



CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, October 08, 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 SEPTEMBER 10, 2026.

Certificates of Survey

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-3: A NORMAN RURAL CERTIFICATE OF SURVEY FOR MIRACLE ACRES. (GENERALLY LOCATED AT S.E. 96TH AVE & ETOWAH RD; WARD 5)
3. COSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-4: A NORMAN CERTIFICATE OF SURVEY FOR INDIAN HILLS SPORTS COMPLEX, (PREVIOUSLY COS-2122-2, THE SPORTING CLUB). (6804 W INDIAN HILLS ROAD; WARD 3)

NON-CONSENT ITEMS

Dollar General Preliminary Plat

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-4: A PRELIMINARY PLAT FOR 108TH AVE. BUSINESS ADDITION. (2403 108th Ave SE; WARD 5)

201 W Apache

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-1: 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 LOTS ONE (1) AND TWO (2), IN BLOCK SEVEN (7), OF D.L. LARSH'S FIRST ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (201 W APACHE; WARD 4)

200 Vicksburg

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF O-2627-10: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, CLOSING AND VACATING A FIFTEEN (15) FEET IN WIDTH PLATTED UTILITY EASEMENT LYING IN LOT ONE (1), BLOCK ONE (1) OF VICKSBURG VILLAGE, AN ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (200 VICKSBURG AVE; WARD 1)

211 W Symmes

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-11: 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 LOTS FIVE (5), SIX (6) AND SEVEN (7), IN BLOCK EIGHT (8), OF D. L. LARSH'S FIRST ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM CCFBC, CENTER CITY FORM BASED CODE, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (211 W SYMMES; WARD 4)

3060 Classen Blvd

8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE R-2627-53: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN SO AS TO REMOVE A TRACT OF LAND BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN (I.M.), CLEVELAND COUNTY, OKLAHOMA, FROM THE TOD, TRANSIT ORIENTED DEVELOPMENT, AND ULC, URBAN LIVING CENTER, DESIGNATIONS AND PLACE THE SAME IN THE UM, URBAN MEDIUM DESIGNATION. (3060 CLASSEN BLVD., WARD 7)
9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-12: 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 BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN A PUD, PLANNED UNIT DEVELOPMENT OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3060 CLASSEN BLVD; WARD 7)
10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-5: A PRELIMINARY PLAT FOR THE RETREAT AT NORMAN, A PLANNED UNIT DEVELOPMENT. (3060 CLASSEN BLVD; WARD 7)

328 E Robinson

11.

CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13:
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 THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2,

GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4)

12. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-6: A PRELIMINARY PLAT FOR AUTOZONE HIGHLAND (A REPLAT OF A PART OR ALL OF LOTS 5 THROUGH 17, BLOCK 5). (328 E ROBINSON ST; WARD 4)

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 SEPTEMBER 10, 2026.



CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, September 10, 2026 at 5:30 PM

MINUTES

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers at the Municipal Building, on Thursday, September 10, 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.

Chair Bird called the meeting to order at 5:33 p.m.

ROLL CALL

PRESENT

Commissioner Douglas McClure
Commissioner Liz McKown
Chair Erica Bird
Secretary Kevan Parker
Vice Chair Michael Jablonski
Commissioner Steven McDaniel

ABSENT

Commissioner Cameron Brewer
Commissioner Jim Griffith
Commissioner Maria Kindel

STAFF PRESENT

Lora Hoggatt, Planning Services Manager
Kelly Abell, Planner I
Bailey LaChance, Admin Tech IV
Brandon Brooks, Development Engineer
Beth Muckala, Assistant City Attorney
David Riesland, Transportation Engineer
Bryce Holland, Multimedia Specialist

GUESTS PRESENT

James Maxwell, 2601 108th Ave. S.E., 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

Item 1.

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

PLANNING COMMISSION MEETING MINUTES OF AUGUST 13, 2026.

ITEMS SUBMITTED FOR THE RECORD

1. August 13, 2026, Planning Commission Meeting Minutes

Motion to approve item one and remove item two from consent made by Commissioner McDaniel, **Seconded** by Commissioner McKown.

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

The motion to approve item one and remove item two off the consent docket was approved.

Preliminary Plats

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-4: A PRELIMINARY PLAT FOR 108TH AVE. BUSINESS ADDITION.

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Site Plan
4. Preliminary Plat
5. Protest Map & Protest Letter

Staff Presentation

There was no staff presentation.

Commissioner Jablonski stated the protest received talked about potential violations and asked if the City is aware of any actual violations. Brandon Brooks, Development Engineer, stated the project meets the required distance from the water well. He noted that neighboring property requirements are enforced by DEQ and that the Oklahoma Administrative Code requires a 15-foot separation from bodies of water.

Application Presentation

There was no applicant presentation.

Public Comment

Commission Discussion

Commissioner Parker asked about the wastewater discharge area's proximity to the WQPZ and noted that a 300-foot separation is required. Mr. Brooks stated that the site plan appeared to provide more than 300 feet of separation but acknowledged the exact distance had not been verified. He also explained that the proposed aerobic system would filter wastewater through multiple chambers before dispersing it through sprinklers and noted that the WQPZ would remain natural, providing a vegetated buffer.

Commissioner Bird stated Ms. Hoggatt provided a site plan and after reviewing, noted that the separation appeared close to the 300-foot requirement.

Commissioner Parker stated it looked very close and suggested that be looked at. Mr. Brooks agreed that the distance could be further reviewed.

Commissioner Bird sought clarification on if it was a WQPZ requirement as well. Mr. Brooks stated he believes it is just a DEQ requirement.

Commissioner McDaniel asked for clarification on required separation distances for the septic discharge area, including whether WQPZ requirements apply to adjacent properties. Commissioner Parker confirmed that the requirements extend beyond the subject property and noted that the WQPZ boundary on the adjacent property should also be considered.

Commissioners McDaniel and Parker expressed concern that the proposed discharge area could fall within the required separation distance when the full WQPZ boundary is considered.

Ms. Hoggatt noted that the WQPZ regulations list a 200-foot separation for drain fields from on-site sewage disposal and treatment systems.

Commissioner McDaniel and Parker agreed that the applicable requirements and the WQPZ boundary on adjacent properties should be further reviewed to ensure compliance.

Commissioner Jablonski stated that without being able to see the full span of the red line on the site plan, the Commission cannot confirm adjacent properties are not affected.

Commissioner Bird asked whether the Commission may wish to consider postponing the item until additional information regarding WQPZ requirements and compliance could be provided.

Motion to postpone PP-2627-4 made by Commissioner McKown, **Seconded** by Commissioner Parker.

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

NON-CONSENT ITEMS

CEDAR LANE

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-65: 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 SOUTHEAST QUARTER (SE/4) OF SECTION SIXTEEN (16), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM A PUD, PLANNED UNIT DEVELOPMENT AND PART OF THE EAST HALF (E/2) OF THE SOUTHWEST QUARTER (SW/4) OF SECTION SIXTEEN (16), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A-2, RURAL AGRICULTURAL DISTRICT, AND THE NORTHWEST QUARTER (NW/4) OF SECTION SIXTEEN (16), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM PL, PARK LAND DISTRICT, AND PLACE THE SAME IN THE R-1, SINGLE-FAMILY DWELLING DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NEAR 12TH AVE SE AND CEDAR LANE RD; WARD 7)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
 2. R-1, Single Family Dwelling District Code
 3. Supporting AIM Documents
 4. Location Map
 5. Pre-Development Notes
4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-3: A PRELIMINARY PLAT FOR CEDAR LANE ADDITION

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Preliminary Plat
4. Commercial Site Plan
5. Well Site Plan 3
6. Well Site Plan 6 & 7
7. Well Site Plan 9

Staff Presentation

Kelly Abell, Planner I, presented the staff report for the Cedar Lane project.

Applicant Presentation

Steve Rollins, the applicant's representative, presented the Cedar Lane project.

Commissioner Jablonski sought clarification on why the area is being developed at a lower density when it is designated as Urban High in the AIM Norman Comprehensive Land Use plan.

Mr. Rollins stated it is being developed with the density that was previously developed within the Cedar Lane addition.

Lora Hoggatt, Planning Services Manager, provided background on the Urban High designation, explaining that the area had been considered as a potential stop for the One Transit commuter rail. She noted that progress on the transit project has been slower than anticipated and there is currently no funding available for negotiations, so development cannot be delayed based on the potential of a future transit stop.

Public Comment

There were no public comments.

Commission Discussion

There was no Commission discussion.

Motion to approve O-2526-65 and PP-2627-3 made by Secretary Parker, **Seconded** by Commissioner McClure.

Commissioner Jablonski expressed concern about approving lower-density development in an area designated Urban High, noting the City's need for additional housing and higher-density development. He acknowledged current infrastructure limitations but stated that higher-density development could help drive the need for future infrastructure. While he felt the proposal was appropriate for low-density development, he could not support it in an area identified for higher density.

Voting Yea: Commissioner McClure, Commissioner McKown, Chair Bird, Secretary Parker, Commissioner McDaniel
Voting Nay: Vice Chair Jablonski

Planning Commission recommended approval of O-2526-65 and PP-2627-3.

201 W APACHE

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-1: 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 LOTS ONE (1) AND TWO (2), IN BLOCK SEVEN (7), OF D.L. LARSH'S FIRST ADDITION TO

NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (201 W APACHE; WARD 4)

The applicant requests postponement to the October 8, 2026 Planning Commission meeting.

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report

Motion to postpone O-2627-1 to the October 8, 2026 Planning Commission meeting made by Commissioner McKown, **Seconded** by Commissioner McDaniel.

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

The motion was approved.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

Lora Hoggatt, Planning Services Manager, clarified that Preliminary Plats do proceed to City Council following Planning Commission consideration.

Ms. Hoggatt also provided an update on the Code update. She stated that Commissioners and members of the public can visit **normandevcode.com** to provide comments and suggestions for changes to the Code. She noted that the consultant team will be in Norman soon and that a joint Planning Commission and City Council meeting to discuss the Code update is scheduled for October 6, 2026.

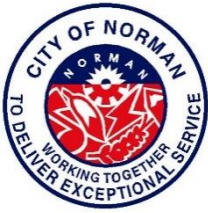
ADJOURNMENT

The meeting was adjourned at 6:02 p.m.

Passed and approved this ____ day of _____ 2026.

File Attachments for Item:

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-3: A NORMAN RURAL CERTIFICATE OF SURVEY FOR MIRACLE ACRES. (GENERALLY LOCATED AT S.E. 96TH AVE & ETOWAH RD; WARD 5)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: Miracle Family Trust

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-3: A NORMAN RURAL CERTIFICATE OF SURVEY FOR MIRACLE ACRES. (GENERALLY LOCATED AT S.E. 96TH AVE & ETOWAH RD; WARD 5)

LOCATION: Located at the northeast corner of the intersection of 96th Avenue S.E. and Etowah Road.

