



CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, June 11, 2026 at 5:30 PM

AGENDA

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, relation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please call 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

NOTICE: The requested rezoning items appearing on this Planning Commission Agenda were filed by the applicant at least 30 days ago. Legal notice for each rezoning item was published in The Norman Transcript and mailed to each property owner of record within a minimum of 350 feet of each rezoning request.

Planning Commission will hold a public hearing on these items tonight, and each item upon which action is taken will be forwarded to the City Council with a recommendation. It should be recognized that the Planning Commission is a recommendatory body and that the City Council may, or may not, concur with the Planning Commission's recommendation. Therefore, it is important to note that all items forwarded by the Planning Commission will be introduced and heard at a subsequent City Council meeting.

PUBLIC WIFI – CONNECT TO CITYOFNORMANPUBLIC – PASSWORD: April1889.

ROLL CALL

CONSENT ITEMS

This section is placed on the agenda so that the Planning Commission, by unanimous consent, may designate those items that they wish to approve by one motion. Any of these items may be removed from the Consent Docket and be heard in its regular order.

Minutes

1. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE MINUTES AS FOLLOWS:

PLANNING COMMISSION MEETING MINUTES OF MAY 14, 2026.

NON-CONSENT ITEMS

Arce Rezoning

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5)

Housing Hub

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-68: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO ADOPT A ZONING DESIGNATION FOR A TRACT OF LAND LYING IN THE SOUTHEAST QUARTER (SE/4) OF SECTION TWENTY-NINE (29), TOWNSHIP NINE NORTH (T9N), RANGE TWO WEST (R2W), OF THE INDIAN MERIDIAN (I.M.), NORMAN, CLEVELAND COUNTY, OKLAHOMA, AND PLACE IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF REED AVENUE AND EUFAULA STREET. WARD 4)

Chapter 30 Amendment and Resolution

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2526-158: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN TO REMOVE THE 30-ACRE URBAN RESERVE LAND USE MINIMUM REQUIREMENT FOR DEVELOPMENT.
5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-76: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING CHAPTER 30 ("SUBDIVISIONS") OF THE CODE, SECTION 30-606(a) IN ORDER TO REMOVE THE 30-ACRE MINIMUM LOT SIZE REQUIREMENT FOR RURAL CERTIFICATES OF SURVEY WITH AN URBAN RESERVE LAND USE DESIGNATION; AND PROVIDING FOR THE SEVERABILITY THEREOF.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

ADJOURNMENT

File Attachments for Item:

1. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE MINUTES AS FOLLOWS:

PLANNING COMMISSION MEETING MINUTES OF MAY 14, 2026.



CITY OF NORMAN, OK
PLANNING COMMISSION MEETING - AMENDED
Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, May 14, 2026 at 5:30 PM

MINUTES

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, will meet in Regular Session in the Council Chambers at the Municipal Building, on Thursday, May 14, 2026 at 5:30 PM and notice of the agenda of the meeting was posted at the Norman Municipal Building at 201 West Gray, and on the City website at least 24 hours prior to the beginning of the meeting.

ROLL CALL

PRESENT

- Commissioner Cameron Brewer
- Commissioner Liz McKown
- Chair Erica Bird
- Secretary Kevan Parker
- Vice Chair Michael Jablonski
- Commissioner Steven McDaniel
- Commissioner Maria Kindel

ABSENT

- Commissioner Douglas McClure
- Commissioner Jim Griffith

STAFF PRESENT

- Jane Hudson, Planning & Community Development Director
- Lora Hoggatt, Planning Services Manager
- Jonah McGuffie, Planner I
- Anais Starr, Planner II
- Bailey LaChance, Admin Tech IV
- Brandon Brooks, Capital Projects Engineer
- Beth Muckala, Assistant City Attorney
- David Riesland, Transportation Engineer
- Bryce Holland, Multimedia Specialist

GUEST PRESENT

- Cheryl & Norman Davis, 1401 36th Ave. S.E., Norman, OK
- Trey Kirby, 201 W Gray, Norman, OK
- Kyle & Aimee Dais, 1501 36th Ave. S.E., Norman, OK
- Billy Jewell, 5201 Rustic Acres Trail, Norman, OK

CONSENT ITEMS

This section is placed on the agenda so that the Planning Commission, by unanimous consent may designate those items that they wish to approve by one motion. Any of these items may be removed from the Consent Docket and be heard in its regular order.

Minutes

- 1. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE MINUTES AS FOLLOWS:

PLANNING COMMISSION MEETING MINUTES OF APRIL 9, 2026.

Short Form Plats

- 2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF SFP-2526-2: CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY RUSSELL VENTURES, LLC FOR 2710 36TH AVENUE N.W., FOR 0.49 ACRES OF PROPERTY GENERALLY LOCATED ONE-QUARTER MILE NORTH OF WEST ROCK CREEK ROAD ON THE WEST SIDE OF 36TH AVENUE N.W. (2710 36TH AVE N.W.; WARD 8)

Motion made by Commissioner McDaniel to approve all items on the Consent Docket, **Seconded** by Commissioner McKown.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner McDaniel, Commissioner Kindel

The motion was approved.

NON-CONSENT ITEMS

Bellatona Addition

- 3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-48: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) AND THE NORTHWEST QUARTER (NW/4) OF SECTION 2, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM PL, PARK LAND DISTRICT, AND PLACE THE SAME IN R-1, SINGLE-FAMILY DWELLING DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NEAR WILTSHIRE DRIVE AND ARCADY AVENUE; WARD 5)

ITEMS SUBMITTED FOR THE RECORD

- 1. **Staff Report**
- 2. **Location Map**
- 3. **Preliminary Plat**
- 4. **Pre-Development Summary, 4-23-26**

- 4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-16: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHAZ INVESTMENT GROUP, LLC FOR BELLATONA ADDITION, FOR 104.49 ACRES OF PROPERTY LOCATED NEAR WILTSHIRE DRIVE AND ARCADY AVENUE. (WARD 5)

ITEMS SUBMITTED FOR THE RECORD

- 1. **Staff Report**
- 2. **Location Map**
- 3. **Preliminary Plat**
- 4. **Pre-Development Summary, 4-23-26**

- 5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-49: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) AND THE NORTHWEST QUARTER (NW/4) OF SECTION 2, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM R-1, SINGLE-FAMILY DWELLING DISTRICT, AND PLACE THE SAME IN PL, PARK LAND DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NEAR WILTSHIRE DRIVE AND ARCADY AVENUE; WARD 5)

ITEMS SUBMITTED FOR THE RECORD

- 1. **Staff Report**
- 2. **Location Map**
- 3. **Preliminary Plat**
- 4. **Pre-Development Summary, 4-23-26**

Staff Presentation

Jonah McGuffie, Planner I, presented the staff report for the Bellatona Addition project.

Applicant Presentation

Libby Smith, representative of the applicant, presented the Bellatona Addition project.

Commissioner McDaniel asked whether the new park location is the same size as the previous park area. Ms. Smith stated that while the park location has changed, it still meets the park requirements for both Bellatona Addition and Summit Valley.

Commissioner Bird asked whether the proposed road connection could serve as an alternate route to Highway 9 for residents east of the site if traffic is blocked at 36th Avenue and Lindsey Street. Ms. Smith confirmed that it could.

Public Comments

Norman Davis, 1401 36th Ave. S.E., Norman, OK (protest)
Billy Jewell, 5201 Rustic Acres Trail, Norman, OK (protest)

Commission Discussion

Commissioner Parker asked about stormwater concerns raised during public comments and whether the applicant had a plan to address runoff impacts. Chris Anderson, SMC Consulting Engineers, explained that most runoff would be intercepted and directed south and west into an open space area where detention and drainage would be managed. He noted that some backyard drainage may still flow toward neighboring properties, but those concerns would be addressed as part of the project.

Commissioner Bird asked how the runoff would be intercepted, and Mr. Anderson stated the road layout would help collect the water and storm sewer infrastructure could be added if needed.

Commissioner Jablonski expressed concerns about long-term stormwater impacts on neighboring properties and asked what recourse property owners would have if drainage issues worsened over time. Beth Muckala, Assistant City Attorney, explained that the Commission's role is to determine whether the project meets applicable development standards, while any private legal remedies would fall outside the Commission's review.

Commissioner Brewer asked when additional drainage improvements would be reviewed during the development process. Mr. Anderson explained the project is currently at the preliminary plat stage and that future phases will require final plats, construction plans, and a detailed drainage report to be reviewed and approved by the City Engineer before construction begins.

Motion to approve made by Commissioner McDaniel, **Seconded** by Commissioner Kindel.

Commissioner Jablonski stated he supports additional housing development but remains concerned about the City's ability to protect nearby property owners from future stormwater impacts. He emphasized the importance of addressing drainage concerns early in the development process and expressed concern that current procedures may not provide enough protection for residents. He also stated that uncertainty surrounding long-term stormwater management makes it difficult to support projects that could create future drainage issues.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Commissioner McDaniel, Commissioner Kindel

Voting Nay: Vice Chair Jablonski

Planning Commission recommended approval of O-2526-48, PP-2526-16, and O-2526-49.

Dolese North

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-50: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND

PART OF THE SOUTHEAST QUARTER (SE/4) OF SECTION THIRTEEN (13) TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM C-2, GENERAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN SPUD, SIMPLE PLANNED UNIT DEVELOPMENT DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF N. FLOOD AVENUE AND W. ROCK CREEK ROAD; WARD 8)

ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report**
- 2. Location Map**
- 3. Narrative**
- 4. Preliminary Plat**
- 5. Pre-Development Summary, 3-26-26**

Staff Presentation

Lora Hoggatt, Planning Services Manager, presented the staff report for the Dolese North project.

Commissioner Jablonski asked about the City’s billboard regulations and what additional allowances the SPUD zoning would provide compared to standard C-2 zoning. Ms. Hoggatt explained that billboards are permitted in areas depending on roadway classification and proximity to Interstate 35. She noted the applicant is requesting 600 square feet per side, while only 300 square feet per side is typically permitted near an arterial roadway by I-35. She stated the primary difference requested through the SPUD is the billboard allowance.

Commissioner Brewer asked whether 300-square-foot billboards are permitted by right. Ms. Hoggatt explained that the code requires off-premise signs to be located on parcels abutting I-35 and within 660 feet of the interstate centerline, in addition to meeting roadway classification standards. Commissioner Brewer asked whether a SPUD would still be required for the billboard regardless of size, and Ms. Hoggatt confirmed that it would.

Commissioner Brewer also asked about typical billboard sizes along I-35. Ms. Hoggatt stated billboards along I-35 are generally allowed up to 672 square feet per side. Jane Hudson, Planning & Community Development Director, added that applicants have previously requested variances through the Board of Adjustment related to billboard size requirements.

Applicant Presentation

Matt Peacock, representative of the applicant, presented the Dolese North project.

Commissioner Bird asked Mr. Peacock to clarify the proposed billboard location on the site plan. Mr. Peacock identified the location on the site plan and explained that while the billboard appears closer to Flood Avenue than other nearby examples, the southernmost existing billboard is located at a similar distance. He noted the separation appears greater farther north because Flood Avenue curves away from the railroad tracks. Commissioner

Bird also asked whether the red rendering shown in the presentation reflected the billboard's proposed appearance, and Mr. Peacock confirmed that it did.

Commissioner McDaniel asked whether there were any concerns related to the nearby airport or flight paths. Mr. Peacock stated the applicant has coordinated with the FAA and confirmed that all required information has been submitted.

Public Comments

There were no public comments.

Commission Discussion

Commissioner Jablonski stated he supports the development overall but does not support the proposed digital billboard.

Commissioner Brewer asked the applicant to confirm that a digital billboard was being proposed and whether the applicant would consider a non-digital billboard instead. Mr. Peacock confirmed both.

Commissioner Bird stated the project fits the industrial character of the corridor but noted the nearby example billboards are not digital. She indicated she could support the proposal if the billboard were limited to a non-digital format.

Commissioner Brewer asked whether the applicant preferred to proceed with a vote or postpone the item. Mr. Peacock stated the project was on a timeline and preferred an up-or-down vote. He added that even if the billboard portion was not supported, the applicant still requested approval of the plat.

Commissioner McDaniel asked whether the code differentiates between digital and traditional billboards. Ms. Hoggatt explained that the code distinguishes between the two, though placement requirements remain the same, with additional standards for brightness and image display applying to digital billboards. Mr. Peacock added that digital billboards must comply with restrictions on flashing or moving images and minimum display times.

Commissioner Jablonski asked whether the applicant wanted Items 6 and 7 voted on separately. Mr. Peacock confirmed the request.

Commissioner McDaniel stated that while he personally does not prefer digital billboards, he believed those concerns should be addressed through future code updates rather than through this individual application. He stated he supported the request because it complies with current regulations.

Commissioner Jablonski asked for clarification that billboards located outside the I-35 corridor are limited to a smaller size. Ms. Hoggatt confirmed that was correct.

Commissioner Brewer asked whether a digital billboard that met all zoning and placement standards could otherwise be approved administratively. Commissioner Bird asked whether any compliant billboard could be digital. Ms. Hoggatt confirmed that compliant billboards may be digital.

Commissioner Brewer stated his concern was that the proposal exceeds existing size allowances and differs from current billboard standards in the area. He stated he would prefer a proposal more consistent with existing billboard conditions.

Commissioner Bird asked whether existing billboards in the area could later be converted to digital signs. Ms. Hoggatt explained that legal non-conforming billboards could not be changed.

Commissioner Brewer stated he was comfortable with the proposed billboard size because it appeared comparable to nearby existing billboards. Commissioner Kindel agreed and stated the billboard should remain consistent with the surrounding area.

Commissioner Brewer asked whether staff knew if the nearby billboards had been approved through previous SPUD applications. Ms. Hoggatt stated she was unsure.

Commissioner Bird stated she would support the proposal if the billboard were restricted to a non-digital format and indicated support for a motion including that condition.

Commissioner Jablonski asked whether the sizes of the nearby billboards were known. Commissioner Bird noted the applicant provided the examples for context and asked whether the applicant knew their dimensions. Mr. Peacock stated he did not know the sizes of the nearby billboards.

Motion to approve as amended to add billboard must be non-digital and the size must be in line with surrounding billboards made by Commissioner Brewer, **Seconded** by Commissioner Kindel.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner McDaniel, Commissioner Kindel

Planning Commission recommended approval of O-2526-50.

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-17: PRELIMINARY PLAT SUBMITTED BY CRADLE INVESTMENTS, LLC FOR DOLESE NORTH, FOR 4.32 ACRES OF PROPERTY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF N. FLOOD AVENUE AND W. ROCK CREEK ROAD. (WARD 8)

ITEMS SUBMITTED FOR THE RECORD

- 1. **Staff Report**
- 2. **Location Map**
- 3. **Preliminary Site Plan**
- 4. **Preliminary Plat**
- 5. **Pre-Development Summary, 3-26-26**

Motion to approve made by Commissioner McKown, **Seconded** by Commissioner McDaniel.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner McDaniel, Commissioner Kindel

Planning Commission recommended approval of PP-2526-17.

126 W Apache

- 8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-58: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF CHAPTER 36 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS NINETEEN (19) AND TWENTY (20), IN BLOCK THREE (3), D.L. LARSH'S FIRST ADDITION, TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, FROM CCFBC, CENTER CITY FORM-BASED CODE DISTRICT, URBAN RESIDENTIAL FRONTAGE, AND PLACE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (126 W APACHE; WARD 4)**

ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report**
- 2. Location Map**
- 3. Narrative**
- 4. Preliminary Site Plan**
- 5. Floor Plan**
- 6. Pre-Development Summary, 4-23-26**

Staff Presentation

Anais Starr, Planner II, presented the staff report for the 126 W. Apache project.

Commissioner Bird discussed the project's impervious surface calculations and noted that adjacent tree lawn and right-of-way areas maintained by the property owner are not included in the lot calculations because they are outside the fee simple property boundary. She stated that if those areas could be counted, the project's impervious surface percentage would be reduced and could potentially meet the proposed limits. She also noted the City confirmed there are no plans to widen the roadway. Ms. Starr confirmed that right-of-way areas are not counted toward impervious surface calculations and stated this is consistent with other properties throughout Norman. Commissioner Bird commented that the situation along Apache Street is somewhat unique due to the property line configuration and referenced similar issues involving alley vacations and roadway acquisitions where property owners maintain land they do not own.

