessory structure to be less than that of the principal structure. The garage has a proposed roof height of 17 feet, while the principal structure's roof height is 21.5 feet. The Zoning Ordinance also requires a five-foot setback from the side property line as shown on the proposed site plan.

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. (0-0910-12).*

Preservation Guidelines

2.4 Guidelines for Garages

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

.5 New Garage Construction. *A new garage shall be compatible in form, scale, size, materials, features, and finish with the principal structure. The following criteria will be considered for a new garage constructed where there is currently no historic structure:*

- a.** *The new structure will utilize alley access if available.*
- b.** *The new footprint will be 575 square feet or 50% of the footprint of the principal structure, whichever is smaller.*
- c.** *The cumulative of square footages for all garage structures on the lot, shall be no greater than the footprint of the principal structure.*
- d.** *New garage are to be subservient to the principal structure and in no case will the garage structure be taller, wider or deeper than the principal structure.*

e. The proposed construction will preserve existing trees.

f. Maximum of two garages are allowed per site.

.6 New Garage Height. *New garage structures shall be the traditional height and proportion of garages in the district. New garages in blocks that contain only one-story garages shall be one-story. One and a half-story and two-story garages may be built if located on a block where one and a half-story and two-story garages are dominant or if adjacent properties contain similar height garages. The wall height and height of the roof ridge are to be no greater than the principal structure.*

.7 New Garage Location. *New garage structures that are not replacing a historic garage are to be located behind the principal structure in the rear yard with limited or no visibility from the front right-of-way. Garages replacing historic garages shall maintain the location and configuration of a historic garage, typically at the end of a front driveway. Such garages shall be located behind the back elevation of the principal structure.*

.8 New Garage Materials. *The following may be considered on a case-by-case basis for new garages:*

a. Acceptable materials include wood, brick and stone masonry, and stucco. Fiber cement products for new garage construction located off an alleyway or if setback behind the rear of the house will be considered on a case-by-case basis. It should be noted that wood siding does not have "wood grain." Only smooth cement board is permitted. The use of vinyl, Masonite, aluminum or other metal sidings is prohibited.

b. Aluminum clad doors and windows are allowed for garages located off an alleyway or behind the rear elevation of the house, with no or limited visibility from the front right-of-way.

c. Wood, wood composite or metal overhead garage doors with wood/wood composite trim are allowed.

d. Garage doors shall be a single width. Double width garage doors will be considered on a case-by-case basis.

Considerations/Issues

The proposed garage structure will replace a noncontributing garage structure. The proposed replacement garage is a modern-day structure with a simple design.

As required by the *Guidelines for Garages*, the proposed garage will be located at the end of the front driveway behind the rear elevation of the principal structure. The garage will have limited visibility from the front streetscape, as shown in the submitted streetscape view.

The proposed aluminum-clad windows, aluminum-clad entry door, and steel overhead garage doors with a composite overlay are permitted by the *Guidelines for Garages* for new garages. The proposed Smart siding for a new garage can be considered by the Commission on a case-by-case basis when it has limited visibility from the front, as is the case with this request. The applicants are proposing a smooth finish for the Smart siding, as approved by the Commission for previous garage requests.

The proposed garage will be 500 square feet, which is under the maximum size limitation of 575 square feet listed in the *Guidelines for Garages*.

The *Guidelines* state that new garages are to be of a traditional height found in the neighborhood. The property to the east contains a two-story garage apartment built in 2015. The remainder of the block has one-story garages. The *Guidelines* further state that the wall height and roof ridge height of a new garage shall not exceed those of the principal structure. The proposed garage

meets this requirement as it has a height of 17 feet, while the principal structure's height is 21.5 feet.

The Guidelines state *"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"*. The proposed garage is a simple modern structure with a clipped gabled roof that matches the historic principal structure. The proposed faux carriage doors are a modern-day detail that references the historic Craftsman Bungalow style found on this property and in the Miller Historic District. The use of modern materials such as composite overlay and SmartSide siding will differentiate this structure from the historic principal structure and ensure that the garage does not create a false sense of history.

The Commission needs to determine if the proposed garage, as submitted, meets the *Preservation Guidelines* for design, size, location, placement, materials, and whether it is compatible with the historic principal structure and the Miller Historic District.

Commission Action:

Consideration of approval, rejection, amendment, and/or postponement of the certificate of appropriateness request (HD 25-25) for the property located at 315 Castro Street for the following modification: a) the construction of a garage.