INFORMATION:

1. Owners. Miracle Family Trust.
2. Developer. Miracle Family Trust.
3. Surveyor. Pollard and Whited Surveying, Inc.

HISTORY:

1. October 21, 1961. City Council adopted Ordinance No. 1315 annexing a portion of this property into the Norman Corporate City Limits.
2. October 21, 1961. City Council adopted Ordinance No. 1318 annexing the remainder of this property into the Norman Corporate City Limits without zoning.
3. October 30, 1961. Planning Commission recommended to City Council that this property be placed in A-2, Rural Agricultural District.
4. December 12, 1961. City Council adopted Ordinance No. 1322 placing this property in the A-2, Rural Agricultural District.

IMPROVEMENT PROGRAM:

1. Fire Protection. Fire protection will be provided by the Norman Fire Department.

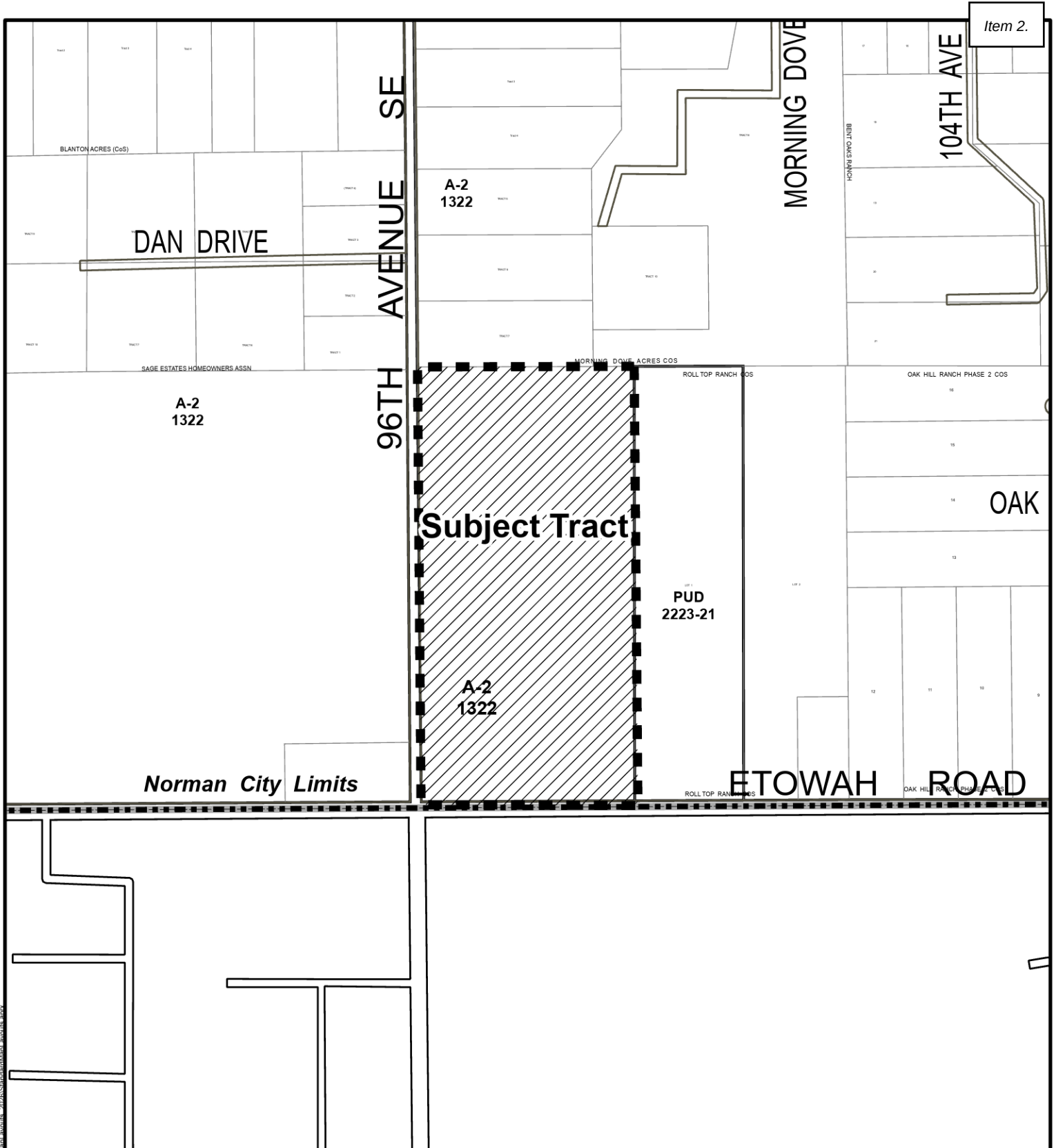
2. Sanitary Sewer. Individual sanitary sewer systems will be installed in accordance with City and Oklahoma Department of Environmental Quality standards. There is an existing house on Tract 3 with an existing private sanitary sewer system.
3. Water. Individual water wells will be installed in accordance with City and Oklahoma Department of Environmental Quality standards. There is an existing house on Tract 3 with a private water well.
4. Acreage. This property consists of 79.5 acres. Tract 1 consists of 19.5 acres, Tract 2 consists of 20, Tract 3 consists of 20 acres and Tract 4 consists of 20 acres.
6. Easements. The owners has submitted an easement for roadway, drainage and utilities in connection with 96th Avenue S.E.

SUPPLEMENTAL MATERIAL: Copies of a location map and Norman Rural Certificate of Survey No. COS-2627-3 for Miracle Estates are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: The owners propose to subdivide their 79.5 acres into four (4) single-family residential tracts. Staff supports Norman Rural Certificate of Survey No. COS-2627-3 for Miracle Acres.

ACTION NEEDED: Recommend approval or disapproval of Norman Rural Certificate of Survey No. COS-2627-3 for Miracle Acres to City Council.

ACTION TAKEN:



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.



September 2, 2026

0 400 800 Ft.



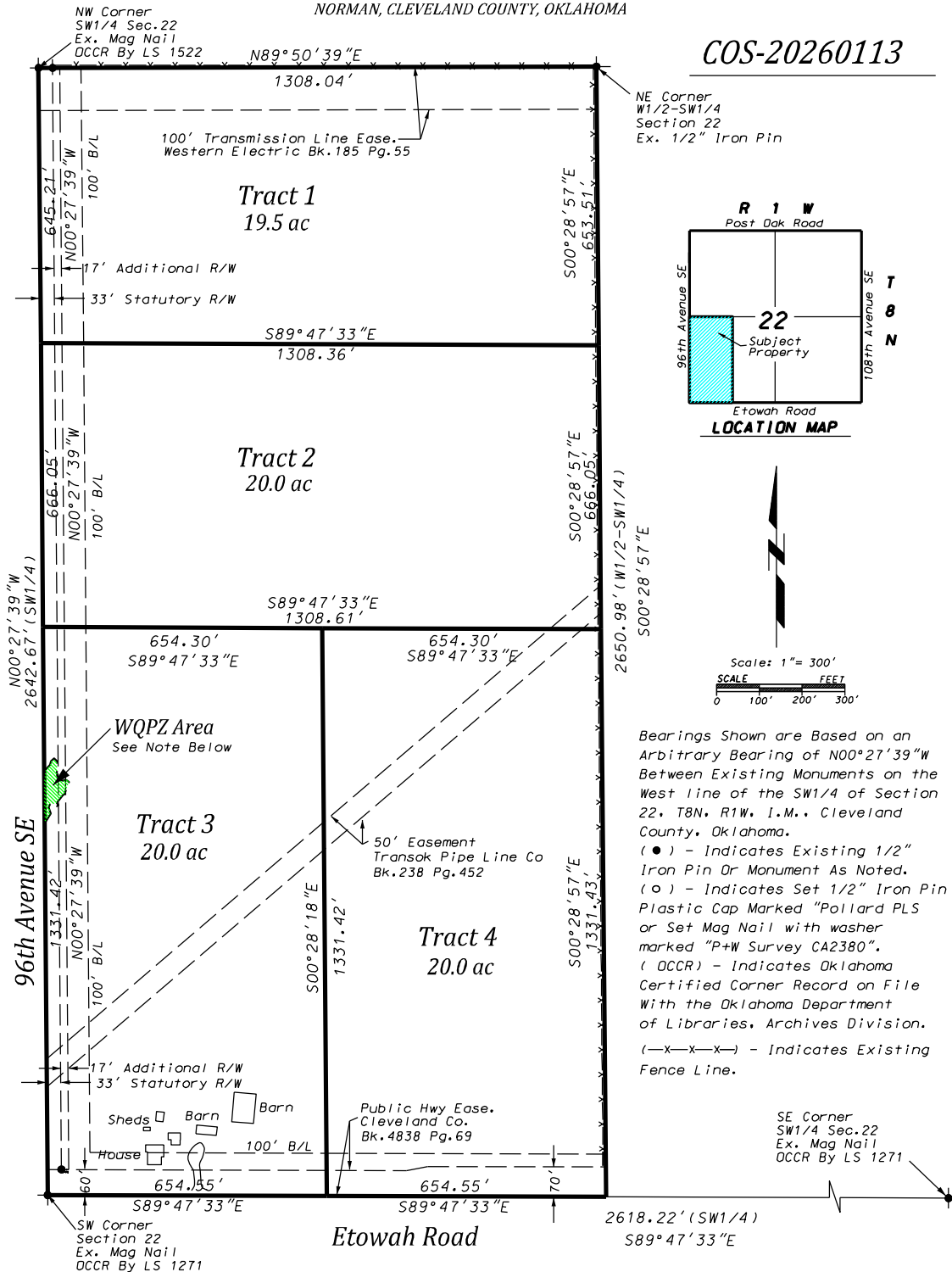
Subject Tract

MIRACLE ACRES

A NORMAN RURAL CERTIFICATE OF SURVEY SUBDIVISION

THE WEST HALF OF THE SOUTHWEST QUARTER (W1/2-SW1/4) OF SECTION 22, T8N, R1W, I.M.
NORMAN, CLEVELAND COUNTY, OKLAHOMA

COS-20260113



(WQPZ) -Indicates the Water Quality Protective Zone. There shall be no clearing, grading, construction or disturbance of vegetation in this area except as permitted by the Director of Public Works, unless such disturbance is done in accordance with 19-514(E) of the Norman City Code. The WQPZ may be subject to protective covenants that may be found in the Land Records and that may restrict disturbance and use of these areas.

POLLARD & WHITED SURVEYING, INC.

6901 72nd Avenue NE

Norman, OK 73026

405-366-0001

CA 2380 exp. 6-30-27

tpollard@pwsurveying.com

Miracle Acres

Norman Rural COS Subdivision

W1/2-SW1/4 of Section 22, T8N, R1W, I.M.