Commissioner Jablonski asked what benefit the City would receive from the proposed zoning change and requested clarification on the Center City Form-Based Code requirement for a minimum of three dwelling units. Ms. Starr explained that the code requires at least three dwelling units, while the applicant is requesting approval for two units. Commissioner Jablonski questioned how three units could realistically fit on the site, and Ms. Starr explained that additional units could be achieved through townhome-style configurations with multiple floors and entrances. Commissioner Jablonski also asked what practical benefit the City gains from requiring more units when the proposal already includes a comparable number of bedrooms. Ms. Starr explained that the requirement is intended to increase the number of residential dwelling units and support the urban density

goals of the Center City Form-Based Code, even though overall occupancy could be similar.

Applicant Presentation

Gunner Joyce, representative of the applicant, presented the 126 W. Apache project.

Commissioner Jablonski asked about the proposed side setbacks and noted the surrounding development pattern already differs from the build-to-line concept envisioned by the code. Mr. Joyce explained the setbacks were intended to maintain consistency with the existing development pattern while also providing space for pervious area, poly carts, air conditioning units, and future bike racks.

Commissioner Brewer asked about the street width and fire access requirements for the project. Mr. Joyce explained that the 2018 International Fire Code requires buildings over 30 feet tall to have a 26-foot-wide fire access route. Because Apache Street is currently about 24 feet wide, the proposal includes inset parking areas within the right-of-way to achieve the required width while still allowing parking. He noted that on-street parking is not permitted in that section of Apache Street.

Commissioner Bird asked City staff how Apache Street compares to current street design standards. Brandon Brooks, Capital Projects Engineer, stated that new residential streets are typically required to be 26 feet wide. He noted that while inset parking widens the curb area, he considers the actual street width to be the travel lanes used by vehicles.

Commissioner Brewer stated support for the proposal and emphasized the importance of respecting adopted code changes while also considering context-sensitive development. He noted that the surrounding street already contains similar development patterns and stated the proposal maintains visual continuity with the area.

Commissioner McKown expressed concern about the precedent that could be created by approving the proposal, particularly regarding the Center City Form-Based Code changes intended to address “mini dorm”-style developments. She emphasized the importance of considering how approval could influence future applications and interpretations of the code.

Commissioner Kindel stated support for the design, noting it fits the surrounding neighborhood pattern. She also commented that larger rental units can serve families as well as students and stated the six-bedroom layout could function as either family housing or student housing due to the site’s proximity to campus.

Commissioner Jablonski asked whether reducing the side setbacks would provide any meaningful benefit, such as increased density. He noted that while the setbacks affect impervious surface calculations, the proposal still complies with the revised 65 percent coverage limitation.

Commissioner Bird expressed support for the project’s walkability, bike racks, and compatibility with the surrounding area. She noted the site’s proximity to campus, churches, City parking, and other shared parking opportunities supports reduced reliance on on-site vehicle parking. She also discussed construction and maintenance considerations associated with building directly on property lines and stated the proposal’s

setbacks could make redevelopment more practical for smaller property owners. Commissioner Bird added that tandem parking is already common in the area and stated she would support the application for this specific block and context.

Commissioner Brewer stated support for the proposal and commented that tandem parking can support the walkability goals of the Center City Form-Based Code by encouraging residents to rely less on vehicles. He noted the area already experiences significant pedestrian activity, particularly from students walking to nearby destinations.

Public Comments

There were no public comments

Commission Discussion

There was no further commission discussion.

Motion to approve made by Vice Chair Jablonski, **Seconded** by Commissioner Kindel.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner McDaniel, Commissioner Kindel

Planning Commission recommended approval of O-2526-58.

214 W Apache

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-59: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF CHAPTER 36 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS TWENTY-FIVE (25) AND TWENTY-SIX (26), IN BLOCK SIX (6), D.L. LARSH'S FIRST ADDITION, TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF FROM CCFBC, CENTER CITY FORM BASED CODE DISTRICT, URBAN RESIDENTIAL FRONTAGE, AND PLACE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (214 W APACHE; WARD 4)

ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report**
- 2. Location Map**
- 3. Narrative**
- 4. Preliminary Site Plan**
- 5. Floor Plan**
- 6. Pre-Development Summary, 4-23-26**

Staff Presentation

Anais Starr, Planner II, presented the staff report for the 214 W. Apache project.

Commissioner Brewer asked whether the City has previously widened streets to create fire lanes. Ms. Starr stated that within the Center City Form-Based Code area, staff was not aware of prior examples but noted the issue has become more common due to updated enforcement of fire code requirements. Brandon Brooks further explained that new residential streets are typically built to current fire access standards, including required street widths. However, in older neighborhoods such as Apache Street, widening only one section of roadway creates practical challenges because the street would have to taper back to its existing width beyond the development site. He stated it would not be feasible to require a single developer to widen an entire block of roadway.

Applicant Presentation

Gunner Joyce, representative of the applicant, presented the 214 W Apache project.

Commissioner McKown asked for clarification on the amount of impervious surface proposed for the project. Mr. Joyce stated it is 58.9 percent.

Commissioner Brewer asked about the lot across the street and whether it had been redeveloped. Mr. Joyce explained that the property remains a single-family home and noted that the existing driveway access was one reason inset parking improvements were not extended to that property. He further explained that under the Center City Form-Based Code, future redevelopment would require alley access rather than direct driveway access from Apache Street unless a separate CCPUD request was approved.

Commissioner Jablonski noted that only one side of the street has been redeveloped in this area, which could allow future redevelopment on the opposite side to better meet the build-to-line goals of the Form-Based Code. Mr. Joyce agreed and explained that the proposed side setback was intended to provide separation from the neighboring single-family home and reduce the impact of building directly adjacent to the property line.

Commissioner Brewer stated he appreciated the discussion regarding the fire lane potentially serving as a temporary condition until future redevelopment occurs across the street. He asked whether the proposed improvements could eventually function as on-street parking if the street configuration changes in the future. Mr. Joyce explained that the inset parking design is consistent with nearby redevelopment projects along Apache Street and noted that under current fire code enforcement, vehicles would need to park within designated inset parking areas rather than directly on the street.

Commissioner Bird commented that portions of Apache Street already contain intermittent curb extensions and inset parking areas. She stated she would support a more comprehensive street improvement project that creates a consistent inset parking configuration along the corridor to address both parking and fire access concerns. She suggested a Center City TIF or similar funding source could potentially support such improvements in the future, while acknowledging that existing single-family homes still relying on driveway access would need to be considered.

Public Comments

There were no public comments.

Commission Discussion

Commissioner Brewer clarified his comments were directed toward broader City infrastructure and planning concerns rather than the applicant or the proposed development itself. He stated that the Center City TIF could potentially be used to improve streets in the area and suggested the City could have addressed anticipated street widening and infrastructure needs earlier as redevelopment occurred. He expressed concern that the lack of infrastructure improvements has complicated development review and noted concerns about the recent enforcement of fire access standards after several developments had already been approved under previous practices. Commissioner Brewer stated similar issues are likely to arise on other streets in the future and recommended Fire Department representatives be present during City Council consideration of the item to better address questions regarding fire access requirements. He also acknowledged that the fire lane requirement was not initiated by the developer and noted the applicant would likely have preferred additional parking instead.

Commissioner Jablonski stated the current proposal differs from previous examples because only one side of the street has been redeveloped. He noted that future redevelopment on the opposite side could better achieve the build-to-line goals of the Form-Based Code. He questioned whether allowing additional setbacks in this situation could create an inconsistent development pattern rather than the continuity intended by the code and stated it may make sense to encourage future projects to build closer to the property line where feasible.

Commissioner Brewer responded that the difference between the proposed setback and the current code requirement is relatively minor and noted that much of the surrounding street was developed under the earlier setback standards. He stated the proposal maintains consistency with the existing streetscape and referenced previous discussions about inconsistent setbacks along Boyd Street. Commissioner Brewer suggested that if the Form-Based Code committee reconvenes in the future, it may be beneficial to evaluate setback requirements on a more site-specific or block-by-block basis rather than applying uniform changes citywide. He emphasized the importance of considering existing development patterns when evaluating future code updates.

Motion made by Commissioner McDaniel, Seconded by Commissioner Kindel.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Commissioner McDaniel, Commissioner Kindel

Voting Nay: Vice Chair Jablonski

Planning Commission recommended approval of O-2526-59.

Alameda Trails

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-45: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-2, LOW-

DENSITY APARTMENT DISTRICT, RM-6, MEDIUM-DENSITY APARTMENT DISTRICT, A-2, RURAL AGRICULTURAL DISTRICT, AND C-1, LOCAL COMMERCIAL DISTRICT, TO A PUD, PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NW CORNER OF INTERSECTION OF 36TH AVE NE AND E ALAMEDA STREET; WARD 6)

The applicant requests postponement to the June 11, 2026 Planning Commission meeting.

11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-14: A PRELIMINARY PLAT SUBMITTED BY THE CALARA GROUP, LLC FOR ALAMEDA TRAILS A PROPERTY LOCATED NEAR THE NW CORNER OF INTERSECTION OF 36TH AVE NE AND E ALAMEDA STREET. (WARD 6).

The applicant requests postponement to the June 11, 2026 Planning Commission meeting.

Motion made by Commissioner Kindel to postpone O-2526-45 and PP-2526-14 to the June 11, 2026, meeting, **Seconded** by Commissioner McDaniel.

Voting Yea: Commissioner Brewer, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner McDaniel, Commissioner Kindel

The motion was approved.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

ADJOURNMENT

The meeting was adjourned at 7:22 p.m.

Passed and approved this _____ day of _____ 2026.

File Attachments for Item:

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 6/11/2026

REQUESTER: Geoffrey Arce

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5)

APPLICANT/REPRESENTATIVE	Geoffrey Arce
LOCATION	3766 E. Robinson St.
WARD	5
CORE AREA	No
EXISTING ZONING	PUD, Planned Unit Development
EXISTING LAND USE DESIGNATIONS	Urban Low and Open Space
CHARACTER AREA	Suburban and Protected and Sensitive
PROPOSED ZONING	A-2, Rural Agricultural District
PROPOSED LAND USE	No Change

REQUESTED ACTION

Revocation of the PUD District

SUMMARY:

The applicant, Geoffrey Arce, is requesting the property’s zoning go forward to Council for revocation of the PUD. While it appears that the applicant desires that the zoning return to A-2, he has not expressly made this request.

EXISTING CONDITIONS:

SIZE OF SITE: 5 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	PUD	RE	A-2	A-2 & PUD	A-2
Land Use	Urban Low & Open Space	Urban Low	Urban Low & Open Space	Urban Low & Open Space	Urban Low & Open Space
Current Use	Single-Family Residence, Vehicle and Parts Sales	Single-Family Residential	Vacant	Vacant	Single-Family Residential

ZONING DESIGNATION

PUD, Planned Unit Development

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of the comprehensive plan of record. The PUD, Planned Unit Development District herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit, and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City. Specifically, the purposes of this section are to encourage:

- A maximum choice in the types of environment and living units available to the public.
- Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.

- Maximum enhancement and minimal disruption of existing natural features and amenities.
- Comprehensive and innovative planning and design of diversified developments which are consistent with the City's long-range plan and remain compatible with surrounding developments.
- More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

LAND USE DESIGNATION

Urban Low

Open Space

See attached Urban Low and Open Space Land Use Category documents.

CHARACTER AREA DESIGNATION

Suburban

Protected and Sensitive

See attached Suburban and Protected and Sensitive Character Area documents.

NEAREST PUBLIC PARK

The Hall Park Greenbelt System is the nearest public park. It is approximately 1.5 mile to the entrance off E. Robinson St. However, there is no available pedestrian access to the park from the subject property.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

A Pre-Development meeting was not required for this application.

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or division responded with review comments "inconsistent" with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

1. Fire Department
2. Building Permitting Review*
3. Public Works/Engineering
4. Transportation Engineer*
5. Planning*
6. Utilities*

FIRE DEPARTMENT

Items related to fire codes will be addressed during any building permit reviews.

BUILDING REVIEW*

A single-family residential structure and barn appear to have originally been built on site around 1985. Two additional accessory structures have since been pursued by Applicant without obtaining building permits. One was completed and the other only built to foundation. The incomplete structure was previously determined to be violating the boundary of the City of Norman's utility easement, as well as an easement held by the Board of Reclamation (BOR). Applicant has verbally claimed the foundation was since moved out of the easement area. City staff requested a survey verifying this claim, which Applicant has not provided. As noted, the unfinished structure and the accessory structure directly to the south lack building permits, which Applicant must immediately request and obtain in the case that the requested rezoning is granted. Otherwise, these structures must be removed.

PUBLIC WORKS/ENGINEERING

The subject property was platted in 1981 as part of the Replat of Pecan Heights. Properties zoned A-2 were allowed to subdivide into 5-acre tracts at that time. Since that time, the code was changed to require a 10-acre minimum for property zoned A-2.

TRANSPORTATION ENGINEER*

The subject property is entitled to a single point of access on Robinson Street. Ideally, this property's drive would line up with Bryant Circle (N across Robinson). However, because the original drive has been historically located elsewhere, staff would except either the east or west driveway given the relatively low turning movements either into the site or into Bryant Circle. The east driveway is preferred as it was the original, existing driveway which may be treated as legal non-conforming. The west driveway is not preferred, as it was constructed without permit from either the City or the Board of Reclamation (BOR). In either case, the drive selected for use is required to be brought up to our standards and to the standards of BOR.

PLANNING*

ZONING CODE CONSIDERATIONS

A-2, Rural Agricultural District

This district is intended to provide a zoning classification for land situated relatively remote from the urban area which is used for agricultural and related purposes and will

not be undergoing urbanization in the immediate future. The types of uses, the area and the intensity of use of land which is authorized in this district is designed to encourage and protect all agricultural uses until urbanization is warranted and the appropriate change in district classification is made. Areas included within this district are considered to be sufficiently remote from developed urban areas that exploration for and production of oil and gas will not be hazardous or detrimental to persons and property within the developed portions of the City. Further, the purpose of the following regulations for properties within the Ten Mile Flat Conservation Area, is to:

- Address unique conditions in the area commonly known as Ten Mile Flat, much of which land lies within the historical floodplain of Ten Mile Creek and the South Canadian River;
- To protect exceptional and irreplaceable natural resources located in the Ten Mile Flat area; and
- To protect against flood damage in the 100-year floodplain and other floodprone areas within the Ten Mile Flat area.

It is believed that the applicant desires that the property revert to A-2 zoning. The proposal is **inconsistent** with the purpose of A-2 as this zoning district is meant to be outside the urban area of Norman and the tract should have 10-acres. The most recent land use plan placed this property within the Urban Low Land Use Category; thus, the property is meant for higher density than permitted under A-2.

Uses Permitted

- The uses allowed in the A-2 District include:
 - Detached one-family dwelling.
 - Church, temple or other place of worship.
 - Public school or school offering general educational courses the same as ordinarily given in the public schools and having no rooms regularly used for housing or sleeping.
 - Agricultural crops.
 - The raising of farm animals.
 - Country club.
 - Family day care home.
 - Golf course (excluding miniature golf courses).
 - Home occupation.
 - Library.
 - Park or playground.
 - Plant nursery.
 - Accessory buildings, including barns, sheds and other farm buildings which are not part of the principal building.
 - One accessory dwelling unit ("ADU").
 - Type 2 mobile home.
 - Medical marijuana commercial grower, as allowed by State law.
 - Medical marijuana education facility (cultivation activities only), as allowed by State law.

- Short-term rentals.

The proposed uses are **consistent** with the surrounding zoning.

Area Regulations

- Front yard setback: 100' from centerline of public street
- Side yard setback: 25'
- Rear yard setback: 50'
- The minimum lot width shall be 330 feet measured at the front building line, and such lot or parcel on which a dwelling structure is or to be located shall abut on a single public street or road officially opened by action of the City Council a distance of not less than 250 feet.
- For each principal dwelling or other permitted use allowed within the district, and buildings accessory thereto, including ADUs, there shall be a lot area of not less than ten acres. Notwithstanding, only one principal dwelling and one ADU may be permitted on any legal A-2 parcel.

The subject property does not meet the current required lot width or lot area for A-2. Because applicant has not submitted a survey, it is unclear if the existing foundation for an accessory structure on the north side of the property meets the 100' front yard setback. The proposal is **inconsistent** with the A-2 area regulations and the surrounding area. However, at the time this property was platted as part of Pecan Heights Survey, it was recognized as a legal tract of land within the City of Norman.

Landscaping

- If the property is developed with any vehicular use areas of at least 900 square feet of impervious area to be used as parking, landscaping will be required, per Section 36-551, Landscaping Requirements for Off-Street Parking Facilities.

There are no such parking areas proposed at this time. The proposal is **consistent** with the surrounding area.

Lighting

- If the property develops as any of the allowable commercial uses in the A-2 district, all exterior lighting shall be installed in accordance with the applicable regulations of Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

Exterior lighting within the development will be **consistent** with applicable City regulations if developed as an allowable commercial use.

Signage

- If the property develops as any of the allowable commercial uses in the A-2 district, signage must comply with the Low Density Residential Zone Sign Standards in Section 28-508.

Any signage installed for a nonresidential use permitted in A-2 would be **consistent** with the surrounding area as the Low Density Residential Zone Sign Standards were developed for residential areas.

Screening

- Screening for this site will be required to follow Section 36-552, Fencing, Walls, and Screening.

The proposed development under A-2 zoning will be **consistent** with the City's screening regulations. Fencing would be required for any nonresidential use permitted in A-2 if the adjacent property is zoned or used for single- or two-family purposes.

Exterior Materials

- There are no exterior material requirements for A-2.

The proposal is **consistent** with the surrounding zoning.

LAND USE CONSIDERATIONS

Please see the attached descriptions from the AIM Norman Land Use Plan.

Overarching Residential Policies

The proposal is **consistent** with the Character Area General Non-Residential Policies as the residential nature of the request blends with the surrounding area.

Suburban Policies

The applicant is not proposing redevelopment of the property other than discontinuing previously approved commercial uses for the automobile sales and repair business. Many of the Suburban Policies refer to development of new housing, mixing of uses, and ensuring a connected transportation system..

Protected and Sensitive Policies

Within AIM, the Protected and Sensitive Areas encompass the FEMA floodway and floodplain, and the Stream Planning Corridor. The Protected and Sensitive Area of the subject property is in the flood plain and calls for no development other than recreational and conservatory uses that do not require placing fill or insurable structures. The applicant currently stores "inventory" for the vehicle sales and repair business allowed as a use under the current PUD in the floodplain, but which was not approved as part of the previously approved site plan. These vehicles must be removed to ensure consistency with the Protected and Sensitive Policies.

Urban Low Land Use Policies

The Urban Low designation calls for a density of 3 units per acre. The property, as currently developed, is **inconsistent** with the description of Urban Low. However, this property was platted and developed as single-family before the adoption of AIM Norman.

Building Types

The current buildings on this property can be considered **consistent** with the Urban Low category. Any new buildings are required to meet the A-2 standards and with future development increasing density, it should meet the adopted policy for building types.

Site Design

The proposed development is generally **consistent** with the Urban Low policy. Any new development increasing the density should be required to meet the Site Design policy and A-2 standards.

Transportation

The proposed development is **consistent** with Urban Low policy as it utilizes Robinson Street as access.

Utility Access

The development site does not have access to public water and sanitary sewer facilities because access is not available at this time. When the property is redeveloped with increased density, access to public utilities should be utilized. Utility access is not applicable for this down-zoning request.

Public Space

The proposed development does not include designated plazas, gathering areas, or similar amenities. However, this site is considered a down-zoning and would not be developed to provide amenities for public use. When the site is redeveloped for increased density, additional public space should be designated if appropriate for the design. For this reason, Public Space is not applicable for this development.

Open Space Land Use Policies

The area designated as Open Space on this tract is the area designated as Flood Plain. This area of Flood Plain on this down-zoning application is not planned for any future development. Any work to be completed in the Flood Plain requires separate permit from the Flood Plain Permit Committee.

The Description and Context adopted for Open Space intends for this area to be used for parks, recreational feature and appropriate for wildlife habitat preservation with only passive recreation uses.

The following information is typically reviewed for projects planning to develop/utilize areas within the designation of Open Space; however, as noted, this is a down-zoning and nothing is planned within this Open Space/Flood Plain designation.

Building Types

Small single-story structure designed to support the primary functions as a recreation or natural amenity. N/A for this item.

Site Design

Based around natural areas where wetlands, flood plains, native vegetation, wildlife habitats, and any other sensitive areas should be preserved. Minimal site disturbance.

- Development on the periphery should not remove healthy trees or other beneficial landscaping to help retain natural filtering and protection from pollutants.

The existing development of this site is not located within the Flood Plain; however, the applicant is storing various vehicles within the Flood Plain, these must be removed from the Flood Plain. As shown on the aerials, this site is currently **inconsistent** with the Open Space Land Use policy.

Transportation

Streets, transit, sidewalks, and trails all have a role to play in maximizing access to these community resources. Within the OP land Use itself, small access streets trails, and walking paths provide both access and recreation functions. N/A for this item.

Utility Access

Some structures may require water and sewer service. Electricity for lighting and basic building functionality (lights, security, cleaning equipment, etc.) may be appropriate in some open spaces. N/A for this item.

Public Space

All types and sizes of parks, trails, playgrounds, native ecosystem areas, pavilions, and passive and active recreation spaces are accommodated and appropriate. N/A for this item.

Neighborhood and/or Special Area Plans

This location is **not** within a Neighborhood or Special Planning Area.

UTILITIES*

AIM NORMAN PLAN CONFORMANCE

Proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.

SOLID WASTE MANAGEMENT

Proposed development meets requirements for City streets and provides access for solid waste services.

WATER/WASTEWATER AVAILABILITY

Water Availability

City water is not available at this location. There is an existing private water well serving the property.

Wastewater Availability

City wastewater is not available at this location. There is an existing private onsite wastewater system serving the property.

OTHER UTILITIES COMMENTS

New driveways, including the western driveway not previously permitted, would be required to comply with requirements for reinforced concrete drive pursuant to the Bureau of Reclamation requirements for both raw water lines.

The unfinished building foundation was previously identified to be within United States Bureau of Reclamation easement and City of Norman easement.

Site as commercial is currently served with a dumpster. Service will return to polycart only upon rezoning.

DISCUSSION:

While this proposal does not meet many of the Character Area and Land Use policies adopted with AIM Norman, this site was platted in 1981 as a 5-acre tract and was a legal tract at that time.

CONCLUSION:

Staff forwards this request for revocation of PUD, Planned Unit Development zoning, and Ordinance O-2526-44 to the Planning Commission for consideration and recommendation to City Council.

OVERARCHING POLICIES

These policies are designed for all Character Areas throughout Norman, as applicable.

GENERAL

- Based upon the recommendations of the most recent Stormwater Management Plan (SWMP), improve stormwater management for all development projects.
 - *Improve stormwater and floodplain management with all infill development.*
- Based on the most recent Transportation Plan and Complete Streets Policy, City projects and new development should establish a network of complete streets (see glossary).
- Appropriately regulate development within the floodplains and Stream Planning Corridors via the Floodplain and Water Quality Protection Zones (WQPZ) ordinances.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Where feasible, new streets and internal streets should follow a grid pattern of small blocks for a more condensed form of development.
- Improve pedestrian and bicycle connectivity, especially between public transit stops and destinations with new projects, redevelopments, or reconfiguration of existing development.
- Amenities such as, but not limited to, seating, public art, natural green space, fountains and other outdoor landscape elements should be included within each development. These amenities should be conscious and considerate of impacts on the natural environment.
- Develop buildings that meet or exceed Universal Design principles.
- Promote building principles such as energy efficiency and renewable energy sources, indoor environmental quality, water conservation, and minimizing impacts on wildlife through space and material optimization and building with resilient design.
- Coordinate all capital improvement projects between all necessary City departments (e.g. transportation, water, wastewater, stormwater, parks).
- Strengthen programming for disseminating information on the City's Fertilizer Ordinance and other pollution prevention initiatives.

RESIDENTIAL

- New residential development should blend with existing housing, incorporating tools such as buffering requirements and right-sized public spaces as defined in land use categories.
- Accommodate a variety of housing styles, sizes, densities, and price points to suit diverse housing needs.
- New residential development should use a variety of techniques to avoid the appearance of identical homes, increasing vibrancy and diversity in the built environment.

NON-RESIDENTIAL

- New non-residential development should use high quality building materials such as glass, brick, stone, wood or cementitious siding.
- Require that loading areas be located to the rear and sides of buildings and screened from view.
- Ensure that all sides of a parking garage that are visible from public view are architecturally consistent with the buildings it serves.
- Buildings in a corporate campus setting should have an internal pedestrian network between buildings.

SUBURBAN NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

Suburban Neighborhood Areas are where suburban residential subdivision development has or is likely to occur (due to availability of water and sewer service). This area is characterized by low pedestrian orientation, existing but limited public transit access, high to moderate degree of building and use separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

In the future, the neighborhoods with good trail access and connections to surrounding services will likely continue to be highly attractive neighborhoods. Future development should elevate connectivity and traditional neighborhood design (TND).

GOALS

- Encourage areas with new development to have greater housing variety and a higher overall density.
- Provide for medium- to high-intensity residential development near the Core and major streets, transitioning to lower density, single-unit uses further from arterial streets.
- Foster retrofitting of these areas to promote moderate to high density where appropriate, and expand options for multi-modal transportation.
- Promote balanced commercial and business/industry

uses with appropriate mixed-use development and locally serving commercial establishments.

OPPORTUNITIES

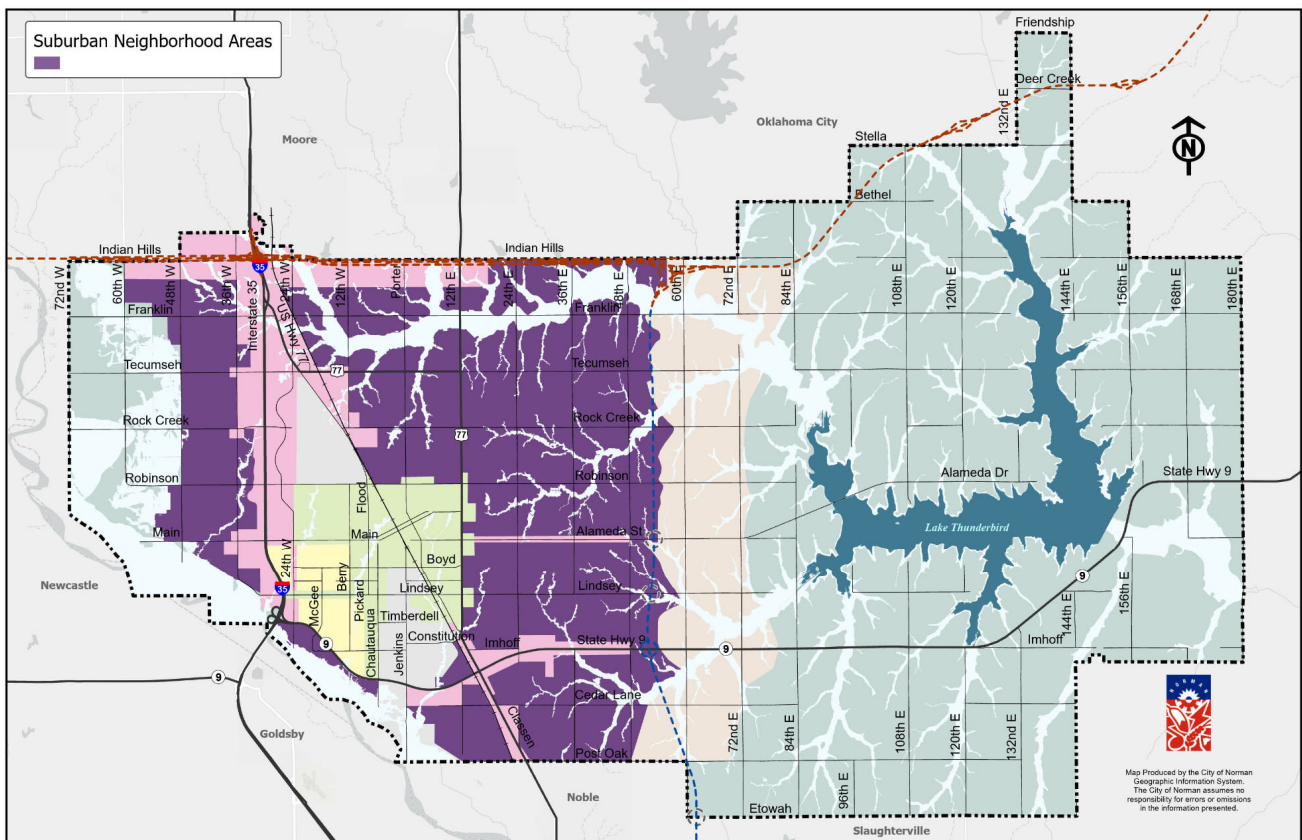
- Naturally occurring affordable housing options near Core, Classic, and Corridor Character Areas.
- Trail network connection possibilities.
- Greenfield development opportunities for efficient, compact subdivision design.

CHALLENGES

- Lack of a seamless multi-modal transportation network including safe, convenient, active and public transportation options results in an over-reliance on personal vehicles.

POLICIES

- Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
- Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
 - *Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.*
 - *The open spaces created around drainageways should be connected when feasible to create wildlife corridors.*
- Reduce the impact of higher intensity uses to



adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.

- *Prioritize preservation of existing mature street trees.*
- Promote a mix of housing types, including accessory dwelling units, and new, well-designed similarly scaled multi-unit residences to increase neighborhood density and income diversity.
 - *Priority for higher density, mixed-income, and affordable housing opportunities should be assigned to locations with multi-modal transportation access and capacity.*
 - *Based on associated Land Use, housing typologies of all intensity levels are appropriate within the Suburban Character area.*
- Encourage:
 - *More mixing of uses, including neighborhood services, job centers, and residential uses of similar intensities.*
 - *Retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the life of this plan.*
 - *Civic, cultural uses, entertainment establishments that will promote community interaction and public open space.*
- As streets move further from the center of the Core Neighborhood Character Area and parcel sizes and development patterns work against pedestrian circulation, focus should shift to vehicular safety, corridor appearance and traffic speeds while still providing basic access and safety for pedestrians and bicyclists. Transportation accommodations should:
 - *Ensure interconnectivity between developments for local and collector streets.*
 - *Provide access to trails with all new development, when feasible to integrate trail plans outlined in the Transportation and Park Master Plans into developments.*
 - *Connect streets between land uses and include complete street approaches for undeveloped sites.*
 - *Use the most recent Transportation Master Plan to fill pedestrian system gaps along streets, to trails, and within developments.*
 - *Encourage network of multi-modal transportation options to neighborhood centers and local mixed-use developments.*
- *Use building and site design as transitions between commercial centers and adjacent residential areas, as opposed to distance.*
- *Promote pedestrian access between buildings.*
- *New, transformative housing developments must have multiple access points onto the road network to ensure adequate external connections to the larger neighborhood community.*
- *Create incentives for establishing natural, undeveloped spaces for ecological conservation and interconnectedness of these areas across multiple developments (i.e. wildlife habitat corridors).*
- *Protect and/or preserve wetlands when developing east towards the 2045 Reserve.*

ACTION ITEMS

- Continue to work with developers on dedication of park land for neighborhood parks.
- Based on the most recent Transportation Plan, expand access to public transit.
- Update regulations to:

PROTECTED & SENSITIVE AREAS

CHARACTERISTICS & INTENT

The Protected and Sensitive Areas encompass the FEMA designated floodways and floodplain, and the Stream Planning Corridors. Primarily undeveloped natural lands and environmentally sensitive areas not suitable for development, e.g., scenic views, steep slopes, floodplains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas.