Norman, Cleveland County, Oklahoma

August 17, 2026

Drawn By: T. Pollard

22-8n1w.dgn

Sheet 1 of 5

File Attachments for Item:

3. COSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-4: A NORMAN CERTIFICATE OF SURVEY FOR INDIAN HILLS SPORTS COMPLEX, (PREVIOUSLY COS-2122-2, THE SPORTING CLUB). (6804 W INDIAN HILLS ROAD; WARD 3)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: 6804 W Indian Hills Road, LLC

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: COSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF COS-2627-4: A NORMAN CERTIFICATE OF SURVEY FOR INDIAN HILLS SPORTS COMPLEX, (PREVIOUSLY COS-2122-2, THE SPORTING CLUB). (6804 W INDIAN HILLS ROAD; WARD 3)

LOCATION: Generally located a quarter of a mile west of 60th Avenue N.W. on the south side of Indian Hills Road.

INFORMATION:

1. Owners. 6804 W Indian Hills Road, LLC.
2. Developer. 6804 W Indian Hills Road, LLC.
3. Surveyor. Cowan Group Engineering.

HISTORY:

1. October 21, 1961. City Council adopted Ordinance No. 1320 annexing this property into the Norman Corporate City Limits without zoning.
2. December 19, 1961. Planning Commission recommended to City Council that this property be placed in A-2, Rural Agricultural District.
3. January 23, 1962. City Council adopted Ordinance No. 1339 placing this property in A-2, Rural Agricultural District.
4. September 9, 2021. Planning Commission approved Certificate of Survey COS-2122-2 for The Sporting Club.
5. October 12, 2021. City Council approved Certificate of Survey No. COS-2122-2 for The Sporting Club.

6. October 25, 2021. Certificate of Survey No. COS-2122-2, The Sporting Club was filed of record with the Cleveland County Clerk

IMPROVEMENT PROGRAM:

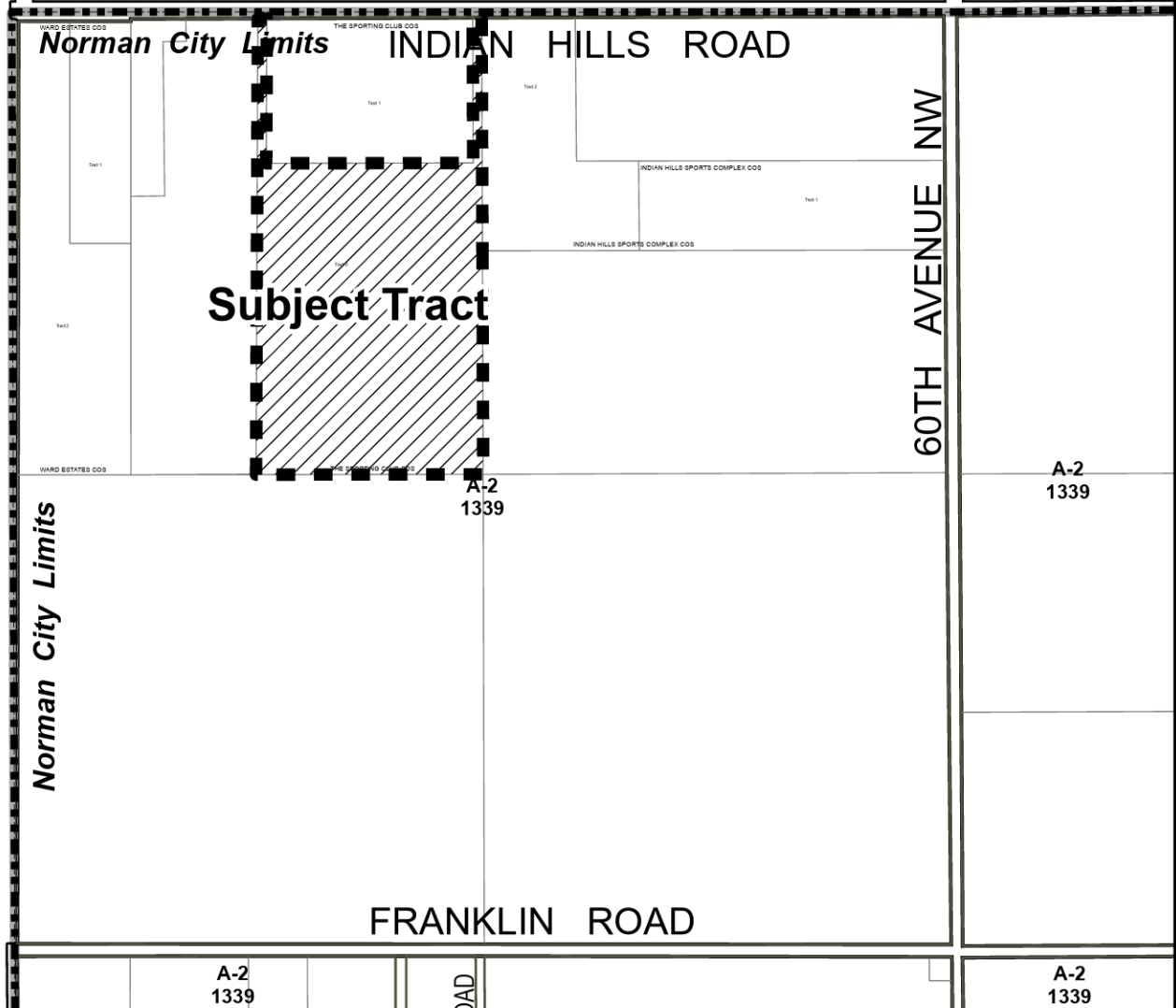
1. Fire Protection. Fire protection will be provided by the Norman Fire Department.
2. Sanitary Sewer. At such time as structures are constructed, private sanitary systems will be installed in accordance with Oklahoma Department of Environmental Quality standards.
3. Water. Water wells will be installed in accordance with City and Oklahoma Department of Environmental Quality standards.
4. Private Road. The private road will serve Tract 3. The private road will be constructed to City private road standards
5. Easements. Easement No. E-2122-21 for Indian Hills Road was filed of record with the Cleveland County Clerk on October 25, 2021.
6. Flood Plain. The property contains flood plain. Tracts 1, 2 and private road will require flood plain permits before structures can be approved. The Flood Plain Permit Committee approved Flood Plain Permit No. 695 for Tract 3 relating to soccer fields.
7. Acreage. There is a total of 74.2817 acres. Tract 1 consists of 20 acres, Tract 2 consists of 20 acres and Tract 3 consists of 34.2817 acres.

SUPPLEMENTAL MATERIAL: Copies of a location map and Norman Rural Certificate of Survey No. COS-2526-4 for 10 Mile are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: The proposal for Tract 1 and 2 will be single-family residential structures. Currently Tract 3 consists of soccer fields and detention facilities. Staff recommends approval of Certificate of Survey No. COS-2627-4 for 10 Mile previously The Sporting Club.

ACTION NEEDED: Recommend approval or disapproval of Certificate of Survey No. COS-2627-4 for 10 Mile previously Certificate of Survey No. COS-2122-2, The Sporting Club to City Council.

ACTION TAKEN:



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.



September 2, 2026

0 500 1,000 Ft.



Subject Tract



File Attachments for Item:

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-4: A PRELIMINARY PLAT FOR 108TH AVE. BUSINESS ADDITION. (2403 108th Ave SE; WARD 5)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: John Traw

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-4: A PRELIMINARY PLAT FOR 108TH AVE. BUSINESS ADDITION. (2403 108th Ave SE; WARD 5)

LOCATION: Located at the southeast corner of the intersection of State Highway No. 9 and 108th Avenue S.E.

INFORMATION:

1. Owner. John Traw.
2. Developer. Dollar General.
3. Engineer. Flatland Civil, LLC.

HISTORY:

1. October 18, 1961. City Council adopted Ordinance No. 1314 annexing this property into the Corporate City Limits without zoning.
2. December 12, 1961. City Council adopted Ordinance No. 1322 placing this property in the A-2, Rural Agricultural District.
3. October 10, 1985. Planning Commission, on a vote of 6-0, recommended to City Council that this property be placed in the TC, Tourist Commercial District and removed from A-2, Rural Agricultural District.
4. October 10, 1985. Planning Commission, on a vote of 6-0, approved the preliminary plat for Russell Addition.
5. November 12, 1985. City Council adopted Ordinance No. O-8586-26 placing this property in the TC, Tourist Commercial District and removing it from A-2, Rural Agricultural District.

IMPROVEMENT PROGRAM:

1. Sanitary Sewers. A private sanitary sewer system will be installed in accordance with City and Oklahoma Department of Environmental Quality standards.
2. Storm Sewers. Storm water and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Runoff will be conveyed to privately maintained detention facilities located throughout the property.
3. Streets. State Highway No. 9 is existing. 108th Avenue S.E. is designated as a rural collector.
4. Water Main. A water well will be installed in accordance with City and Oklahoma Department of Environmental Quality Standards.
5. WQPZ. This property contains the Water Quality Protection Zone. However, there are no proposed structures within the WQPZ. Covenants will be required for the maintenance and protection of the WQPZ with final platting. Additionally, NCC 30-411 states that septic systems must be a minimum of 200 feet away from the top of the bank of any stream or waterbody in the WQPZ. The proposed septic system is compliant with this requirement.

PUBLIC DEDICATIONS:

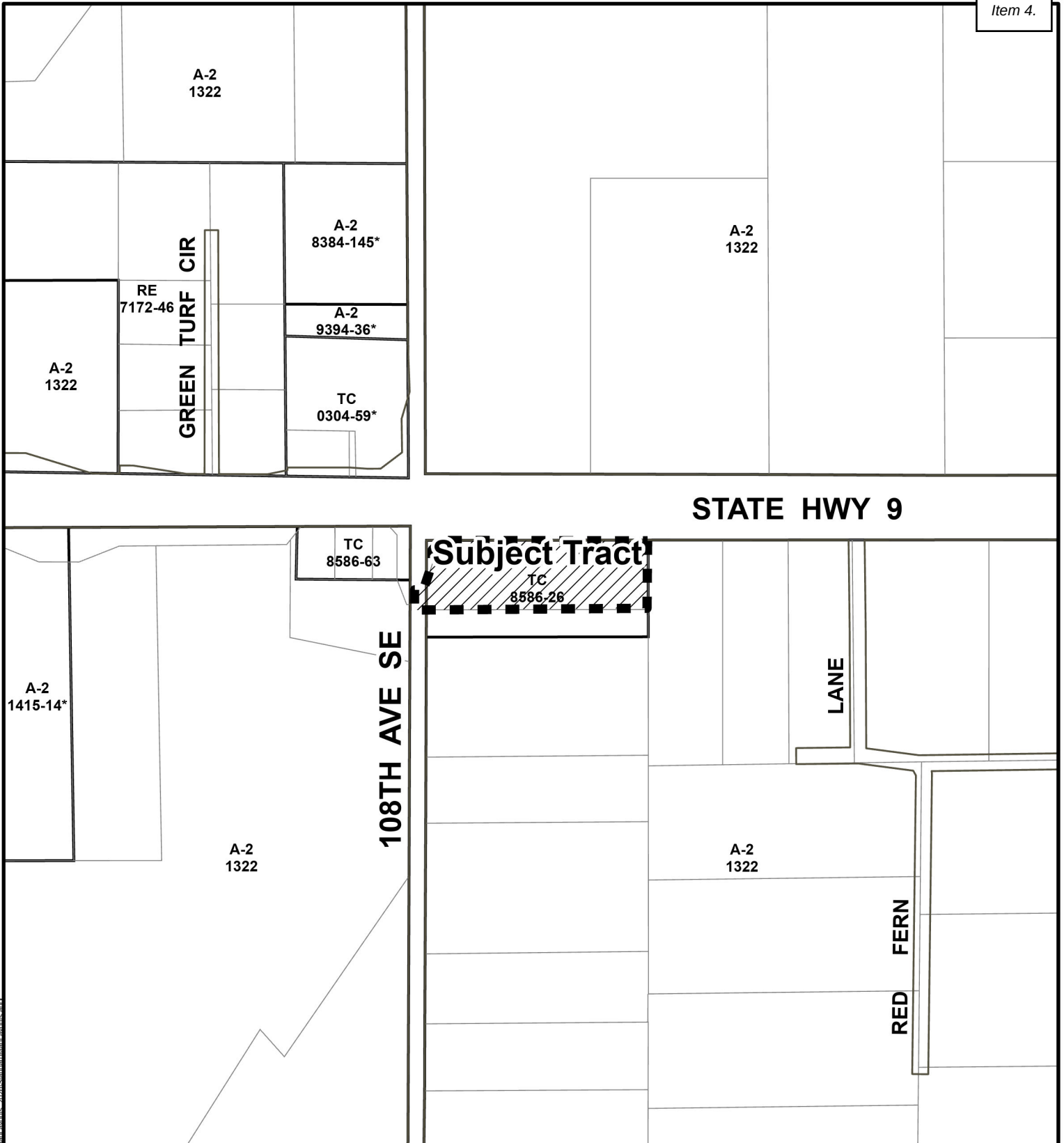
1. Easements. All required easements will be dedicated to the City on the final plat.
2. Rights-of-Way. Street rights-of-way will be dedicated to the City on the final plat.

SUPPLEMENTAL MATERIAL: Copies of a location map, site plan and preliminary plat are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: This property consists of 4.5468 acres and one (1) lot. The intended use is a Dollar General store. There is no proposal for the use of the eastern portion of the property. It will remain natural. Staff supports the preliminary plat for 108th Ave. Business Addition.

ACTION NEEDED: Recommend approval or disapproval of the preliminary plat for 108th Ave. Business Addition to City Council.

ACTION TAKEN: _____



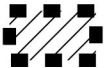
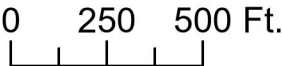
Location Map



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.



August 5, 2026



Subject Tract

\\COM\GIS\City\GIS\Departments\GIS\PROJ Layout Templates\Standard\Map\events_2026\StandardMap\events_2026

[illegible]

Part of the Northwest Quarter (NW¼) of Section Eleven (11), Township 18N, Range 14E (1) West of the Indian meridians, Cleveland County, Oklahoma, is more particularly described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter (NW¼) of said Section Eleven (11);

THENCE South 00°31'34" West, along the West line of the Northwest Quarter, a distance of 77.16 feet to the intersection of said Section line with the South right of way of State Highway 9, said point also being the POINT OF BEGINNING;

THENCE South 89°28'26" East, along the South right of way of State Highway 9, a distance of 33.00 feet;

THENCE North 18°16'15" East, along the South right of way of State Highway 9, a distance of 105.00 feet;

THENCE North 00°31'34" East, along the South right of way of State Highway 9, a distance of 30.00 feet;

THENCE North 34°58'00" East, along the South right of way of State Highway 9, a distance of 48.77 feet;

THENCE South 89°52'50" East, along the South right of way of State Highway 9, a distance of 77.16 feet;

THENCE South 89°57'55" West, a distance of 23.65 feet;

THENCE South 00°31'34" West, a distance of 33.00 feet to a point in the West line of the Northwest Quarter of Section 11;

THENCE North 00°31'34" East, along the West line of the Northwest Quarter of said Section 11 a distance of 75.38 feet to the POINT OF BEGINNING.

Said tract of land contains an area of 211,545 square feet or 4.8564 acres, more or less.

OWNER: JOHN TRAW
P.O. Box 546
NORMAN, OK 73070

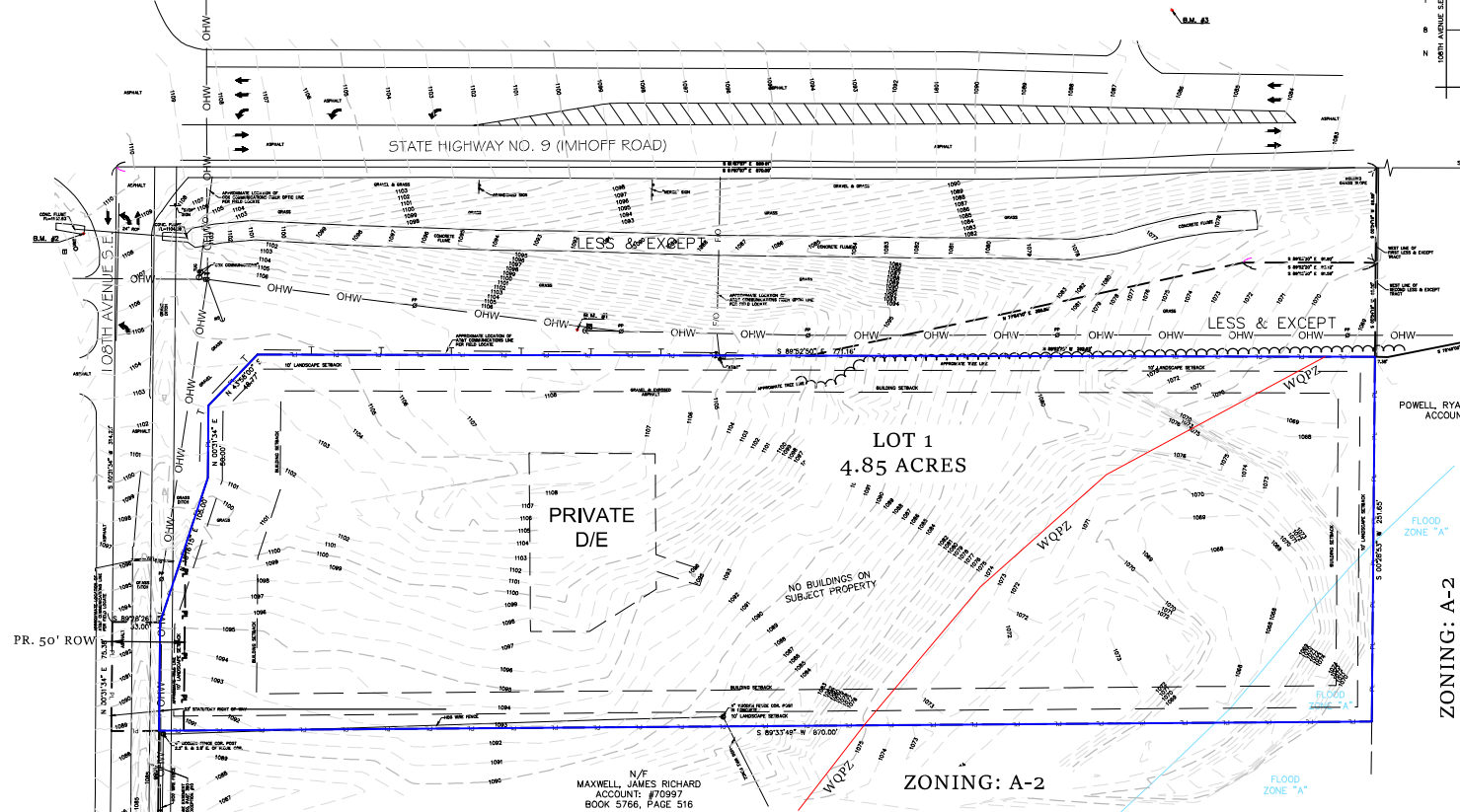
CIVIL ENGINEER: FLATLAND CIVIL LLC
200 36TH AVE NW
P.O. BOX 720072
NORMAN OK, 73070
(405) 863-8984

SURVEYOR: MARK DEAL AND ASSOCIATES
P.O. BOX 6578
NORMAN, OK 73070
(405) 681-3325

DRAINAGE DETENTION FACILITIES ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTED AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY SHALL BE THE RIGHT, DUTY, AND RESPONSIBILITY OF THE PROPERTY OWNER. IF THE FACILITY IS NOT MAINTAINED, MAINTENANCE IS NEGLECTED OR SUBJECT TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE CITY ENGINEER, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COST ASSESSED TO AND PAID BY THE PROPERTY OWNER. THE CITY ENGINEER, PUBLIC WORKS DEPARTMENT, SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY, UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT. PROPERTY OWNER(S) MAY CONSTRUCT IMPROVEMENTS TO THE FACILITY PROVIDED THAT SUCH IMPROVEMENTS DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

---	EX. INTERLINE	---	PR. RLD. SFTBACK
---	EX. CENTERLINE	---	PR. CENTERLINE
---	EX. 5' CONTOUR	---	PR. 1' CONTOUR
---	EX. PASEMENT	---	PR. 5' CONTOUR
---	EX. ELECTRIC	---	PR. BASEMENT
---	EX. FENCE	---	PR. ELECTRIC
---	EX. FIBER	---	PR. FENCE
---	EX. GAS	---	PR. FIBER
---	EX. LOT	---	PR. GAS
---	EX. OVERHEAD WIRE	---	PR. LOT
---	EX. PROPERTY LINE	---	PR. OVERHEAD WIRE
---	EX. ROW	---	PR. ROW
---	EX. SECTION LINE	---	PR. SANITARY SEWER
---	EX. SANITARY SEWER	---	PR. STORM DRAIN
---	EX. STORM DRAIN	---	PR. TELECOMMUNICATIONS
---	EX. TELECOMMUNICATIONS	---	PR. WATER
---	EX. WATER		
	SANITARY SEWER MANHOLE		NATURAL GAS MANHOLE
	SANITARY SEWER CLEANOUT		ELECTRIC MANHOLE/TRANSFORMER
	STORM DRAIN MANHOLE		ELECTRIC METER
	WATER METER		GAS METER
	FIRE HYDRANT		TELECOMMUNICATIONS HANDHOLE
	HOSE HYDRANT/FDC		