GOALS

- For the health and safety of residents, development within these areas should be avoided, exclusive of low-impact recreational and conservatory uses.

OPPORTUNITIES

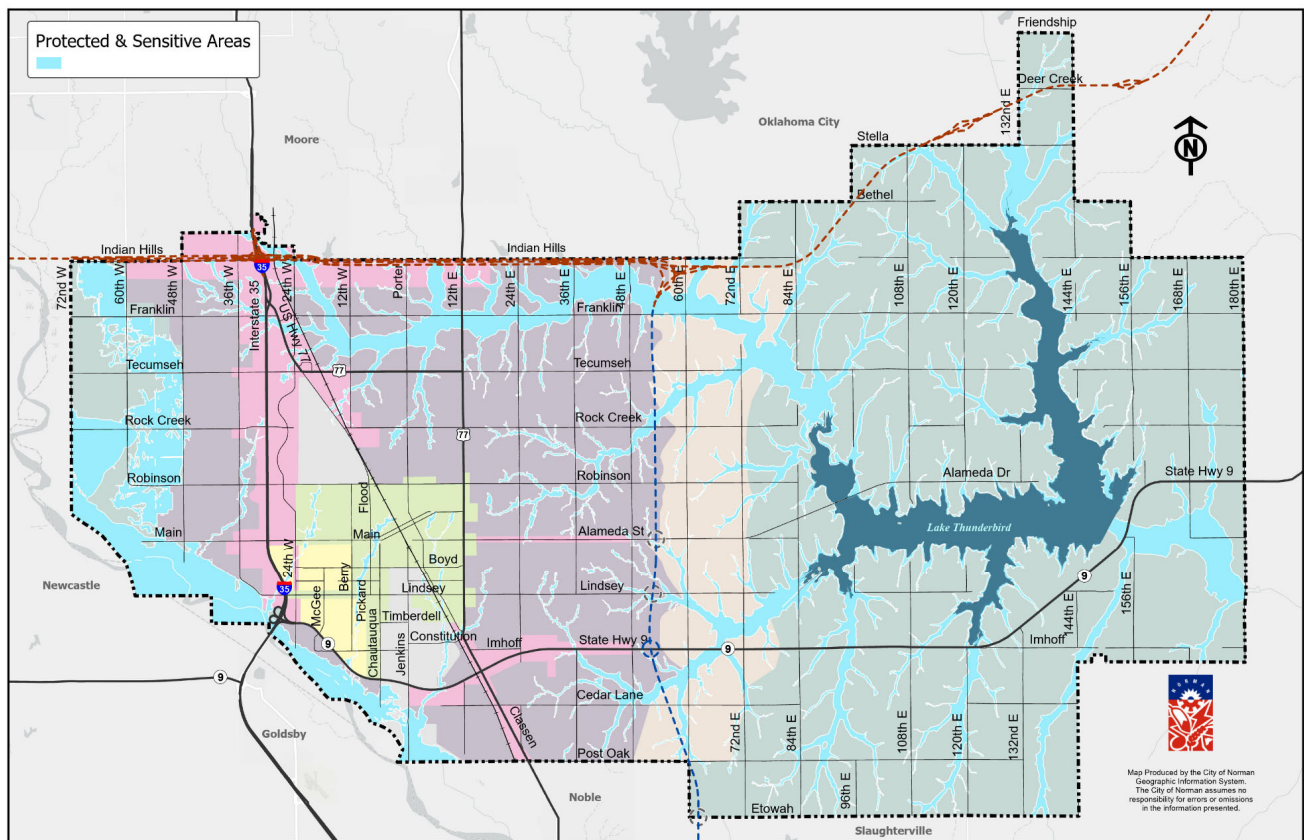
- Space for conservation and low-impact uses like parks.

CHALLENGES

- Lucrative property locations can distract from the need to protect these areas for the health, safety, and welfare of the public.

POLICIES

- Development within the floodway is not appropriate.
- Development within the floodplain is suitable only for recreational and conservatory uses that do not require placing fill or insurable structures.
- Development in and adjacent to these areas should include trails and safe, convenient access to the trail system.
- Areas within the Protected and Sensitive Character Area will automatically adjust with the update of any floodway, floodplain or WQPZ boundary.



LAND USE

Land Use Category Descriptions

The following attributes for each land use category help guide rezoning, site plan approvals, and other site development decisions.

BUILDING TYPES

The scale and transparency of buildings dictate the feel and intensity of the areas. Larger commercial spaces or buildings with more residential units generate more trips, impacting factors like parking demand. Scale also influences the feel of an area, such as the difference between a block of one- and two-story structures versus structures with five or more stories. Transparency, or the ability to see into or out of a structure (often with windows), can make an area feel more comfortable, safe, and interesting for pedestrians. The recommendations in this section guide how to regulate and administer building types and uses in the adopted Development Codes.

SITE DESIGN

The area and shape of lots, streets, sidewalks, parking, landscaping, design of open spaces, and access all influence the feel of a development and should be handled differently based on the intensity of the use. Site design can often mitigate the effects of higher intensity uses on less intense neighboring uses. The recommendations in this section guide how to regulate and administer site design standards through the adopted Development Codes.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Transportation accommodations vary depending on the intensity of the use. For example, commercial uses that generate more traffic will require access to arterial and collector streets. Site design will guide circulation and access within a site, but projects also need to consider how circulation and access are addressed between sites and future developments. The recommendations in this section guide how to regulate and administer access and circulation standards through the adopted Development Codes.

UTILITY ACCESS

Access to public services - water, wastewater, and regional stormwater management - may be required depending on the location and/or intensity of a development. Utility access recommendations in this section are strict to ensure services can support the development.

PUBLIC SPACE TYPES

Public spaces are open and accessible to anyone in the community. These spaces can include plazas, parks, courtyards, natural areas, and more. They create a sense of community and a way for residents to interact with their neighbors. The recommendations in this section guide where public spaces are needed and guide standards through the adopted Development Codes.

LOCATIONAL CRITERIA

Location Criteria considers the influence of a use on adjacent properties and land uses. The recommendations in this section guide how to administer compatibility of adjacent land uses and their influence on one another through the adopted Development Codes.

ZONING DISTRICTS

This section identifies the most appropriate zoning districts (based upon the current code) for each land use designation. For properties within an Overlay Zoning District, the base Zoning District will apply.

ZONING DISTRICTS IN GREEN ARE TYPICALLY APPROPRIATE IN THE DESIGNATED LAND USE
ZONING DISTRICTS IN YELLOW MAY BE APPROPRIATE IN THE DESIGNATED LAND USE, BUT REQUIRE INTENSE REVIEW
ZONING DISTRICTS IN RED ARE TYPICALLY NOT APPROPRIATE IN THE DESIGNATED LAND USE

Norman’s Current Zoning Districts are:

- PUD: Planned Unit Development
- SPUD: Simple Planned Unit Development
- A-1: General Agricultural
- A-2: Rural Agricultural
- RE: Residential Estate Dwelling
- R-1: Single-Family Dwelling
- R-1-A: Single-Family Attached Dwelling
- R-2: Two-Family Dwelling
- RM-2: Low Density Apartment
- RM-4: Mobile Home Park
- RM-6: Medium Density Apartment
- R-3: Multi-Family Dwelling
- RO: Residence-Office
- O-1: Office-Institutional
- CO: Suburban Office Commercial
- C-1: Local Commercial
- C-2: General Commercial
- TC: Tourist Commercial
- CR: Rural Commercial
- C-3: Intensive Commercial
- I-1: Light Industrial
- I-2 Heavy Industrial
- M-1: Restricted Industrial
- MUD: Mixed-Use Development
- FH: Flood Hazard
- PL: Park Land
- CCFBC: Center City Form-Based Code

More information on Zoning and Overlay Districts may be found in Section 36-505 of the City of Norman Municipal Code.

LAND USE CATEGORY

Open Space (OP)

DESCRIPTION & CONTEXT

Contains valuable environmental features that should not be developed or would make good recreational spaces. Areas intended for parks can be developed with recreational features, while open space areas are more appropriate for wildlife habitat preservation with only passive recreation uses. Consists of relatively large areas appropriate for natural lands, floodplains, large parks (>30 acres), platted common areas larger than 2-3 acres that provide multiple benefits (stormwater management, recreation, tree preservation, interconnected wildlife habitats, etc.) to nearby areas, and major trail system components. Development is limited to park and trail uses due to overlap with 100-year floodplain.

BUILDING TYPES

- Small single-story structures designed to support the primary function as a recreation or natural amenity.

SITE DESIGN

Based around natural areas where wetlands, floodplains, native vegetation, wildlife habitats, and any other sensitive areas should be preserved. Minimal site disturbance.

- Development on the periphery should not remove healthy trees or other beneficial landscaping to help retain natural filtering and protection from pollutants.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Streets, transit, sidewalks, and trails all have a role to play in maximizing access to these community resources. Within the OP Land Use itself, small access streets, trails, and walking paths provide both access and recreation functions.

UTILITY ACCESS

Some structures may require water and sewer service. Electricity for lighting and basic building functionality (lights, security, cleaning equipment, etc.) may be appropriate in some open spaces.

PUBLIC SPACE TYPES

All types and sizes of parks, trails, playgrounds, native ecosystem areas, pavilions, and passive and active recreation spaces are accommodated and appropriate.

LOCATIONAL CRITERIA

- Includes existing and potential future parks.
- Nearly all floodplain areas and space unfit for development to protect water quality.
- Open Space is compatible adjacent to all land uses.

ZONING DISTRICTS

Properties within the FEMA 100-Year Floodplain and Floodways or the Stream Planning Corridors may qualify for this designation.

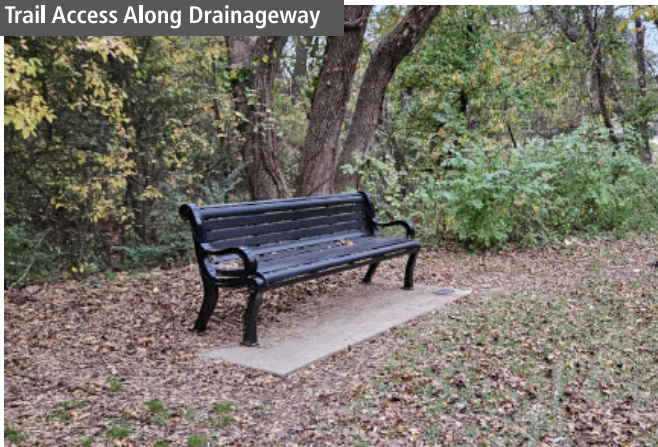
- If a property is removed from the regulatory floodplain, it is eligible for a Land Use change to higher intensity designations.

PUD	SPUD	A-1	A-2	RE	R1	R-1-A	R-2	RM-2	RM-4	RM-6	R-3	RO	O-1	CO
C-1	C-2	TC	CR	C-3	I-1	I-2	M-1	MUD						

Park



Trail Access Along Drainageway



LAND USE CATEGORY

Urban Low (UL)

DESCRIPTION & CONTEXT

An efficient, walkable pattern of lower-density urban development. Moderate to high building spacing and separation of uses, with further distances between destinations and fewer shared amenities.

- Low-intensity areas will be predominately residential over non-residential uses at compatible densities and scales.
- Gross densities in any single development should be greater than 3 units per acre.

BUILDING TYPES

Existing: All types of residential structures, primarily 1 or 2 story; single-story commercial, often with large parking lots, civic/institutional uses such as fire stations and schools are in close proximity.

New Development:

- Varied types of residential structures.
 - *Emphasis on single-unit detached and attached residential developments, including small-, standard, and large-lot single-unit detached, duplexes, and townhomes.*
- Attached housing may transition to higher intensities along collector and arterial streets, or adjacent to higher intensity uses.
 - *Attached housing may be allowed throughout a development to create variety.*
 - *Higher intensity multi-unit residential housing would be allowed when parcels are located along and with direct access to an arterial street.*
- 2 or 3 story commercial and higher density residential on arterials with limited parking areas.

SITE DESIGN

- It is critical that these locations take every opportunity to improve connectivity and help mitigate missing connections to nearby developed areas in order to strengthen neighborhood connectivity.
- The variety and diversity of housing stock should be improved as should the functionality of these areas, such as extensive street and sidewalk connections, a wider variety of lot sizes, and integration of and access to open spaces and other nearby activities should be incorporated into the design of new areas.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Existing: The type and arrangement of streets means that almost all trips require a private vehicle to use at least one arterial road. Some of these areas have connections, or potential connections, to the regional trail network. Few of these areas have easy access to transit at this time.

Projected: A highly connected multi-modal network is required to support the current and future needs of these important areas. Improving access for pedestrians and bicyclists will be a priority, including modernizing multi-modal infrastructure.

UTILITY ACCESS

A full range of utilities should be available. If services are not already in place, they must be extended by the developer during the platting process to be suitable for development. If development occurs adjacent to existing facilities that are determined to be insufficient to meet the demands of the proposed development, the developer must upgrade the existing facilities to enhance the capacity of the utility systems.

PUBLIC SPACE TYPES

This UL Land Use supports a variety of public spaces including parks of various sizes, regional trails, natural areas including wildlife corridor, and walking paths.

LOCATIONAL CRITERIA

- Low intensity residential uses shall be adequately buffered or spaced from intensities posing adverse effects including noise, odors, air and light pollution, and heavy traffic.
- Lower intensity residential uses are not appropriate along arterial streets and should be located behind higher intensity residential, commercial, or mixed-use developments along arterial streets.
- Non-residential development is appropriate along arterial and collector streets, primarily at intersections.
- Urban Low is most compatible adjacent to: UM, RR, AR, UR, LCC, TOD, and OP.
- Urban Low is least compatible adjacent to: ULC, CBD, and C and requires additional buffering from uses that generate more noise, odors, air and light pollution, and heavy traffic.

ZONING DISTRICTS

R-1	R-1-A	R-2	RM-2	RO	O-1	CO	C-1				
MUD	PUD	SPUD	RM-4	C-2							
A-1	A-2	RE	RM-6	R-3	TC	CR	C-3	I-1	I-2	M-1	

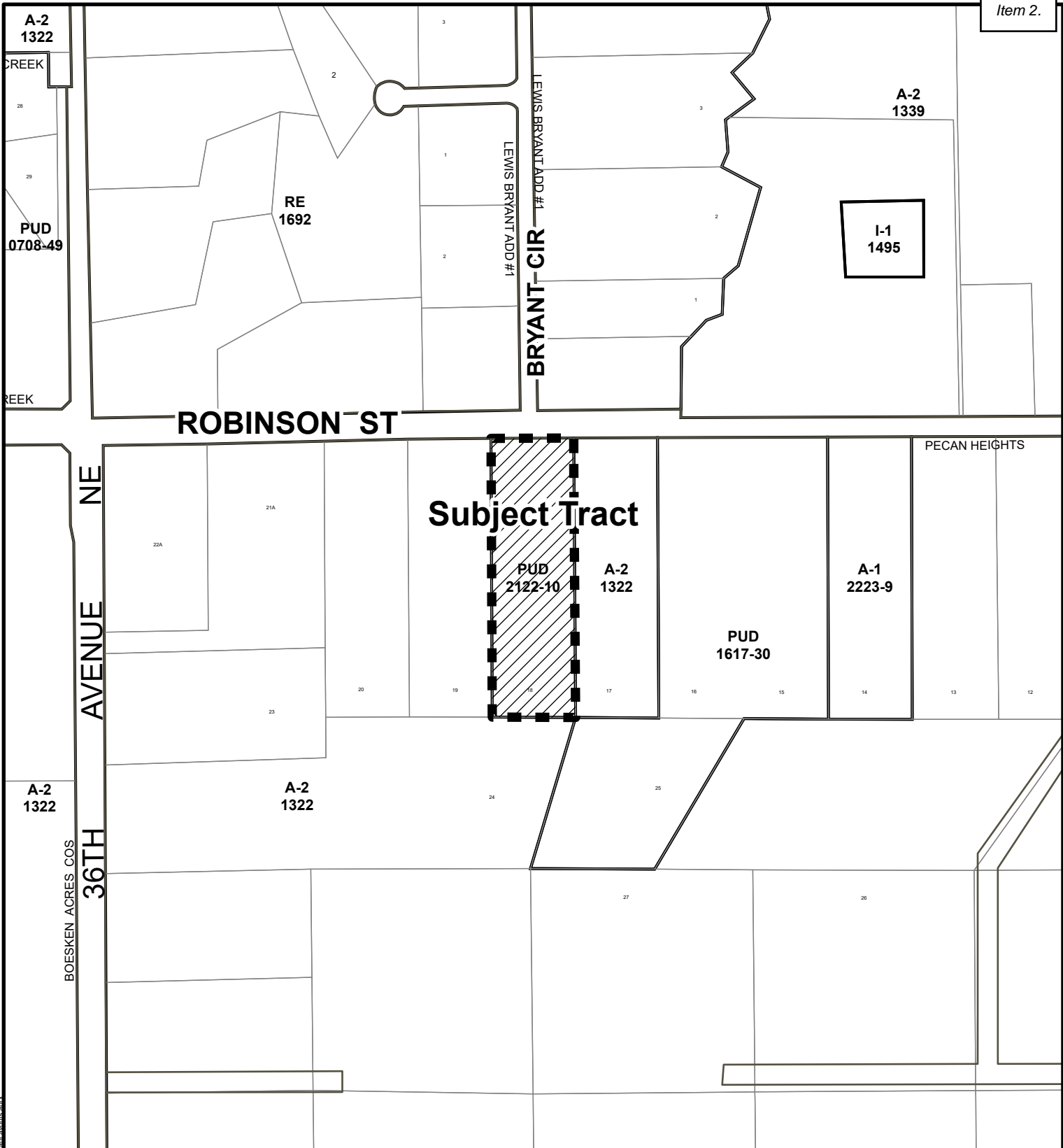
Single-Unit



Small Lot Single-Unit



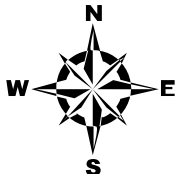
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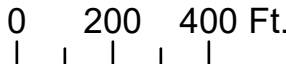
Location Map



Map Produced by the City of Norman
 Geographic Information System.
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.