PRELIMINARY PLAT: 108TH AVE. BUSINESS ADDITION
ZONING: TOURIST COMMERCIAL
09/01/2026



ZONING: A-2

ZONING: A-2

LEGEND

---	EX. CENTERLINE	---	PR. BLDG SETBACK
---	EX. 1' CONTOUR	---	PR. CENTERLINE
---	EX. 5' CONTOUR	---	PR. 1' CONTOUR
---	EX. EASEMENT	---	PR. 5' CONTOUR
---	EX. FENCE	---	PR. EASEMENT
---	EX. FIBER	---	PR. ELECTRIC
---	EX. GAS	---	PR. FENCE
---	EX. LOT	---	PR. FIBER
---	EX. OVERHEAD WIRE	---	PR. GAS
---	EX. PROPERTY LINE	---	PR. LOT
---	EX. ROW	---	PR. OVERHEAD WIRE
---	EX. SECTION LINE	---	PR. ROW
---	EX. SANITARY SEWER	---	PR. SANITARY SEWER
---	EX. STORM DRAIN	---	PR. STORM DRAIN
---	EX. TELECOMMUNICATIONS	---	PR. TELECOMMUNICATIONS
---	EX. WATER	---	PR. WATER
⊙	SANITARY SEWER MANHOLE	⊙	NATURAL GAS MANHOLE
⊙	SANITARY SEWER CLEANOUT	⊙	ELECTRIC MANHOLE/TRANSFORMER
⊙	STORM DRAIN MANHOLE	⊙	ELECTRIC METER
⊙	WATER METER	⊙	GAS METER
⊙	FIRE HYDRANT	⊙	TELECOMMUNICATIONS HANDHOLE
⊙	ROSE HYDRANT/EDC		

LEGAL DESCRIPTION

Part of the Northwest Quarter (NW/4) of Section Eleven (11), Township Eight (8) North, Range One (1) West of the Indian meridian, Cleveland County, Oklahoma, more particularly described as follows:

COMMENCING at the Northwest corner of the Northwest Quarter (NW/4) of said Section Eleven (11);

THENCE South 00°31'34" West, along the West line of the Northwest Quarter, a distance of 314.23 feet to the intersection of said Section line with the South right of way line of State Highway 9, said point also being the POINT OF BEGINNING;

THENCE South 89°52'50" East, along the South right of way of State Highway 9, a distance of 31.00 feet;

THENCE North 18°16'15" East, along the South right of way of State Highway 9, a distance of 105.00 feet;

THENCE North 00°31'34" East, along the South right of way of State Highway 9, a distance of 50.00 feet;

THENCE North 43°59'00" East, along the South right of way of State Highway 9, a distance of 48.77 feet;

THENCE South 89°52'50" East, along the South right of way of State Highway 9, a distance of 771.16 feet;

THENCE South 00°38'53" West a distance of 251.65 feet;

THENCE South 89°33'49" West a distance of 870.00 feet to a point the West line of the Northwest Quarter of Section 11;

THENCE North 00°31'34" East, along the West line of the Northwest Quarter of said Section 11 a distance of 75.38 feet to the POINT OF BEGINNING.

Said tract of land contains an area of 311,545 square feet or 4.8564 acres, more or less.

CONTACT

OWNER: JOHN TRAW
P.O. Box 548
NORMAN, OK 73070

CIVIL ENGINEER: FLATLAND CIVIL LLC
200 36TH AVE NW
P.O. BOX 720072
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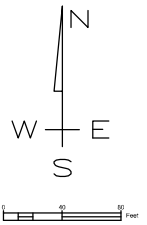
STORMWATER DETENTION EASEMENT

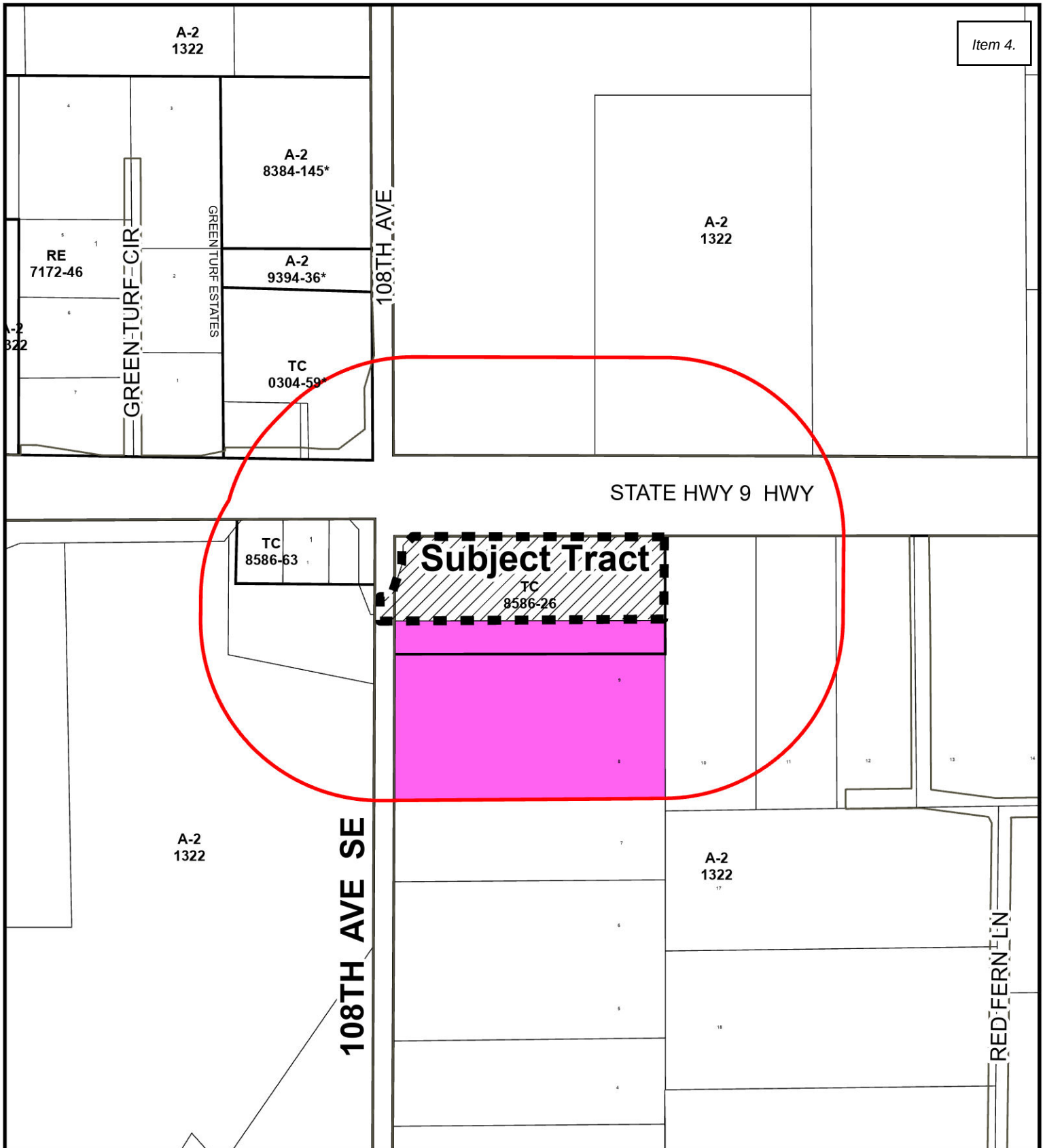
DRAINAGE DETENTION FACILITIES ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTED AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY SHALL BE THE RIGHT, DUTY, AND RESPONSIBILITY OF THE PROPERTY OWNERS IN THE PLAT OF 2403108TH AVE SE. HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE CITY ENGINEER, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COST ASSESSED TO AND BORNE UPON SAID PROPERTY OWNER(S). OFFICIALS REPRESENTING THE PUBLIC WORKS DEPARTMENT, SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY. UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, PROPERTY OWNER(S) MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT, PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

N/E
MAXWELL, JAMES RICHARD
ACCOUNT: #70997
BOOK 5766, PAGE 516



200 36TH AVE NW
PO BOX 720072
NORMAN, OK
73070
P: 405-863-8984
OK CA # 9971
EXP: JUNE 30TH 2028





Protest Map



27.7% Protest Within Notification Area

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.



0 200 400 Feet

September 9, 2026

-  Subject Tract
-  Notification Area
-  Protest
-  Protest Outside Notification Area

James Maxwell
2601 108th Ave SE
Norman. OK 73026
512-567-3965
jrmax80@gmail.com

September 8th, 2026

FILED IN THE OFFICE
OF THE CITY CLERK
ON 09/08/26-LW

Case Number: PD 26-21

To Whom It May Concern;

The reason for this protest is;

The proximity of aerobic waste water runoff /spray, (approximately 15 -20 feet from my property line) making portions of my property inaccessible and unuseable at times. I have used these areas of my property to provide cooking wood, harvesting seasonal nuts, and maintaining natural compost areas for my gardens. I regularly walk this area of my property and really don't want to risk having my neighbors waste water system go off while I'm walking around. This potentially exposes anyone on my property, in that area, to direct contact from back spray and mist.

Secondly, the placement of the aerobic wastewater system is within 65 feet of my water well, potentially making it in violation of the Department of Environmental Quality under OAC 252:642 (appendix E) and Oklahoma Water Resource Board OAC 785:35-7-1. This distance puts my household potentially at risk of downhill runoff waste water leaking into my well.

I also have a pond that I maintain within approximately 125 feet downhill from the proposed aerobic waste water location. Again potentially putting it in violation of the Oklahoma Water Resource Board.

This aerobic system is within approximately 300' of a creek that feeds into the Thunderbird watershed program (again putting it at jeopardy of being

in violation of the DEQ and OWRB). The aerobic system and additional runoff, due to the structure and parking lot of the potential building site, go into the bar ditch that fields this waste and pollution directly to the north creek of my property that feeds into Lake Thunderbird.

I am also concerned about the additional erosion to the bar ditch (east side of 108th Ave SE) from the additional water shed. This bar ditch has never been maintained by the city since I have owned the property. I have done my best to grade and smooth it out over the years. With additional watershed into this area I am worried about additional erosion affecting my North /South property and fence lines.

I am also concerned about the additional traffic that will be in this area. There is no right hand turn lane for eastbound traffic off of Highway 9 turning south to 108th Ave SE at a point where Highway 9 condenses down from two lanes of traffic to one.

Additionally the proposed left hand turn lane on 108th Ave SE is at a spot that narrows down for single lane traffic (the best I can tell from the preliminary site plan). Nor does this plan account for northbound traffic on 108th Ave SE turning eastbound into Lakemart Valero without turn lane access. The amount of congestion in this area, in the short 75-125 foot area is unsafe. Additionally this doesn't address concerns of blind spots that occur here due to both geography and signage from existing businesses and the potential new one that needs to be considered.

Thank you for your consideration in keeping my property and family safe, the citizens and travelers in this area safe, and the waterways on our creeks, streams, ponds, and lakes protected.

A handwritten signature in black ink, appearing to read 'James Maxwell', with a large, stylized initial 'J' and 'M'.