May 5, 2026



Subject Tract

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File Attachments for Item:

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-68: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO ADOPT A ZONING DESIGNATION FOR A TRACT OF LAND LYING IN THE SOUTHEAST QUARTER (SE/4) OF SECTION TWENTY-NINE (29), TOWNSHIP NINE NORTH (T9N), RANGE TWO WEST (R2W), OF THE INDIAN MERIDIAN (I.M.), NORMAN, CLEVELAND COUNTY, OKLAHOMA, AND PLACE IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF REED AVENUE AND EUFAULA STREET. WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 06/11/2026

REQUESTER: City of Norman

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-68: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO ADOPT A ZONING DESIGNATION FOR A TRACT OF LAND LYING IN THE SOUTHEAST QUARTER (SE/4) OF SECTION TWENTY-NINE (29), TOWNSHIP NINE NORTH (T9N), RANGE TWO WEST (R2W), OF THE INDIAN MERIDIAN (I.M.), NORMAN, CLEVELAND COUNTY, OKLAHOMA, AND PLACE IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF REED AVENUE AND EUFAULA STREET. WARD 4)

APPLICANT/REPRESENTATIVE	City of Norman
LOCATION	The southeast corner of the intersection of Reed Ave. and E. Eufaula St.
WARD	4
CORE AREA	Yes
EXISTING ZONING	None
EXISTING LAND USE DESIGNATIONS	Mixed-Use
CHARACTER AREA	Core Neighborhood
PROPOSED ZONING	SPUD, Simple Planned Unit Development
PROPOSED LAND USE	No Change

REQUESTED ACTION

Zone to SPUD, Simple Planned Unit Development, to facilitate the development of the Norman Housing Hub.

SUMMARY:

The applicant, City of Norman, is requesting to zone the subject property to SPUD, Simple Planned Unit Development. The proposed zoning will allow for the development of the Norman Housing Hub, a facility that provides overnight sheltering services and associated amenities for unhoused individuals and families.

EXISTING CONDITIONS:

SIZE OF SITE: 3.2 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	None	SPUD	None (State Property)	None (State Property)	R-2
Land Use	Mixed-Use	Mixed-Use	Mixed-Use	Mixed-Use	Urban Low
Current Use	Vacant	Food and Shelter	Vacant	Vacant	Single and Two-Family Dwellings

ZONING DESIGNATION

This Property has historically been institutionally used by the State of Oklahoma and does not currently have a City of Norman zoning designation.

LAND USE DESIGNATION

Mixed-Use

See attached Mixed-Use Land Use Category Documents.

CHARACTER AREA DESIGNATION

Core Neighborhood Areas

See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK

McGeorge Park is approximately 0.3 miles west of the subject property, and is accessible via sidewalks along E. Eufaula St.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

PD26-13

May 28, 2026

Several neighboring property owners were in attendance. One attendee had questions about drainage issues on the site and how they will be addressed. Mr. Lorg stated that there are no structures proposed within the floodplain but welcomed further discussions with neighbors to

discuss any drainage concerns. Another attendee asked if there had been any input from the Norman Police Department on the proposal and design. Mr. Lorg responded that Police had been consulted on the initial design, and that there will be continued consultation as the project moves forward. Attendees also raised concerns about nearby areas with overgrown vegetation that are not maintained. Mr. Lorg stated that while the subject property's landscaping and vegetation will be regularly maintained. Another attendee asked if the Norman Housing Hub was related to the existing Food and Shelter facility to the north of the subject property. Mr. Lorg said that while there may be a naturally occurring symbiotic relationship between the Norman Housing Hub and Food and Shelter due to their similar services, the two had no official connection.

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or division responded with review comments "inconsistent" with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

1. Fire Department
2. Building Permitting Review
3. Public Works/Engineering
4. Transportation Engineer
5. Planning
6. Utilities

FIRE DEPARTMENT

Additional construction details are required to determine fire hydrant requirements and fire lane specifications for the proposed buildings. These items will be addressed during the building permit stage. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

BUILDING REVIEW

Building codes and all applicable trades will be addressed at the building permit stage.

PUBLIC WORKS/ENGINEERING

The City of Norman is exempt from platting requirements.

TRANSPORTATION ENGINEER

The Transportation Engineer has no comments as platting is not required.

PLANNING

ZONING CODE CONSIDERATIONS

SPUD, Simple Planned Unit Development

The SPUD, Simple Planned Unit Development, is a special zoning district that provides an alternate approach to the conventional land use controls and to a PUD, Planned Unit

Development to maximize the unique physical features of a particular site and produce unique, creative, progressive, or quality land developments.

- The SPUD may be used for particular tracts or parcels of land that are to be developed, according to a SPUD narrative and a development plan map and contains less than five acres.
- The SPUD is subject to review procedures by Planning Commission and adoption by City Council.

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of comprehensive plan of record. In addition, the SPUD provides for the following:

- Encourage efficient, innovative use of land in the placement and/or clustering of buildings in a development and protect the health, safety, and welfare of the community.
- Contribute to the revitalization and/or redevelopment of areas where decline of any type has occurred. Promote infill development of areas where decline of any type has occurred. Promote infill development that is compatible and harmonious with adjacent uses and would otherwise not be an area that could physically be redeveloped under conventional zoning.
- Maintain consistency with the City's zoning ordinance, and other applicable plans, policies, standards and regulations on record.
- Approval of a zone change to a SPUD adopts the master plan prepared by the applicant and reviewed as part of the application. The SPUD establishes new and specific requirements for the amount and type of land use, residential densities, if appropriate, development regulations and location of specific elements of the development, such as open space and screening.

The applicant requests zoning to SPUD, Simple Planned Unit Development, to allow for the development of the Norman Housing Hub, a facility that provides overnight sheltering services and associated amenities for unhoused individuals and families. The proposal is **consistent** with the purpose of a SPUD.

Uses Permitted

- Allowed uses within the proposed development include overnight and emergency sheltering services for unhoused individuals, facilities supporting sheltering services such as laundry, storage, multi-use spaces, dog kennels and runs.

The uses permitted within the proposed development are similar to the uses of the Food & Shelter facility to the north of the subject property. The area immediately east and south of the subject property is owned by the State of Oklahoma and does not have a zoning designation. The area west of the subject property is zoned R-2, Two-Family Dwelling District, and largely contains single-family dwellings. While sheltering services and related facilities are not allowed in the R-2 district, there is a high demand for such services in this area, making the proposed development **consistent** with the surrounding area.

Area Regulations

- The minimum building setback is 15' from all property boundaries.

The area regulations of the proposal are generally **inconsistent** with the setbacks of the surrounding area, as they are smaller than the required front and rear setbacks of the R-2, Two-Family Dwelling District. All development will be reviewed for compliance at the building permit stage.

Height Regulations

- The buildings may be allowed to reach a maximum of one story, with a maximum roof/pitch of 40'.

The proposed height limits are **consistent** with the surrounding area, as the R-2, Two-Family Dwelling District, to the west allows for heights up to two stories by right, and three stories with increased setbacks. The district regulations do not indicate a maximum building height expressed in feet.

Landscaping

- Landscaping will be provided and maintained as is generally depicted on the Preliminary Site Development Plan.

The proposed parking areas for the development will be required to comply with landscaping requirements. The landscaped areas will be designed in a manner **consistent** with City standards.

Parking

- The development will provide parking as shown on the Preliminary Site Development Plan. All parking areas will comply with applicable ordinances. Compact parking spaces measuring 7' 6" by 15' may be provided, provided that such spaces do not exceed 5% of the total number of parking spaces.

Parking within the proposed development will be generally **consistent** with the City's parking regulations.

Lighting

- The proposed development will comply with the City of Norman's Commercial Outdoor Lighting Standards, as amended from time to time.

Exterior lighting within the development will be **consistent** with applicable City regulations.

Signage

- The development may contain one ground-mounted or monument style primary entrance sign, not to exceed 75 square feet per side. Building-mounted signage may also be incorporated on walls that do not face public streets. Directional and wayfinding signs to identify and provide direction to various areas and amenities within the facility will also be allowed. All signage will be positioned to avoid interference with traffic sight triangles. Any other signage will comply with the City of Norman's medium density residential signage standards.

The proposed signage regulations for this SPUD are generally consistent with the adjacent organization but **inconsistent** with applicable City regulations in the Sign Code.

Screening

- A 6' black vinyl-coated chain link fence will be provided and maintained along the property boundaries as generally shown on the Preliminary Site Development Plan. The buildings themselves will serve as screening along Reed Ave. as all entrances and activity will take place on the east side of the structure.

The proposed development will be **consistent** with the City's screening regulations and will provide privacy and security for the facility.

Exterior Materials

- The exterior material of all buildings will be any combination of masonry, stone, glass, synthetic stone, composite wood-look accents, metal panel and accents, structural standing seam panel, and other durable architectural materials. Pre-engineered metal building systems are permitted, providing facades are articulated to avoid an industrial appearance.

The proposed exterior material regulations are **consistent** with the regulations of the surrounding area, as there are no exterior material regulations for structures in the State-owned areas to the east and south, which are not zoned by the City, and the R-2, Two-Family Dwelling District to the west. Additionally, the proposed materials are high quality and will add to the visual appeal of the buildings.

LAND USE CONSIDERATIONS

Please see the attached descriptions from the AIM Norman Land Use Plan.

Overarching Non-Residential Policies

The proposal is **consistent** with this Core Neighborhood Character Area policy, as it proposes high-quality exterior building materials, and parking, loading, and intake areas are located to the rear of the facility, and screened from view from Reed Ave.

Core Neighborhood Policies

The proposal is **consistent** with the Core Neighborhood policies, as it provides a needed service in the downtown area in a way that is compatible with the residential area to the west. While the buildings' maximum allowed height of 40' may be taller than existing residential structures, the proposed buildings' roofs are at their shortest point closest to Reed Ave. This intentional architectural design ensures that the impact to the nearby residential areas is mitigated. The proposal is also located in an area with existing pedestrian infrastructure, within walking distance to goods and services on E Main St. to the west and 12th Ave. NE to the east.

Mixed-Use Land Use Policies

The proposal is **consistent** with this Mixed-Use Land Use description. It is non-residential and is in an area with existing pedestrian infrastructure and connectivity to nearby goods and services, which this Land Use calls for.

Building Types

The proposal is generally **consistent** with this Mixed-Use Land Use Policy, because while the SPUD Narrative allows for only one-story buildings, the maximum height of 40' is similar to the 3- to 5-story building height called for in this policy.

Site Design

The proposal is **consistent** with this Mixed-Use Land Use Policy, as it is in an area with existing pedestrian infrastructure and connectivity. The proposed development will connect to this existing pedestrian infrastructure, making it conducive to walking.

Transportation

The proposed development is **consistent** with this Mixed-Use Land Use policy, as it connects to existing vehicle and pedestrian infrastructure. The development is proposed within an existing street grid. Parking is located to the rear of the structures and will be screened from view from the right of way. There is an Embark bus stop 0.2 miles north of the proposed development on E Main St., which is accessible via existing sidewalks along Reed Ave.

Utility Access

The development site has access to public water and sanitary sewer facilities. The development is **consistent** with this Mixed-Use Land Use policy.

Public Space

The proposed development includes recreational facilities for occupants. While such facilities are not public space, they offer similar benefits for those utilizing the services of the Norman Housing Hub. For this reason, the proposal is **consistent** with this Mixed-Use Land Use policy.

Neighborhood and/or Special Area Plans

This location **is** within a Neighborhood or Special Planning Area.

UTILITIES

AIM NORMAN PLAN CONFORMANCE

Proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.

SOLID WASTE MANAGEMENT

Proposed development meets requirements for City streets and provides access for solid waste services.

WATER/WASTEWATER AVAILABILITY

Water Availability

Adequate capacity within the water system exists to serve the proposed development.

Wastewater Availability

Adequate capacity within the wastewater system exists to serve the proposed development.

DISCUSSION:

Overall, the proposed development aligns with the AIM Norman Land Use and Character Area objectives by developing an overnight sheltering facility for unhoused individuals in families in

a central location that is serviced by an existing street grid, pedestrian infrastructure, and a full range of utilities. The result is an invaluable resource that connects those it serves to nearby goods and services.

CONCLUSION:

Staff forwards this request for zoning to SPUD, Simple Planned Unit Development, and Ordinance O-2526-68 to the Planning Commission for consideration and recommendation to City Council.

OVERARCHING POLICIES

These policies are designed for all Character Areas throughout Norman, as applicable.

GENERAL

- Based upon the recommendations of the most recent Stormwater Management Plan (SWMP), improve stormwater management for all development projects.
 - *Improve stormwater and floodplain management with all infill development.*
- Based on the most recent Transportation Plan and Complete Streets Policy, City projects and new development should establish a network of complete streets (see glossary).
- Appropriately regulate development within the floodplains and Stream Planning Corridors via the Floodplain and Water Quality Protection Zones (WQPZ) ordinances.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Where feasible, new streets and internal streets should follow a grid pattern of small blocks for a more condensed form of development.
- Improve pedestrian and bicycle connectivity, especially between public transit stops and destinations with new projects, redevelopments, or reconfiguration of existing development.
- Amenities such as, but not limited to, seating, public art, natural green space, fountains and other outdoor landscape elements should be included within each development. These amenities should be conscious and considerate of impacts on the natural environment.
- Develop buildings that meet or exceed Universal Design principles.
- Promote building principles such as energy efficiency and renewable energy sources, indoor environmental quality, water conservation, and minimizing impacts on wildlife through space and material optimization and building with resilient design.
- Coordinate all capital improvement projects between all necessary City departments (e.g. transportation, water, wastewater, stormwater, parks).
- Strengthen programming for disseminating information on the City's Fertilizer Ordinance and other pollution prevention initiatives.

RESIDENTIAL

- New residential development should blend with existing housing, incorporating tools such as buffering requirements and right-sized public spaces as defined in land use categories.
- Accommodate a variety of housing styles, sizes, densities, and price points to suit diverse housing needs.
- New residential development should use a variety of techniques to avoid the appearance of identical homes, increasing vibrancy and diversity in the built environment.

NON-RESIDENTIAL

- New non-residential development should use high quality building materials such as glass, brick, stone, wood or cementitious siding.
- Require that loading areas be located to the rear and sides of buildings and screened from view.
- Ensure that all sides of a parking garage that are visible from public view are architecturally consistent with the buildings it serves.
- Buildings in a corporate campus setting should have an internal pedestrian network between buildings.

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

The Core Neighborhood is a focal point of the city, the traditional central business district, with a concentration of activities such as general retail, service commercial, professional office, mixed-density housing, mixed-use spaces, and appropriate public and open space easily accessible by pedestrians. This area frames the University of Oklahoma campus.

The Core Neighborhood encompasses all historic districts and some existing neighborhood planning areas. One notable aspect of this area is the reinvestment that has been occurring over the past decade.

The Core Neighborhood is defined by smaller, traditionally platted lots and older homes. Most streets within this Character Area are designed on a grid pattern, radiating from the BNSF rail line, and are highly connected to one another. Alleys are prominent and, although often used by local traffic, are in disrepair and in need of maintenance. Towards the commercial centers of this Character Area, taller buildings are more common, with the overarching height of residential structures being three stories or less.

GOALS

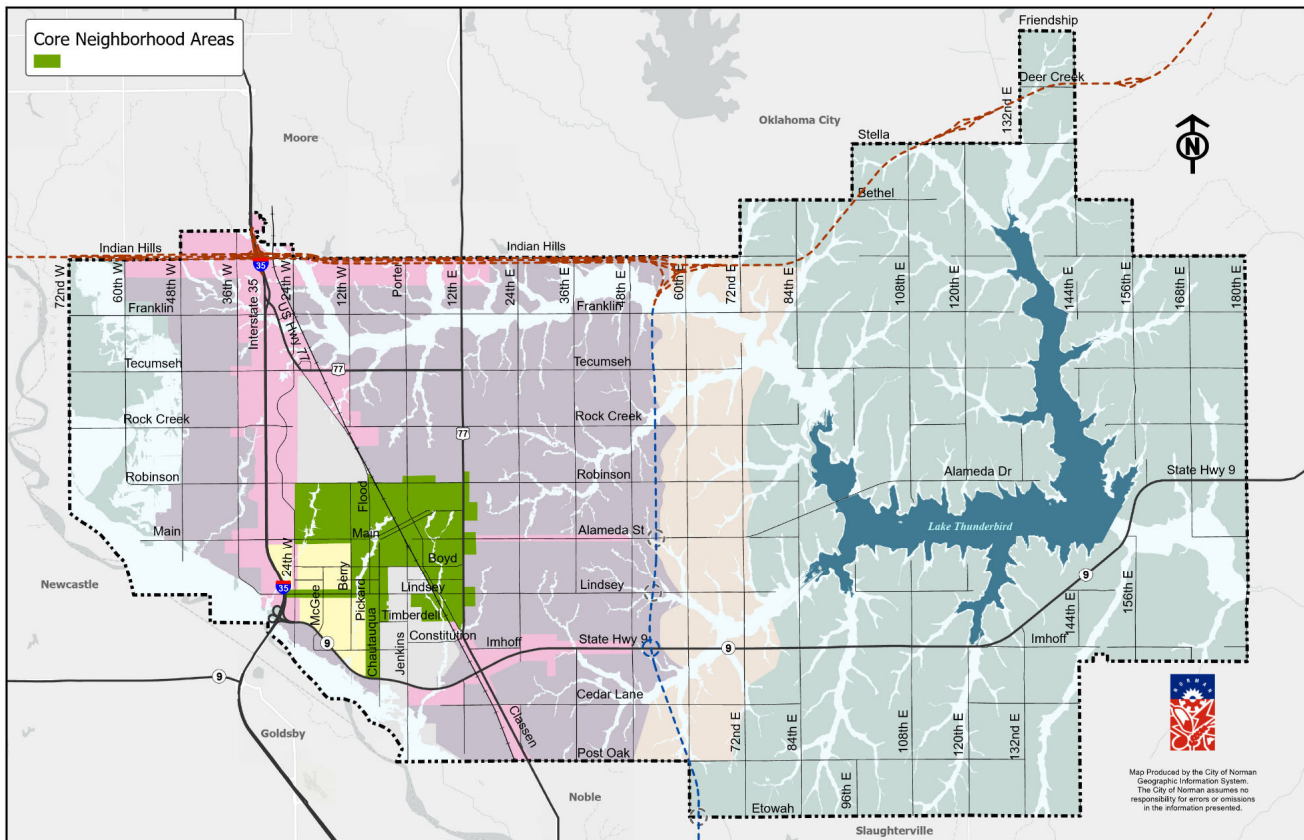
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that’s enjoyable for live, work, and play including transitions from other, more auto-centric, character areas.
- Promote local business growth and encourage employment opportunities within the Core, catering to residents, students, and visitors.

OPPORTUNITIES

- High access to alternative modes of transportation, including public transit, walking, and bicycling.
- Rehabilitation and redevelopment opportunities for residential and commercial projects.
- Strong historic ties and active attention from existing community efforts.

CHALLENGES

- Undersized, aging infrastructure, including lack of stormwater infrastructure, that requires frequent maintenance.
- Balancing reinvestment with affordability options.
- Under used areas.
- Cost of infill development.



POLICIES

- Continue to maintain and improve public facilities and infrastructure that supports infill development and reinvestment.
- Residential development should reinforce the Core through a combination of rehabilitation in the downtown area and compatible new infill development targeted to a broad range of income levels, including multi-unit townhomes, apartments, lofts, and condominiums.
- Focus mobility infrastructure on pedestrian comfort, safety, and convenience where there are smaller lots and greater proximity to a range of services.
- Ensure that redevelopment and infill developments:
 - *Address the impacts of parking and access:*
 - » *Off-street parking should be screened from public right-of-way, and placed in the rear of the lot for all development.*
 - » *For residential development, access to garages and parking pads are encouraged from a rear loaded alley.*
 - » *Alternative modes of transportation, including walking, rolling, biking, and public transit should be a priority with safe, clear connections. This includes improving sidewalks and filling gaps in the sidewalk network during development.*
 - *Reflects the scale and characters of surrounding properties:*
 - » *Structures should not be significantly taller, further from the front property line, or be inconsistent with the massing of neighboring properties.*
 - *Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.*
 - *Encourage activation of the street space along arterials with pedestrian amenities.*
- Increased impervious area coverage should be mitigated using LID stormwater BMPs regardless of parcel size or existing impervious area coverage.
- New architecture should be compatible with existing neighborhoods. Modern, contemporary architecture should be limited, but can be accommodated as long as scale transitions and architectural elements achieve continuity.

ACTION ITEMS

- Work with Downtown businesses to explore a Business Improvement District.
- Incorporate results of the Center City Infrastructure Study into future projects.
- Based on the most recently adopted Housing Plan, establish programming to encourage rehabilitation of residential structures.
- Develop incentive programs and/or pursue public-private partnerships that promote infill development on vacant or under used sites to create catalytic projects of high-quality.
- Focus on strategic public investments to improve conditions, appropriate infill development on scattered vacant sites, and encouraging more homeownership and maintenance or upgrade of existing properties.
- Implement existing neighborhood plans; update as appropriate.
- Work with neighborhood leaders to assemble resources and technical assistance in support of existing historic districts.
- Coordinate with existing neighborhood organizations to increase street and alley activation to build community and increase safety.
- Conduct a parking study to identify solutions, including shared parking, to adequately support residents.
- Complete corridor-specific plans for potential Transit Oriented Development (TOD) sites that identify residential development opportunities that have good access management, improved site design, and low impact transitions to non-residential uses.
- Ensure undersized, aging infrastructure is updated as areas are redeveloped.
- Seek alternative funding sources to increase capacity for reducing flooding damages by acquiring vulnerable properties and converting that area to open space floodplain storage.
- Update regulations to:
 - *Ensure adequate lighting and sidewalks are provided for pedestrian safety.*
 - *Establish requirements for connectivity to bolster Complete Street policy.*
 - *Create development patterns consistent with the character area, including setbacks, scale, massing, yard characteristics, height, off-street parking, and other defining features.*
 - *Provide high-quality streetscape standards transitioning West Main Street, West Lindsey Street, and sections of James Garner Avenue and Porter Avenue from auto-centric to pedestrian-friendly designs as they approach Downtown Norman.*
 - *Explore special districts and design criteria for Downtown neighborhoods experiencing high development pressures such as Old Silk Stocking, and other locations not currently protected by an overlay district.*

LAND USE

Land Use Category Descriptions

The following attributes for each land use category help guide rezoning, site plan approvals, and other site development decisions.

BUILDING TYPES

The scale and transparency of buildings dictate the feel and intensity of the areas. Larger commercial spaces or buildings with more residential units generate more trips, impacting factors like parking demand. Scale also influences the feel of an area, such as the difference between a block of one- and two-story structures versus structures with five or more stories. Transparency, or the ability to see into or out of a structure (often with windows), can make an area feel more comfortable, safe, and interesting for pedestrians. The recommendations in this section guide how to regulate and administer building types and uses in the adopted Development Codes.

SITE DESIGN

The area and shape of lots, streets, sidewalks, parking, landscaping, design of open spaces, and access all influence the feel of a development and should be handled differently based on the intensity of the use. Site design can often mitigate the effects of higher intensity uses on less intense neighboring uses. The recommendations in this section guide how to regulate and administer site design standards through the adopted Development Codes.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Transportation accommodations vary depending on the intensity of the use. For example, commercial uses that generate more traffic will require access to arterial and collector streets. Site design will guide circulation and access within a site, but projects also need to consider how circulation and access are addressed between sites and future developments. The recommendations in this section guide how to regulate and administer access and circulation standards through the adopted Development Codes.

UTILITY ACCESS

Access to public services - water, wastewater, and regional stormwater management - may be required depending on the location and/or intensity of a development. Utility access recommendations in this section are strict to ensure services can support the development.

PUBLIC SPACE TYPES

Public spaces are open and accessible to anyone in the community. These spaces can include plazas, parks, courtyards, natural areas, and more. They create a sense of community and a way for residents to interact with their neighbors. The recommendations in this section guide where public spaces are needed and guide standards through the adopted Development Codes.

LOCATIONAL CRITERIA

Location Criteria considers the influence of a use on adjacent properties and land uses. The recommendations in this section guide how to administer compatibility of adjacent land uses and their influence on one another through the adopted Development Codes.

ZONING DISTRICTS

This section identifies the most appropriate zoning districts (based upon the current code) for each land use designation. For properties within an Overlay Zoning District, the base Zoning District will apply.

ZONING DISTRICTS IN GREEN ARE TYPICALLY APPROPRIATE IN THE DESIGNATED LAND USE
ZONING DISTRICTS IN YELLOW MAY BE APPROPRIATE IN THE DESIGNATED LAND USE, BUT REQUIRE INTENSE REVIEW
ZONING DISTRICTS IN RED ARE TYPICALLY NOT APPROPRIATE IN THE DESIGNATED LAND USE

Norman’s Current Zoning Districts are:

- PUD: Planned Unit Development
- SPUD: Simple Planned Unit Development
- A-1: General Agricultural
- A-2: Rural Agricultural
- RE: Residential Estate Dwelling
- R-1: Single-Family Dwelling
- R-1-A: Single-Family Attached Dwelling
- R-2: Two-Family Dwelling
- RM-2: Low Density Apartment
- RM-4: Mobile Home Park
- RM-6: Medium Density Apartment
- R-3: Multi-Family Dwelling
- RO: Residence-Office
- O-1: Office-Institutional
- CO: Suburban Office Commercial
- C-1: Local Commercial
- C-2: General Commercial
- TC: Tourist Commercial
- CR: Rural Commercial
- C-3: Intensive Commercial
- I-1: Light Industrial
- I-2 Heavy Industrial
- M-1: Restricted Industrial
- MUD: Mixed-Use Development
- FH: Flood Hazard
- PL: Park Land
- CCFBC: Center City Form-Based Code

More information on Zoning and Overlay Districts may be found in Section 36-505 of the City of Norman Municipal Code.

LAND USE CATEGORY

Mixed-Use (MX)

DESCRIPTION & CONTEXT

Urban, compact, walkable pattern. Low to no building spacing and separation of uses. Cultivates vibrant urban areas with an intense mix of uses that not only support residents and employers but leverage their location to attract visitors from throughout the region. For areas requiring retrofit or redevelopment, neighborhood or site master plans should be developed to encourage more efficient and attractive land use along with higher densities.

- Mixed-use areas should have a slightly higher non-residential to residential mix and a predominance of mixed-use structures.
- Gross densities in any single development should be greater than 18 units per acre.

BUILDING TYPES

- Medium and Small-scale 3 to 5-story buildings are common. Within existing developed areas, buildings may go up to 2-stories higher than surrounding properties.
- Multi-unit structures are the priority, but a variety of residential uses including townhomes, walk-ups, apartments, lofts, condominiums are present.
- Mixed-use buildings that include retail, work-spaces, and residences are the most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Single-use buildings are limited. Large single-use, single-story structures are not appropriate.

SITE DESIGN

- The scale and layout of the built environment is conducive to walking. Trails and pathways are integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Single-use commercial and single-use multi-unit residential developments without connections to neighboring properties and uses disturb the development pattern and should be limited or avoided altogether.
- Design features, such as street/sidewalk level windows, should make larger scale structures appropriate at the pedestrian level.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.
- Residential developments should include trails or side paths that facilitate resident movement and encourage resident interactions.
- Stormwater to be addressed at the project level, but designed as part of a larger neighborhood or sub-basin system and, when possible, function as an amenity to the development.
- Site layout should take every opportunity to maximize the public infrastructure available in this area.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

This area features a dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking should not be prominent, but rather it should be obvious that this area is designed to be a park-once environment. Shared parking is prevalent, with limited private parking options, which are screened from view of the right-of-way. Most of these areas have, or will have, easy access to public transportation (adjacent to or less than one quarter-mile walk of a stop). A future rail transit service is possible near some locations. It should be comfortable for users of all ages and abilities to move through this area safely. Access and connections to the regional trail network are vital assets to this land use.

UTILITY ACCESS

A full range of utilities should be available. If services are not already in place, they must be extended by the developer during the platting process to be suitable for development. If development occurs adjacent to existing facilities that are determined to be insufficient to meet the demands of the proposed development, the developer must upgrade the existing facilities to enhance the capacity of the utility systems.

PUBLIC SPACE TYPES

Appropriately scaled public spaces including small parks, plazas, parklets, regional trail connections, and walking paths. Pedestrian amenities are commonly integrated into public and private projects.

LOCATIONAL CRITERIA

- This land use is not to be located behind other uses, without direct access or frontage to collector and arterial streets.
- Large building footprints (>12,500 SF) compromise the development pattern and are not appropriate, except at arterial intersections and along major thoroughfares.
- Low and medium intensity residential uses shall be adequately buffered or spaced from intensities posing adverse effects including noise, odors, air and light pollution, and heavy traffic.
- Mixed-Use is most compatible adjacent to: UH, ULC, IMX, CBD, LCC, C, JC, TOD, and OP.
- Mixed-Use is least compatible adjacent to: RR, AR, and UR and requires additional buffering from uses that generate more noise, odors, air and light pollution, and heavy traffic.