James Maxwell

File Attachments for Item:

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-1: 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 LOTS ONE (1) AND TWO (2), IN BLOCK SEVEN (7), OF D.L. LARSH'S FIRST ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (201 W APACHE; WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: Riggins Ventures, LLC

PRESENTER: Anais Starr, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-1: 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 LOTS ONE (1) AND TWO (2), IN BLOCK SEVEN (7), OF D.L. LARSH'S FIRST ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (201 W APACHE; WARD 4)

APPLICANT/REPRESENTATIVE	Riggins Ventures, LLC/Box Law Group
LOCATION	201 W Apache St
WARD	4
CORE AREA	Yes
EXISTING ZONING	CCPUD, Center City Planned Unit Development
EXISTING LAND USE DESIGNATIONS	Urban High
CHARACTER AREA	Core Neighborhood
PROPOSED ZONING	CCPUD, Center City Planned Unit Development

PROPOSED LAND USE

No Change

SUMMARY:

The applicant, Riggins Ventures, LLC, requests a new CCPUD, Center City Planned Unit Development, for 201 W Apache Street to allow development of a multi-unit residential structure.

The proposal for this site is to construct a 17,872 square-foot gross floor area (4,134 square-foot footprint), four-story, multi-unit residential building, as illustrated in Exhibit A, Site Development Plan. The CCPUD proposes eight 4-bedroom residential dwelling units on all floors – for a total of 32 bedrooms.

EXISTING CONDITIONS:

SIZE OF SITE: 0.16 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	CCPUD	CCFBC (Urban Residential)	CCFBC (Urban Residential)	CCFBC (Urban Residential)	CCFBC (Urban Residential)
Land Use	Urban High	Urban High	Urban High	Urban High	Urban High
Current Use	Vacant Lot	Single-Family Detached	Duplex	CCFBC Multi-family Structure	CCFBC Multi-family Structure

ZONING DESIGNATION**CCFBC, Center City Form-Based Code**

The goal of the Norman Center City Vision Project and Plan was to reset the conversation and provide guidance for future development and redevelopment in Center City. The CCFBC is intended to implement the purpose and goals of that Plan by providing strong implementation tools for the Center City area.

The CCFBC shall be applied to new, infill development, and redevelopment within the district both in order to achieve the vision set forth for the Center City and to provide a mechanism for implementing the following specific goals, using both public and private sector investments:

- Capitalize on public investment in existing infrastructure.
- Stabilize and strengthen mixed-use commercial centers and residential neighborhoods.
- Create a pedestrian-oriented and multi-modal district.
- Promote, create, and expand housing options.

- Ensure transit-supportive and transit-serviceable development.
- Ensure a complementary relationship with surrounding neighborhoods.

The creation of transit- and pedestrian-oriented development and redevelopment is dependent on three factors: density, diversity of uses, and design. This Code places greatest emphasis on design, or physical form, because of its importance in defining neighborhood and district character. All places evolve—density and uses can be expected to change over time as the area continues to grow and mature.

LAND USE DESIGNATION

Urban High (UH)

See attached Urban High Land Use Category documents.

CHARACTER AREA DESIGNATIONS

Core Neighborhood Areas

See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK

Centennial Park is located approximately a quarter of a mile northwest of the development site. Legacy Trail Park is located approximately a third of a mile east of the development site. Each of these parks can be accessed using available sidewalks and crosswalks along the streets.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

This request does not require a Pre-Development meeting.

BOARD OF PARKS COMMISSIONERS:

This property does not require platting; therefore, dedication of parkland or fee in-lieu of parkland dedication is not required.

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 the AIM Norman Plan. Items in blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

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

FIRE DEPARTMENT

Building(s) must comply with the City of Norman Ordinances and adopted ICC codes as amended by OUBCC - including IFC Appendices B, C, and D., specifically D105 regarding required Aerial Access for structures that are 30' or greater in height. Items not addressed during predevelopment review will be required and addressed during building permitting.

BUILDING REVIEW

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

PUBLIC WORKS/ENGINEERING

The subject property is already platted.

The requested 84.83% impervious surface requires engineered solutions with an Operations and Maintenance Manual, a drainage report, and a Site Grading Plan. The applicant proposes in the CCPUD to utilize an engineered solution to mitigate the runoff associated with the additional impervious area.

TRANSPORTATION ENGINEER

The Transportation Engineer has no comments for this previously platted lot.

PLANNING

ZONING CONSIDERATIONS

Purpose – CCPUD, Center City Planned Unit Development

Appendix B

SEC. 520 CENTER CITY PLANNED UNIT DEVELOPMENT

A. Statement of Purpose: It is the intent of this section to provide an alternative zoning district for the Center City Area as defined in the Center City Form-Based Code (CCFBC). This Center City Planned Unit Development District (CCPUD) is specifically catering to the Center City Area because of the size of lots, the lack of vacant land and other distinguishing characteristics in this area that make the use of the existing PUD regulations not feasible. The CCPUD encourages developments that create the character of development envisioned in the CCFBC.

Specifically, the purposes of this section are to:

1. Provide an alternative zoning district to the CCFBC where a property owner proposes a development that does not meet the strict regulations required in the CCFBC.
2. Provide open space/street space that is compatible with the concepts of the CCFBC.
3. Provide comprehensive and innovative planning and design for a development which is consistent and compatible with surrounding developments.

4. Provide more efficient and economic use of land resulting in an urban/pedestrian environment.
5. Provide complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use.
6. Encourage developments that achieve community goals, such as, but not limited to, aging in place, or affordable housing, or other emerging trends in housing, that may not be able to meet all the required elements of the City Form-Based Code.

Uses Permitted

Residential – as defined and regulated by the CCFBC

- Household Living
- Group Living
- Overnight Lodging

Four-bedrooms per dwelling unit shall be permitted by right within this CCPUD.

Area Regulations

Front Yard: (fronting Santa Fe Avenue and Apache Street)

The proposed four-story residential structure will be brought 2 feet closer to the property line than the established Required Build Line (RBL) along S Santa Fe Avenue. The applicant proposes the RBL be moved to 3' behind the property line from the current 5' RBL.

As noted, the RBL along S. Santa Fe Avenue will be 3' behind the property line. The applicant proposes a 6'5" offset for the structure from the RBL instead of the CCFBC-allowed maximum of 24" to accommodate a recessed porch area at the entryway of the structure.

The RBL along W. Apache will remain at 10 feet, the structure will meet this RBL.

Side Yard: As required by the CCFBC, the proposed structure will have a zero setback with the adjacent property to the west.

Rear Yard: The minimum depth of the rear yard setback is as shown on the site plan. The CCFBC does not have a rear setback depth.

Height Regulations

The CCFBC requires a minimum of two stories and allows a maximum of five stories in this area of the Urban Residential Building Form Standard. The CCPUD proposes a four-story multi-unit residential structure.

Landscaping and Open Space

The CCPUD states landscaping and required Open Space will be provided as indicated in Exhibit A, Site Development Plan, and Exhibit D, Landscape Plan. The CCPUD Site

Plan calls for Street Trees to be provided along S Santa Fe Avenue and W Apache Street as required under the CCFBC.

The required minimum 15% Open Space will be provided on the north, east, and south sides of the building and on the private balconies of the units, instead of behind the Parking Setback Line as required by the CCFBC.

Parking

The current CCFBC parking requirement for such a development is 32 parking spaces. Through this CCPUD, the applicant is requesting to reduce the required number of parking spaces to 28. As proposed, two parking spaces will be provided on-site with alley access, five on-street parking spaces will be installed along S Santa Fe Avenue, and 21 off-site spaces will be provided through the attached Parking Lease Agreement.

Lighting

The project shall comply with the requirements of the CCFBC under 402. General Provisions, Section N. Lighting & Mechanical.

Signage

The CCPUD states that all signage shall comply with 402. General Provisions, Section M of the CCFBC.

Fencing/Walls

The CCPUD proposes a Street Wall with a gate to be located along at the rear of the property along the RBL from the rear of the structure to the north property line as required by the CCFBC. The CCPUD further proposes the Street Wall proposed along Santa Fe Avenue provide the screening for dumpster at the rear of the structure.

Sanitation/Utilities

The applicant is providing a dumpster to service the sanitation needs of the Property. The proposed 6'4" Street Wall along the RBL will provide the needed screening from Santa Fe Avenue.

Exterior Materials

The applicant proposes brick veneer for the ground floor and the central tower facing Santa Fe, while the second, third, and fourth floors and the recessed porches' exterior walls will be clad in cement fiber board.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies, as the proposed new structure will have brick and cement

siding and a recessed deck along S Santa Fe Avenue. The dumpster and parking area are located off the alleyway and will be screened from S Santa Fe Avenue by the proposed Street Wall located at the rear of the property along the RBL. New 5' sidewalks and the installation of bike racks will promote alternative transportation options. The development will comply with stormwater and drainage requirements.

Core Area Neighborhood Policies

The proposal is **consistent** with Core Neighborhood Area Policies, as it proposes a higher-density infill development of a similar scale and character to other developments found in the CCFBC. This infill development will promote alternative modes of transportation with the proposed installation of five-foot sidewalks along both street frontages and bike racks in front of the structure on W Apache Street. The development promotes activation of the street space by placing the structure close to the property line while placing parking and the dumpster off the alleyway. The recessed decks proposed for residents' use on the S Santa Fe Avenue elevation will further encourage activation of the street space.

Urban High Land Use Policies

The proposal is **consistent** with the following Urban High Land Use policies:

- **Context**
- **Building Types**
- **Site Design**
- **Transportation, Circulation & Access**
- **Site Design**
- **Utility Access**

The CCPUD proposes a residential structure with eight dwelling units, meeting the density sought by the Urban High Land Use Policy.

The proposed development features a four-story building, which is an allowed height by both the CCFBC regulations and Urban High Policies. The proposed multi-story multi-unit structure is a housing type sought by the Urban High Land Use designation. The proposed four-story structure with brick and cement fiberboard and recessed porch is similar in height and design to other structures found in the Center City District.

The proposed development is located half a mile north of the University of Oklahoma's South Oval and a third of a mile south of Main Street in the central business district. Additionally, two Embark Transit stops are located along Webster Avenue between W Symmes Street and W Apache Street, approximately two blocks from the Property. Due to its location and available network of sidewalks and transit, the proposed development has the opportunity for a pedestrian-only mode of transportation. The proposed development meets the transportation and access goal of the Urban High Land Use designation, which seeks a reduction in parking while pedestrian transportation is encouraged.

Five-foot sidewalks are proposed along W Apache Street and S Santa Fe Avenue, and this development request will connect to the existing sidewalk system in the Center City,

allowing residents pedestrian access to the University of Oklahoma and the central business district.

The CCFBC allows a maximum of 65% impervious coverage unless Low Impact Development engineered solutions are proposed to mitigate the effects of the additional impervious surface coverage. The CCPUD proposes 84.83% impervious coverage and an engineered solution to mitigate additional impervious surface coverage for the site, thereby meeting the stormwater policies of the Urban High Land Use designation.

The development will access the full range of existing utilities available at the site, as called for in the Urban High Land Use policies.