ZONING DISTRICTS

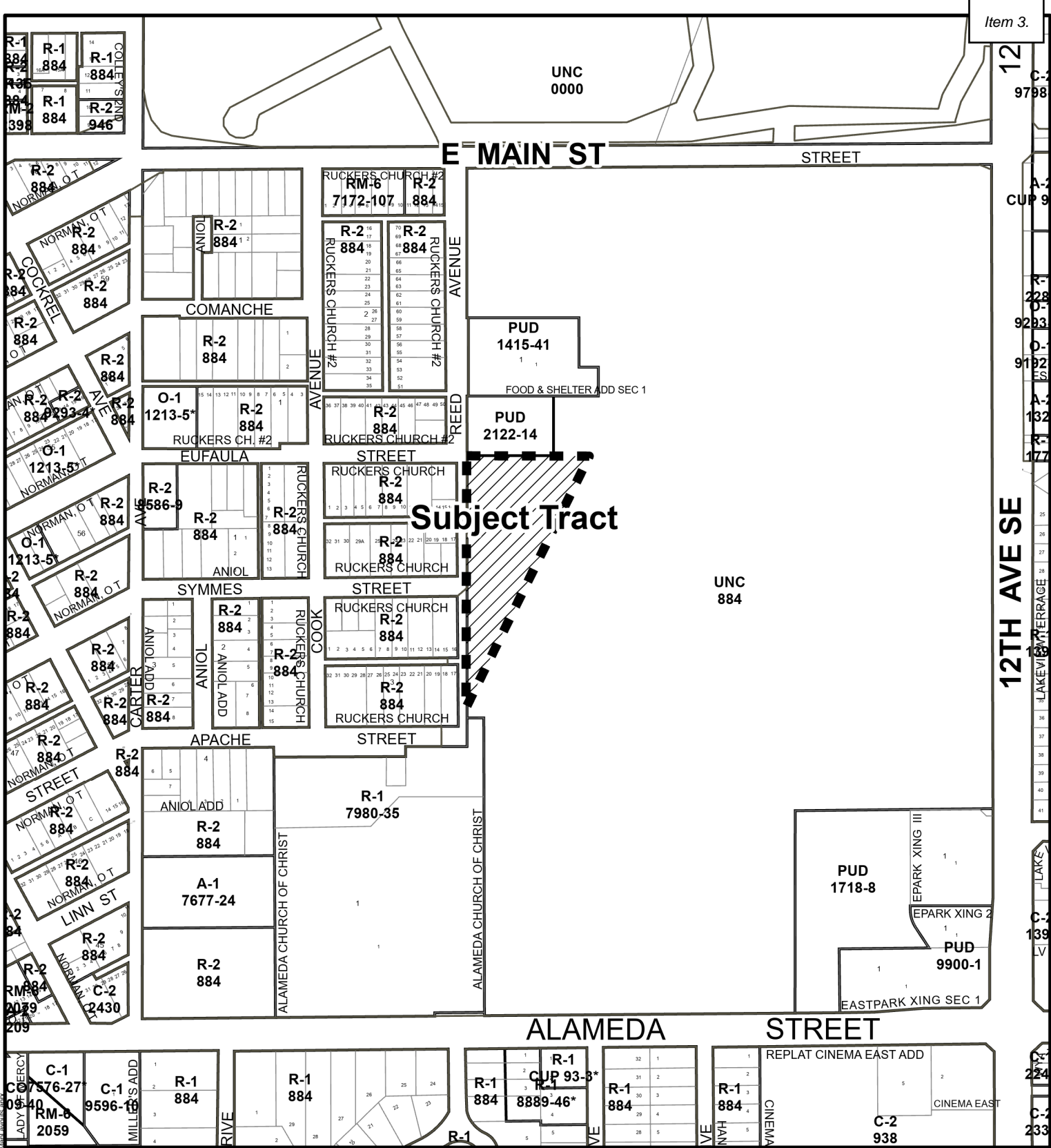
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Mixed-Use



Mixed-Use in West Village, Oklahoma City, OK





Location Map

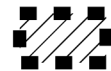


Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



May 7, 2026

0 200 400 Ft.



Subject Tract

*NORMAN HOUSING HUB
SE CORNER OF REED AVE. AND EUFAULA ST.*

SIMPLE PLANNED UNIT DEVELOPMENT

APPLICANT
CITY OF NORMAN

APPLICATION FOR:
SIMPLE PLANNED UNIT DEVELOPMENT

Submitted:
MAY 1, 2026
Revised:
JUNE 5, 2026

PREPARED BY:

FSB ARCHITECTS + ENGINEERS

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 - G. Traffic circulation and Access
- III. Development Plan and Design Concept**
 - A. Permitted Uses
 - B. Development Criteria

Exhibits

- A. Legal Description
- B. Site Development Plan
- C. Greenspace Exhibit

I. Introduction

The City of Norman (“the Applicant”) intends to zone the property located on the east side of Reed Avenue, east of the intersection of Reed Avenue and E. Eufaula St., as more specifically described on Exhibit A (the “Property”) to a Simple Planned Unit Development (“SPUD”) in order to facilitate the development of the Norman Housing Hub, a community which includes facilities and associated amenities for overnight and emergency sheltering services for the unhoused and those in need of respite. The community is designed to offer a safe space for providing outreach to those in need of the services offered, as well as compatible community open or garden spaces.

II. Property Descriptions; Existing Conditions

A. Location

The property is located 1/3 mile north of E. Alameda Street and east of Reed Avenue in Norman, Oklahoma. The site is bound to the north by the existing Food & Shelter Facilities, to the south/east by Bishop Creek, and to the west by Reed Avenue.

B. Existing Land Use and Zoning

The existing site is undeveloped and not currently zoned. The land is owned by the City of Norman.

C. Elevation and Topography

The existing site is relatively flat with steeper slopes adjacent to Bishop Creek, along the east side of the Property.

D. Drainage

The Applicant proposes stormwater and drainage management systems that will meet or exceed the City’s applicable ordinances and regulations.

E. Utility Services

The necessary utility services for this project (including water, sewer, gas, telecommunications, and electric) are already located on or near the Property, or they will be extended by the Applicant, as necessary.

F. Fire Protection Services

Fire Protection services will be provided by the City of Norman Fire Department and by the Applicant in compliance with City codes, ordinances, and/or regulations.

G. Traffic Circulation and Access

Traffic circulation and access to the Property shall be allowed in the manner shown on the attached Preliminary Site Development Plan, Exhibit B.

III. **Development Plan and Design Concept**

The Property shall be constructed in accordance with the Preliminary Site Development Plan included as **Exhibit B**, subject to completion of final design details and any modifications permitted under Section 36-510 of the City of Norman's SPUD Ordinance, as it may be amended from time to time. All attached Exhibits, as submitted by or on behalf of the Applicant, are hereby incorporated by reference and further establish the development standards applicable to the Property.

A. **Uses Permitted**

The Property will be developed as a single-story housing hub complex serving as a homeless shelter community facility. The current conceptual design is configured to temporarily house, counsel, and serve 120 unhoused individuals, 10 respite individuals, and 4 families. The Property will be developed with two (2) buildings and a dedicated open space situated between the buildings to serve individuals in a safe and secure manner. The Property will also feature open space outside of the building program perimeter to serve as a community garden, or similar amenity, all within the Property.

Listed, the permitted uses are:

- Respite and unhoused overnight and emergency sheltering services
- Facilities supporting sheltering services, including:
 - Laundry
 - Storage
 - Multi-Use space
 - Dog kennel and dog run
 - Staff, operator and community office areas for outreach and related services
- Community garden and/or public open spaces
- Community facility and multi-use spaces compatible with sheltering services

B. **Development Criteria:**

1. **Building Height**

The building shall be allowed to reach a maximum of one (1) story, with a maximum roof/pitch of 40' for that single story.

2. **Area Regulations**

The Property shall comply with the setbacks shown on the Preliminary Site Development Plan. The minimum building setbacks shall be 15' feet from all property boundaries. Any permanent structure location must be in compliance with City regulations applicable to all existing and proposed easements.

3. **Exterior Materials**

Building exteriors shall consist of any combination of masonry, natural or manufactured stone, glass, exposed ribbed metal panels, insulated or architectural metal panels, structural standing seam metal panels, metal accents, composite wood-look accents, and other durable architectural materials. Pre-engineered metal building systems are permitted, provided façades are articulated through material variation, changes in plane, architectural detailing, and enhanced entry features to avoid an industrial appearance.

4. Sanitation

Sanitation services for the Property shall adhere to all applicable ordinances, regulations, and requirements established by the City of Norman, as they may be revised from time to time. The Property will utilize roll-out dumpsters housed within an on-site exterior trash enclosure, designed to allow convenient ingress and egress for the trash service provider.

5. Signage

The Property may utilize one (1) primary entrance sign, either ground-mounted or monument-style, generally located near the northern entrance to the site. Such entrance signage identifying the building shall not exceed 75 square feet per side. In addition to this entrance sign, building-mounted signage may be incorporated on walls that do not face public streets, serving as architectural enhancements. Final design and appearance of all signage shall be subject to the owner's discretion.

The Property may also incorporate a range of directional and wayfinding signs throughout the site. These may include, but are not limited to, signage identifying or directing users to bicycle parking, scooter parking, entrances, delivery and pick-up areas, occupant parking, amenities, and other similar destinations as needed. All signage described herein may be internally illuminated or otherwise lit using LED or comparable lighting systems.

All signage shall be positioned to avoid interference with required traffic sight triangles. Any signage not specifically addressed herein shall comply with the medium density residential signage standards outlined in the City of Norman Sign Regulations, as may be amended from time to time.

6. Traffic Access and Circulation

Access to the Property shall be permitted in the manner depicted on the attached Preliminary Site Development Plan. Sidewalks will be constructed along Reed Avenue, in accordance with applicable City of Norman standards.

7. Open Space

Open space of no less than 25% shall be maintained on the Property in the locations and manner depicted on the attached Preliminary Greenspace Exhibit, attached hereto as **Exhibit C**. The impervious area for the Property shall not exceed 75%.

8. Parking

The Property will be served by surface parking as shown in the parking layout on the Preliminary Site Development Plan. In addition, all parking areas shall comply with the applicable requirements of the City of Norman, including Sections 36-548 and 36-550, as they may be amended from time to time, with the condition that all parking spaces on the Property measure either eighteen feet (18') by nine feet (9') or nineteen feet (19') by eight and one-half feet (8' 6").

Furthermore, compact parking spaces measuring seven and one-half feet (7' 6") by fifteen feet (15') may be provided, provided that such compact spaces do not exceed five percent (5%) of the total number of parking spaces.

9. Landscaping and Fencing

Landscaping shall be installed and maintained in locations generally depicted on the Preliminary Site Development Plan. A six-foot (6') black vinyl-coated chain-link fence shall be provided and maintained along the north, south, and east property boundaries. Along Reed Avenue, the building shall serve as the primary screening and separation element in lieu of perimeter fencing. Additional containment fencing shall be provided within the recreation yard and dog run areas located between the buildings and shall consist of a six-foot (6') wood or wood-look privacy fence.

10. Lighting

The Property shall comply with the City of Norman's Commercial Outdoor Lighting Standards, as amended from time to time.

EXHIBIT A

Legal Description of the Property

A Tract of land lying in the Southeast Quarter (SE/4) of Section Twenty-nine (29), Township Nine North (T9N), Range Two West (R2W), of the Indian Meridian (I.M.), Norman, Cleveland County, Oklahoma, being more particularly described as follows:

COMMENCING at the Northeast Corner of said SE/4;

THENCE South 89°24'23" West along the North line of said Southeast Quarter (SE/4) for a distance of 1641.99 feet;

THENCE South 00°00'55" East a distance of 50.00 feet to a point, being the intersection of the East right-of-way line of Reed Avenue and the South right-of-way line of Main Street;

THENCE continuing South 00°00'55" East, along the East right-of-way line of Reed Avenue, a distance of 847.09 feet to the Southwest Corner (SW/C) of a parcel of land described in a Warranty Deed, recorded in Book 5520 at Page 142 of the Cleveland County Clerk's records, said point being the POINT OF BEGINNING;

THENCE North 89°59'05" East along the South line of said parcel for a distance of 260.80 feet to the Southeast Corner (SE/C) of said parcel;

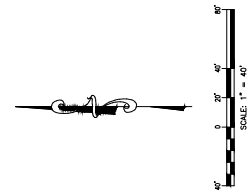
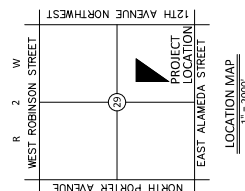
THENCE continuing North 89°59'05" East for a distance of 109.20 feet;

THENCE South 25°56'37" West a distance of 845.28 feet to a point on the East line of RUCKER'S CHURCH ADDITION, to the City of Norman, Cleveland County, Oklahoma, according to the recorded plat thereof;

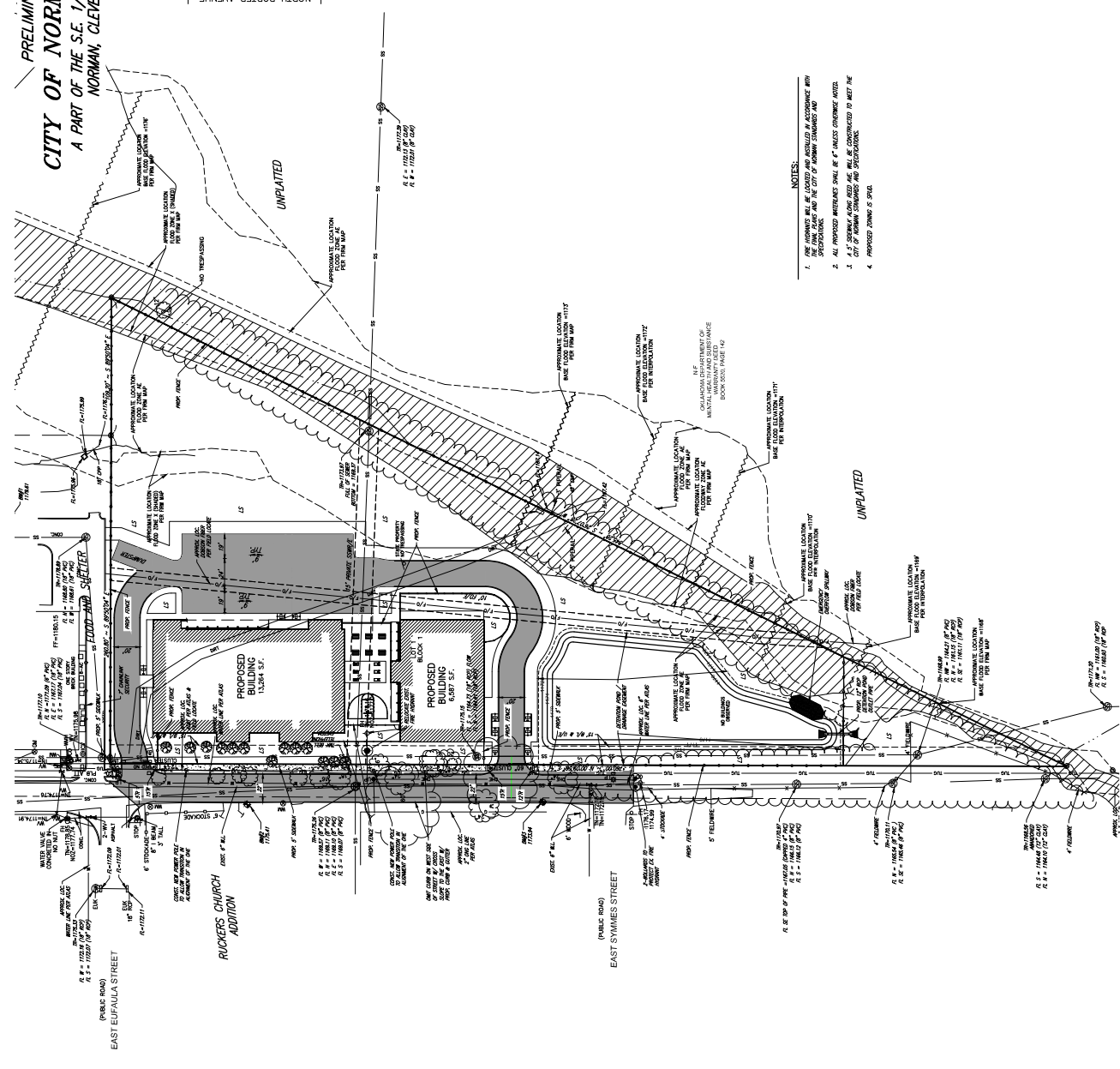
THENCE North 00°00'55" West along the East line of said RUCKER'S CHURCH ADDITION a distance of 760.00 feet to the POINT OF BEGINNING.