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

The proposed development meets requirements for City streets and provides access for solid waste services. A dumpster is provided on site at the rear of the property as shown on the CCPUD Site Plan and will be adequate for servicing the multi-unit residential structure. The proposed Street Wall on the RBL along S Santa Fe Avenue will provide the screening for the dumpster instead of an enclosure.

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

Adequate capacity within the water system exists to serve the proposed development. Existing water service(s), if not to be reused, must be abandoned at the water main. If existing service(s) are to be reused, they must have materials identified.

DISCUSSION:

The proposed development aligns with many of the AIM Norman Land Use and Character Area objectives. This proposal will provide a sought-after multi-unit dwelling structure near the University of Oklahoma Campus.

The CCPUD Narrative proposes variances to the CCFBC to allow the development of this four-story, multi-unit structure. This CCPUD seeks relief from the required minimum 32 parking spaces and location requirements for Open Space and Landscaping.

However, the proposed structure will retain several essential CCFBC design elements seen along W Apache Street and S Santa Fe Avenue, including building to the Required Build Line, articulated brick and cement board façades, recessed porch for street activation, and a Street Wall along the RBL to screen the parking and dumpster.

CONCLUSION:

Staff forwards this request for zoning to CCPUD, Center City Form-Based Code Planned Unit Development, and Ordinance O-2627-1 to the Planning Commission for consideration and recommendation to City Council.

ATTACHMENT(S):

201 W Apache St AIM Supporting Documents

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

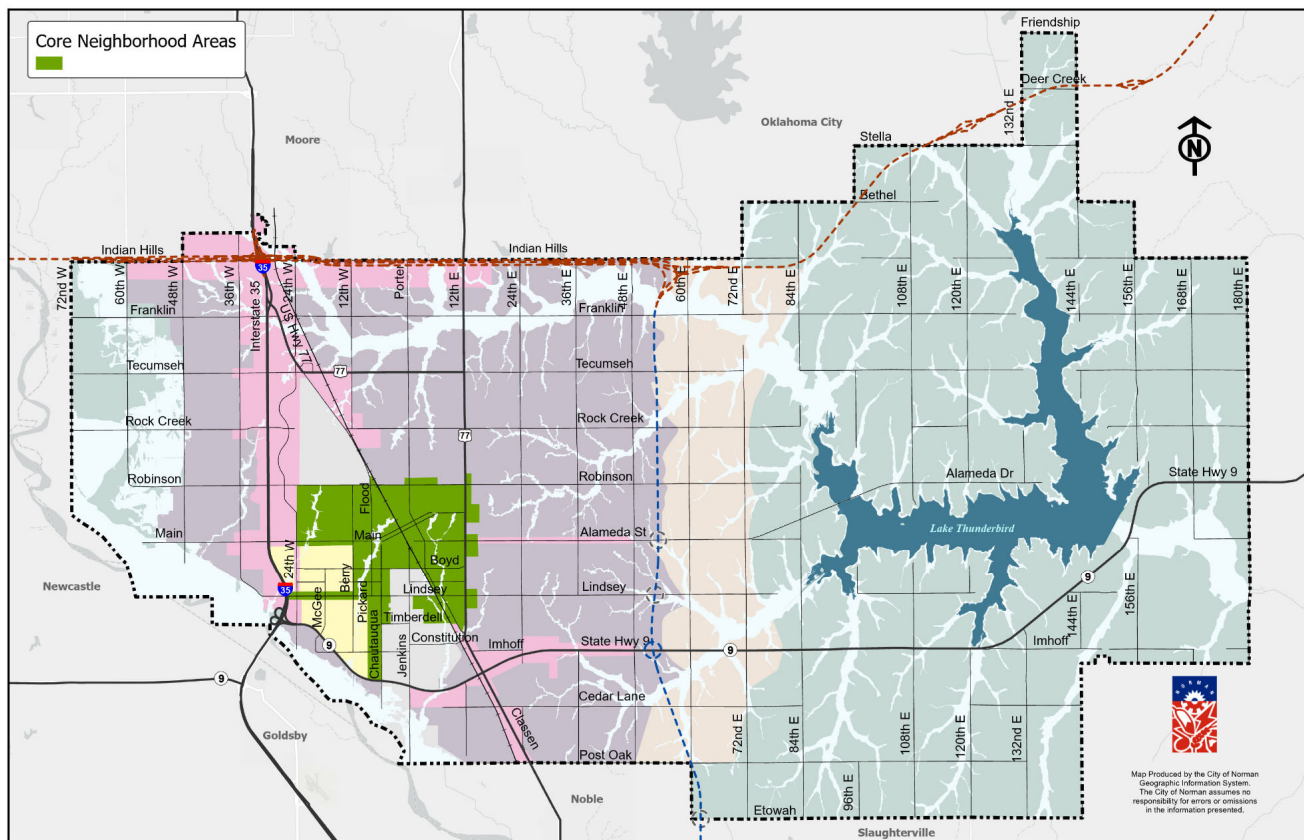
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's enjoyable 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.
- 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.*

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.

LAND USE CATEGORY

Urban High (UH)

DESCRIPTION & CONTEXT

Highly compact, walkable pattern of urban development prioritizing alternative means of transportation. Low to no building spacing and separation of uses. This area is intended to create opportunities for economic activities attracting a city-wide audience, and place residents closer to services and jobs.

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 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 housing types from townhomes to apartments are expected.
- Mixed-use buildings including retail, work-spaces, and residences are most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- New developments that are single-use developments or predominantly single-unit or garden apartments are not appropriate.

SITE DESIGN

- The scale and layout of the built environment are conducive to walking. Trails and pathways are integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Multi-unit developments without connections to neighboring properties and uses weakens the development pattern and should be limited or avoided altogether.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.
- Stormwater to be addressed at the project level, but designed as part of a larger neighborhood or sub-basin system.
- Site layout should take every opportunity to maximize the public infrastructure available in this area.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

This area features a relatively 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 is a secondary use and should be as small as possible due to character and value of land in the area. Most of these areas have, or will have, easy access to public transportation (less than one half-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to 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

Consisting of appropriately scaled public spaces including small parks, plazas, parklets, regional trail connections, and walking paths. Pedestrian amenities should commonly integrated into public and private projects.

LOCATIONAL CRITERIA

- Large building footprints (>12,500 SF) compromise the development pattern and are not appropriate, except along arterials and at arterial intersections.
- Medium intensity residential uses should be discouraged along arterial streets and should be located behind higher intensity residential, commercial, or mixed-use developments along arterial streets.
- 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.
- High Urban is most compatible adjacent to: UM, ULC, MX, IMX, CBD, LCC, C, JC, TOD, and OP.
- High Urban is least compatible adjacent to: AR and UR and requires additional buffering from uses that generate more noise, odors, air and light pollution, and heavy traffic.

ZONING DISTRICTS

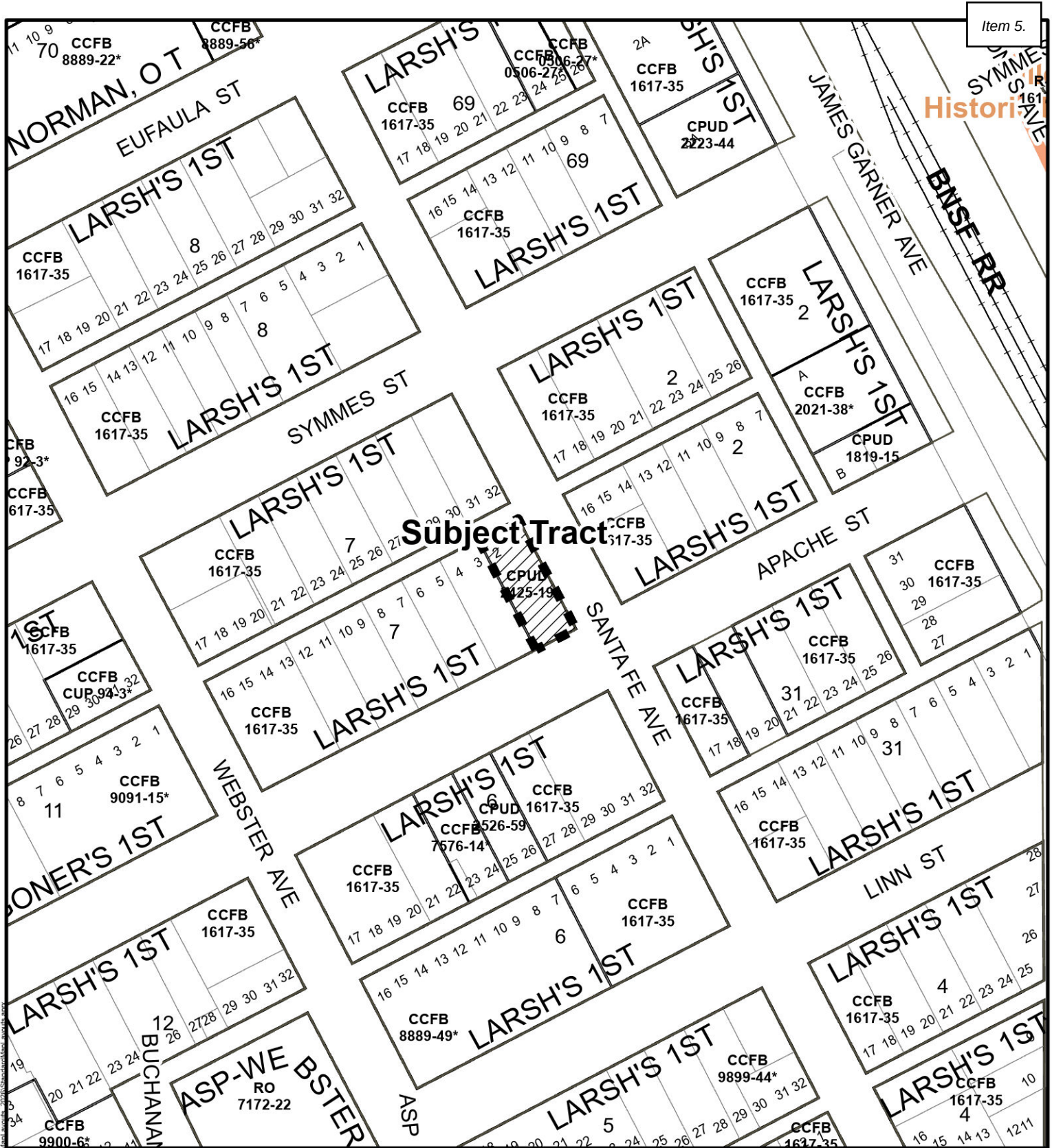
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Multi-Unit Residential



Mixed-Use





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.



August 5, 2026

0 75 150 Ft.