Said described tract of land contains an area of 140,600 square feet or 3.2277 acres, more or less.

PRELIMINARY SITE PLAN
CITY OF NORMAN HOUSING HUB
A PART OF THE S.E. 1/4 OF SECTION 29, 19N, R2W, 14M,
NORMAN, CLEVELAND COUNTY, OKLAHOMA



- NOTES:**
1. THE HARBORING SHALL BE CONDUCTED IN ACCORDANCE WITH THE ZONING ORDINANCE AND THE CITY OF NORMAN STANDARDS AND REGULATIONS.
 2. ALL PROPOSED IMPROVEMENTS SHALL BE 6" UNLESS OTHERWISE NOTED.
 3. CITY OF NORMAN STANDARDS AND REGULATIONS SHALL APPLY TO ALL PROPOSED IMPROVEMENTS.
 4. PROPOSED ZONING S. SPEC.



PROJECT NO. 2020-000000
SHEET NO. 04
SCALE: 1" = 40'
DATE: 08/11/2020
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
DATE: 08/11/2020



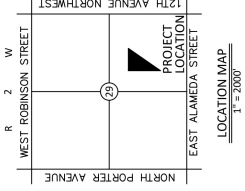
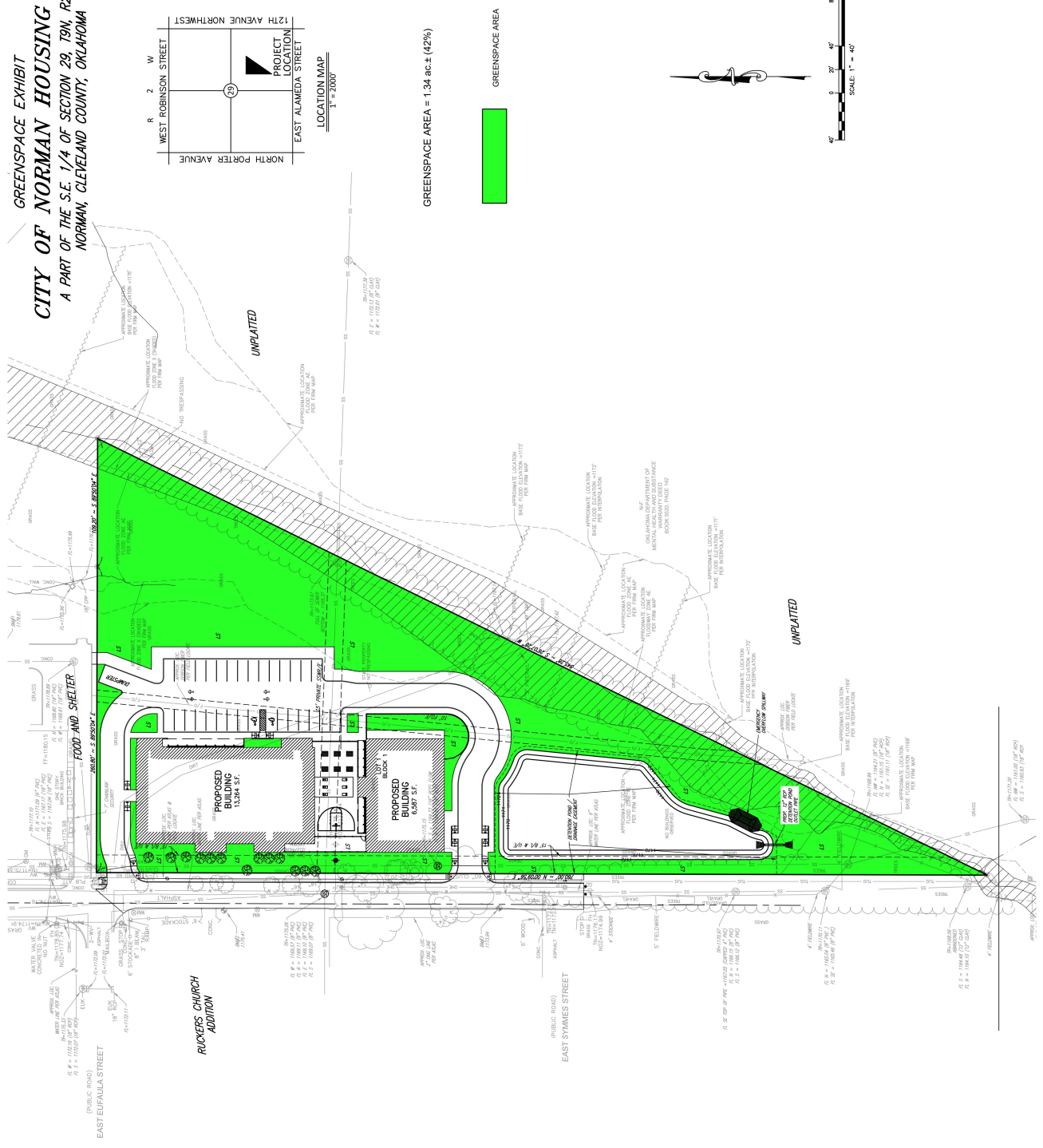
SMC CONSULTING ENGINEERS, P.C.
815 West Main - Oklahoma City, OK 73108
PH: 405-232-7175 FAX: 405-232-7858
WWW.SMCENGINEERS.COM

CITY OF NORMAN HOUSING HUB
S. REED AVE. & E. EUFAULA ST.
NORMAN, OKLAHOMA

OWNER/DEVELOPER
CITY OF NORMAN
201 W. 20th St.
PH: (405) 266-5466
PREPARED BY
SMC CONSULTING ENGINEERS, P.C.
815 W. MAIN ST. NORMAN, OKLAHOMA 73108
PH: (405) 232-7175

THIS PLAN AND THE INFORMATION CONTAINED HEREIN ARE FOR YOUR INFORMATION ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION FROM SMC CONSULTING ENGINEERS, P.C.

GREENSPACE EXHIBIT
CITY OF NORMAN HOUSING HUB
A PART OF THE S.E. 1/4 OF SECTION 29, 19N., R2W., 1M.,
NORMAN, CLEVELAND COUNTY, OKLAHOMA



GREENSPACE AREA = 1.34 ac.± (42%)



GREENSPACE AREA



Applicant: City of Norman

Project Location: Southeast corner of the intersection of Reed Ave. and E. Eufaula St.

Case Number: PD26-13

Time: 5:30 p.m.

Applicant Representative:

Shawn Lorg
Derrick Paus

Attendees:

Phillip Starr
Jacqueline Moreno Nixon
Michael Nixon
Erica Bird

City Staff:

Logan Gray, Planner II
Lora Hoggatt, Planning Services Manager
Jane Hudson, Planning & Community Development Director
Brandon Brooks, Development Engineer
Anthony Purinton, Assistant City Attorney II

Application Summary:

The applicant, City of Norman, requests to zone the subject property to SPUD, Simple Planned Unit Development, to allow for the development of the Norman Housing Hub, a facility that provided overnight sheltering services and associated amenities for unhoused individuals and families.

Neighbor's Comments/Concerns/Responses:

Several neighboring property owners were in attendance. One attendee had questions about drainage issues on the site and how they will be addressed. Mr. Lorg stated that there are no structures proposed within the floodplain but welcomed further discussions with neighbors to discuss any drainage concerns. Another attendee asked if there had been any input from the Norman Police Department on the proposal and design. Mr. Lorg responded that Police had been consulted on the initial design, and that there will be continued consultation as the project moves forward. Attendees also raised concerns about nearby areas with overgrown vegetation that are not maintained. Mr. Lorg stated that while the subject property's landscaping and vegetation will be regularly maintained. Another attendee asked if the Norman Housing Hub was related to the existing Food and Shelter facility to the north of the subject property. Mr. Lorg said that while there may be a naturally occurring symbiotic relationship between the Norman Housing Hub and Food and Shelter due to their similar services, the two had no official connection.

UNVERIFIED PROTEST LETTER

TO: CITY CLERK OF THE CITY OF NORMAN

I hereby protest the proposed zoning designation of SPUD, Simple Planned Unit Development for property generally located at the southeast corner of Reed Ave. and Eufaula St. and I hereby request that the Planning Commission reject said zoning request.

Owner of property within 350 feet of subject property:

BKG Properties LLC

Bradley Goodman
By Bradley Goodman, Member

FILED IN THE OFFICE
OF THE CITY CLERK
ON 06/05/26-RW

File Attachments for Item:

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2526-158: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN TO REMOVE THE 30-ACRE URBAN RESERVE LAND USE MINIMUM REQUIREMENT FOR DEVELOPMENT.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 6/11/2026

REQUESTER: City of Norman

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2526-158: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN TO REMOVE THE 30-ACRE URBAN RESERVE LAND USE MINIMUM REQUIREMENT FOR DEVELOPMENT.

DISCUSSION:

Council approached City Planning Staff regarding the minimum acreage requirement for a Norman Rural Certificate of Survey (NRCOS) in the AIM Norman Comprehensive Land Use Plan's Urban Reserve Land Use Category. The minimum acreage requirement of 30 acres for a NRCOS in this designation was a topic of discussion throughout the AIM Norman process and since adoption. Council requested staff explore revisions to language to allow for a 10-acre minimum instead of the 30-acre minimum.

Resolution R-2526-158 proposes amendments to the AIM Norman Comprehensive Land Use Plan to remove the current 30-acre minimum development requirement within the Urban Reserve.

The 30-acre minimum was intended to preserve large tracts of land for coordinated long-term planning and to discourage premature or fragmented development in this area of Norman. However, recent discussions have centered on whether this threshold has limited flexibility and created unintended barriers for property owners requesting to subdivide their property, via a NRCOS, below the 30-acre requirement.

BACKGROUND:

Previously, the subdivision requirement for a Norman Rural Certificate of Survey (NRCOS) required a minimum parcel size of 10-acres, which provided landowners with flexibility while maintaining the rural character of the area. Under the new regulation, created with the adoption of AIM Norman, the minimum requirement was increased to 30-acres, which added protections in line with the overall spirit of the plan, but also significantly limited subdivision opportunities and placed added constraints on property owners. Members of the community

and Council expressed this change is unnecessarily restrictive and does not reflect the needs of the community. This amendment will revert to the original 10-acre minimum.

CONCLUSION:

Resolution R-2526-158 presents an update to the AIM Norman Comprehensive Land Use Plan. Removing the 30-acre Urban Reserve minimum requirement simply reverts to the previous subdivision allowance for a Norman Rural Certificate of Survey (NRCOS) to a 10-acre minimum.

RECOMMENDATION:

Staff forwards Resolution R-2526-158 to the Planning Commission for consideration and recommendation to City Council.

LAND USE CATEGORY

Urban Reserve (UR)

DESCRIPTION & CONTEXT

Areas generally in agricultural use, and likely to experience limited development during the life of this plan. These areas consist of natural vegetation and wildlife habitat.

Commercial uses are inappropriate exclusive of:

- Small-scale services, where appropriate to support the surrounding community.
- Small businesses using accessory structures associated with a primary residence.

BUILDING TYPES

Existing: Existing residential uses in this area include large-lot single-unit homes.

New Development:

- Residential developments should have a minimum lot size of 3010 acres. Lots down to two acres may be allowed as part of a Planned Unit Development (or other appropriate regulatory process) where 65% of the area is reserved for future urban level densities.
- Small-scale services, where appropriate to support the surrounding community.
- Accessory dwelling units are appropriate.

SITE DESIGN

New developments that meet the 3010 acre lot size or 65% area reservation requirement should:

- Avoid large parcels without access to existing streets by identifying access points to the reserved areas.
- Provide access points to future urban water and sewer systems without crossing developed parcels.
- Identify possible wildlife and native vegetation preservation opportunities.

Developments including drainageways may allow smaller than 3010 acre lot sizes if buffering is greater than minimum requirements and easements are secured for access and maintenance.

For Commercial uses, screen any outdoor storage or parking from adjoining residential uses or arterial and collector streets, and limit outdoor storage and traffic generating activities.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Personal/private vehicles are the only mode accommodated, with provisions for large slow-moving farm equipment. Most of this area is accessed directly from 2-lane arterial streets. Almost no street hierarchy exists. Sidewalk, trail, and/or bike lane easements are required. Provide regional trail connections, where feasible.

UTILITY ACCESS

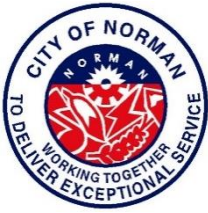
These areas may be served with municipal water and/or sewer service, but this will likely occur beyond the life of this plan. Managing development in this area to allow for the most efficient expansion of these services should be a priority. Existing homes and structures are on septic and private water wells. Electrical service provided supports very low intensity development.

PUBLIC SPACE TYPES

Located within or connected to occasional trail system components. May connect to larger, regional trail system if/when established.

File Attachments for Item:

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-76: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING CHAPTER 30 ("SUBDIVISIONS") OF THE CODE, SECTION 30-606(a) IN ORDER TO REMOVE THE 30-ACRE MINIMUM LOT SIZE REQUIREMENT FOR RURAL CERTIFICATES OF SURVEY WITH AN URBAN RESERVE LAND USE DESIGNATION; AND PROVIDING FOR THE SEVERABILITY THEREOF.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 6/11/2026

REQUESTER: City of Norman

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-76: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING CHAPTER 30 ("SUBDIVISIONS") OF THE CODE, SECTION 30-606(a) IN ORDER TO REMOVE THE 30-ACRE MINIMUM LOT SIZE REQUIREMENT FOR RURAL CERTIFICATES OF SURVEY WITH AN URBAN RESERVE LAND USE DESIGNATION; AND PROVIDING FOR THE SEVERABILITY THEREOF.

DISCUSSION:

Section 36-606, Exception To Allow Norman Rural Certificates Of Survey As Plats In A-1 And A-2 Zoning Districts, in the City's Subdivision Regulations (Chapter 30) currently state:

- (a) For those properties located in the reserve and rural areas of Norman, as identified in the Comprehensive Plan, including the Land Use Plan, it is the purpose of this exception to allow lots of ten acres or more **(or where designated as Urban Reserve land use, lots of thirty acres or more)** to be developed and sold adjacent to public or private roadways in the A-1 and A-2 Agricultural Districts; however, private roadways should be constructed and maintained in such a manner that said roadways may be traversed and used by police, fire and other official vehicles of all municipal, county, State and federal agencies. Lots created under this process shall be designated as "City rural certificate of survey subdivisions" and may be permitted under the following procedures:

In order to align with the proposed acreage change from 30- to 10-acres in the Urban Reserve Land Use Category (companion item, Resolution R-2526-158), the Subdivision Regulations would need to reflect the 10-acre number. The following language is proposed:

- (a) For those properties located in the reserve and rural areas of Norman, as identified in the Comprehensive Plan, including the Land Use Plan, it is the purpose of this exception to allow lots of ten acres or more ~~(or where designated as Urban Reserve land use, lots of thirty acres or more)~~ to be developed and sold adjacent to public or private roadways in the A-1 and A-2 Agricultural Districts; however, private roadways

should be constructed and maintained in such a manner that said roadways may be traversed and used by police, fire and other official vehicles of all municipal, county, State and federal agencies. Lots created under this process shall be designated as "City rural certificate of survey subdivisions" and may be permitted under the following procedures:

Council approached City Planning Staff regarding the minimum acreage requirement for a Norman Rural Certificate of Survey (NRCOS) in the AIM Norman Comprehensive Land Use Plan's Urban Reserve Land Use Category. The minimum acreage requirement of 30 acres for a NRCOS in this designation was a topic of discussion throughout the AIM Norman process and since adoption. Council requested staff explore revisions to language to allow for a 10-acre minimum instead of the 30-acre minimum.

The 30-acre minimum was intended to preserve large tracts of land for coordinated long-term planning and to discourage premature or fragmented development in this area of Norman. However, recent discussions have centered on whether this threshold has limited flexibility and created unintended barriers for property owners requesting to subdivide their property, via a NRCOS, below the 30-acre requirement.

RECOMMENDATION:

Staff forwards Ordinance O-2526-76 to the Planning Commission for consideration and recommendation to City Council.