Subject Tract

201 W. Apache

Norman, Oklahoma

Owner:
Riggins Ventures, LLC

Prepared By:
Box Law Group, PLLC

A CENTER CITY PLANNED UNIT DEVELOPMENT
APPLICATION FOR REZONING

Submitted August 3, 2026
Revised August 14, 2026
Revised September 3, 2026
Revised September 11, 2026
Revised September 23, 2026
Revised September 28, 2026
Revised October 1, 2026

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I. INTRODUCTION

A. Background and Intent

This Center City Planned Unit Development (the “CCPUD”) is submitted for the development of the 201 W. Apache Street property (the “Property”). The Property is located at the intersection of West Apache and S. Santa Fe Ave. The legal description is attached in Exhibit B.

The site is an existing vacant lot with existing utility services as well as existing alley access.

It is the intent of the owner to redevelop the Property in order to accommodate the gaps in the housing market while meeting the vision for the Center City. The Applicant is Riggins Ventures, LLC. The project will feature a 17,872 SF multi-family building, consisting of four floors with a maximum of 8 dwelling units with 4 bedrooms and 4 bathrooms per unit for a total of 32 bedrooms for the development.

The property is zoned under a CCPUD. The Applicant is requesting a new CCPUD in order to redevelop the parcel to be in-line with the existing structures on this block and to request four bedrooms per dwelling unit. Beyond these variances, the applicant is able to conform to most of the other detailed CCFBC code provisions. Therefore, in the spirit of fulfilling the vision of CCFBC, the Applicants bring this CCPUD forward with requested variances from the CCFBC as is necessary for this proposed redevelopment.

II. PROPERTY DESCRIPTIONS/EXISTING CONDITIONS

A. Location

The Property is located at 201 W. Apache St. The Property is on the northwest corner of W Apache St and S Santa Fe Ave. The specific location is illustrated on the attached Site Plan, as Exhibit A. See Exhibit B for legal description.

B. Existing Land Use and Zoning

The Property is currently zoned under a CCPUD. The property currently contains a vacant lot with existing utility services.

C. Elevation and Topography

The existing Property currently consists of a vacant lot after removal of the existing house. The lot is generally flat.

D. Drainage

The property currently drains to the alley and then towards Santa Fe Ave, which is located along the eastern side of the property.

E. Utility Services/ Public Works

The Property is already platted. All required utility systems for the project (including water, sewer, gas, and electric) are in immediate proximity to the Property, and long established.

F. Fire Protection Services

Fire protection services are as provided by the City of Norman Fire Department and per the City of Norman regulations for such.

G. Traffic Circulation and Access

West Apache Street is located along the front of the parcel, and Santa Fe is located along the east side of the property. Vehicle access will be available from S Santa Fe Ave.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property shall be developed in compliance with the terms of this CCPUD and the exhibits attached hereto and incorporated herein.

A. Permissible Uses

The allowable uses for the Property are included below:

Residential – as defined and regulated by the CCFBC

- Household Living
- Group Living
- Overnight Lodging

Four-bedrooms per dwelling unit shall be permitted by right within this CCPUD.

B. Development Criteria

1. Siting. The development shall comply with the setbacks shown on the Site Development Plan. To achieve a multimodal, pedestrian friendly environment, the Required Building Line (RBL) along Santa Fe Ave will be shifted to be 3' behind the property line (as opposed to the existing 5' behind the property line), and the RBL along Apache will remain at the existing 10' behind the property line. The RBLs identified in the

Regulating Plan for this parcel shall be identified and reset, as applicable, in accordance with this CCPUD.

The CCFBC regulations for 32 bedrooms require 32 parking spaces. This CCPUD proposes two on-site parking spaces, five on-street parking spaces, and 21 parking spaces shall be located off-site via a lease agreement in accordance with Exhibit C.

Recessed porches with a maximum of 6 feet and 5 inches shall be permitted along S Santa Fe Ave in accordance with Exhibit A.

There will be a 72" tall street wall between the building and the alley along Santa Fe Ave comprised of brick/masonry, as shown in Exhibit A, Site Development Plan and Exhibit E, Elevations.

2. Building Height. The new structure on the parcel shall be a maximum of four stories in height. The ground story finished floor elevation shall be no lower than 14-inches above the average fronting public sidewalk elevation. The ground story shall have a minimum clear height of 9'-0" and the minimum clear height for the upper stories shall be 9'-0".

3. Elements. The Property shall be built in accordance with the terms of this CCPUD, Exhibit A – Site Development Plan and Exhibit E Elevation Drawings.

Fenestration

- Blank lengths of wall exceeding 20 linear feet are prohibited on all required building lines (RBL), and other fronting exterior walls, provided the walls are not within 3 feet of the property line.
- Ground story fenestration shall comprise between 33% and 70% of the ground story facades, and other fronting exterior walls, provided they are not within 5 feet of the property line.
- Upper story fenestration shall comprise between 20% and 70% of the façade, and other fronting exterior wall area per story provided they are not within 5 feet of the property line. Upper story fenestration shall comprise between 10% and 70% of the upper story fronting exterior walls that are 3-5 feet from the property

4. Unit Minimum and Bedrooms

This parcel will be developed with a minimum of three dwelling units and maximum of eight dwelling units. Each residential dwelling unit shall contain no more than four bedrooms.

5. Sanitation. Sanitation service will be provided via a dumpster on site within a dumpster enclosure as shown on the Site Development Plan.

6. Signage. All signage shall comply with 402. General Provisions, Section M of the CCFBC.

7. Traffic access and sidewalks. The access from the existing alley will remain with this redevelopment. Access for pedestrians is planned along Apache Street and Santa Fe St. The sidewalk along both Apache and Santa Fe will be replaced to comply with current CCFBC standards and ADA accessibility requirements. Any damage to existing sidewalks will be replaced prior to a Certificate of Occupancy. On-site parking and street parking is shown on the site plan. Bicycle parking racks shall be provided as illustrated on the Exhibit A, Site Development Plan, and will meet Appendix C, Bicycle Parking Design Guidelines of the CCFBC.

8. Lighting. The project shall comply with the requirements of the CCFBC under 402. General Provisions, Section N. Lighting & Mechanical, as amended thereafter.

9. Drainage. The total impervious surface for the property will increase to 84.83% from maximum allowed of 65% and therefore will utilize Low Impact Development measures listed in Section 7000 of the EDC. Drainage will utilize existing public drainage infrastructure via an underground detention pipe. This redevelopment project will meet Part 8. Site Development Requirements found in the CCFBC, and the drainage plans and Drainage Operation and Maintenance Agreement included with this CCPUD.

10. Open Space and Landscaping. Open Space shall comply with the CCFBC requirements, except for location, which is shown on Exhibit A, Site Development Plan, and Exhibit D, Proposed Landscape Plan. The minimum required Open Space shall be 917 square feet, with a minimum 303 square feet (33%) at grade, as required by the CCFBC. 561 square feet of Open Space will be at grade behind the parking setback line, 501 square feet will be at grade in front of the parking setback line, and private balconies will comprise the maximum allowed 614 square feet (67%). The total proposed private Open Space on site is 1,676 square feet. The Private Open Space will be provided in the landscaped areas on the north, south, and east sides of the structure as shown on Exhibit A Site Development Plan and Exhibit D Proposed Landscape Plan.

Refer to attached Exhibit D, Proposed Landscape Plan, for the street trees in street tree alignment area. Any trees planted shall be of a species that is listed in Section 506. Tree Lists, of the CCFBC, as amended thereafter, or otherwise approved by the City of Norman Forester, City of Norman ordinance, or appropriate City of Norman staff member.

11. Parking. With the proposed 32 bedrooms, 32 parking spaces are required by the CCFBC. A minimum of 28 parking spaces shall be provided as follows: two on-site parking spaces, five on-street and 21 parking spaces to be provided off-site via a lease as shown in attached in Exhibit C. Refer to attached Exhibit A, Site Development Plan, and Exhibit C, Off-Site Parking Agreement, for the number of on-site parking spaces provided, their location, and size.

12. Architectural Materials (exteriors). The Center City is a compact, walkable, mixed-use urban district. Traditional, sustainable, durable materials appropriate to the central Oklahoma climate will be utilized. Innovative, energy-efficient materials appropriate to a pedestrian-scaled urban environment will be used for this development.

The following materials are proposed:

- Unit Masonry
- Masonry Veneer
- Anodized or Weathering Steel Panel
- Glass and Glazing Systems
- High-Impact EIFS
- Concrete
- Cementitious fiberboard
- Aluminum Panel with concealed fasteners

The following materials are prohibited:

- Any lap siding except natural wood or cementitious fiberboard.
- Composition roofing shingles used as a wall material
- Exposed fastener metal, R-Style panels.
- Artificial stucco or EIFS, except high impact quality

C. CCFBC Standards

The Property shall be developed in accordance with the terms of this CCPUD and the exhibits attached hereto and incorporated by reference.

For convenience purposes, a summary of the proposed variances for this CCPUD are as follows:

1. Move the Required Building Line (RBL) along Santa Fe Avenue from five (5') feet to three (3') feet.
2. Open Space and Landscaping will be provided as shown on the Exhibit D Proposed Landscape Plan. This CCPUD will allow required Open Space and

- Landscaping to be located in the north, south and east sides of the building as shown on Exhibit D Proposed Landscape Plan instead of behind the Parking Setback Line.
3. Exemption from on-site parking requirement. 32 parking spaces are required by the CCFBC. Requesting to provide 28 parking spaces for the development. Two shall be provided on-site, five provided on-street, and a minimum of 21 parking spaces shall be via a lease attached as Exhibit C.
 4. Requesting 4 bedrooms per dwelling unit.
 5. Requesting to recess entryways be a maximum of 6 feet and 5 inches.

LANDSCAPE AREA PROVIDED IN FRONT OF 30' PARKING SETBACK AT GRADE
AREA 6 (EAST/SOUTH): 455 SF
AREA 7 (SOUTH): 46 SF
TOTAL: 501 SF

INDIVIDUAL BALCONY AREA = 68 SF
8 BALCONIES PROVIDED = 688 SF
MAXIMUM 67% PRIVATE BALCONIES = 614 SF

TOTAL PRIVATE OPEN AREA ON SITE = 1,676 SF

1	PROPOSED CURBS AND GUTTER
2	PROPOSED CONCRETE SIDEWALK
3	PROPOSED 4" SOLID WHITE PAINTING LINE (TYP.)
4	PROPOSED PAINTED BLANK 4" SOLID WHITE LINE 2' AWAY @ 45°
5	PROPOSED PAINTED ACCESSIBLE SYMBOL
6	PROPOSED ADA PARKING SIGN
7	PROPOSED ADA RAMP
8	PROPOSED CONCRETE WHEEL STOP
9	PROPOSED TRASH DUMPSTER
10	PROPOSED STAIRS
11	PROPOSED BICYCLE RACK
12	CONCRETE PAVEMENT PER CITY OF NORMAN ALLEY AND STREET STADIUMS
13	PROPOSED 6" WOOD FENCE
14	PROPOSED LANDSCAPE AREA
15	PRIVATE UNIT BALCONY
16	SAW CUT TO FULL DEPTH
17	STREET WALL 9 FEET IN HEIGHT AND GATE

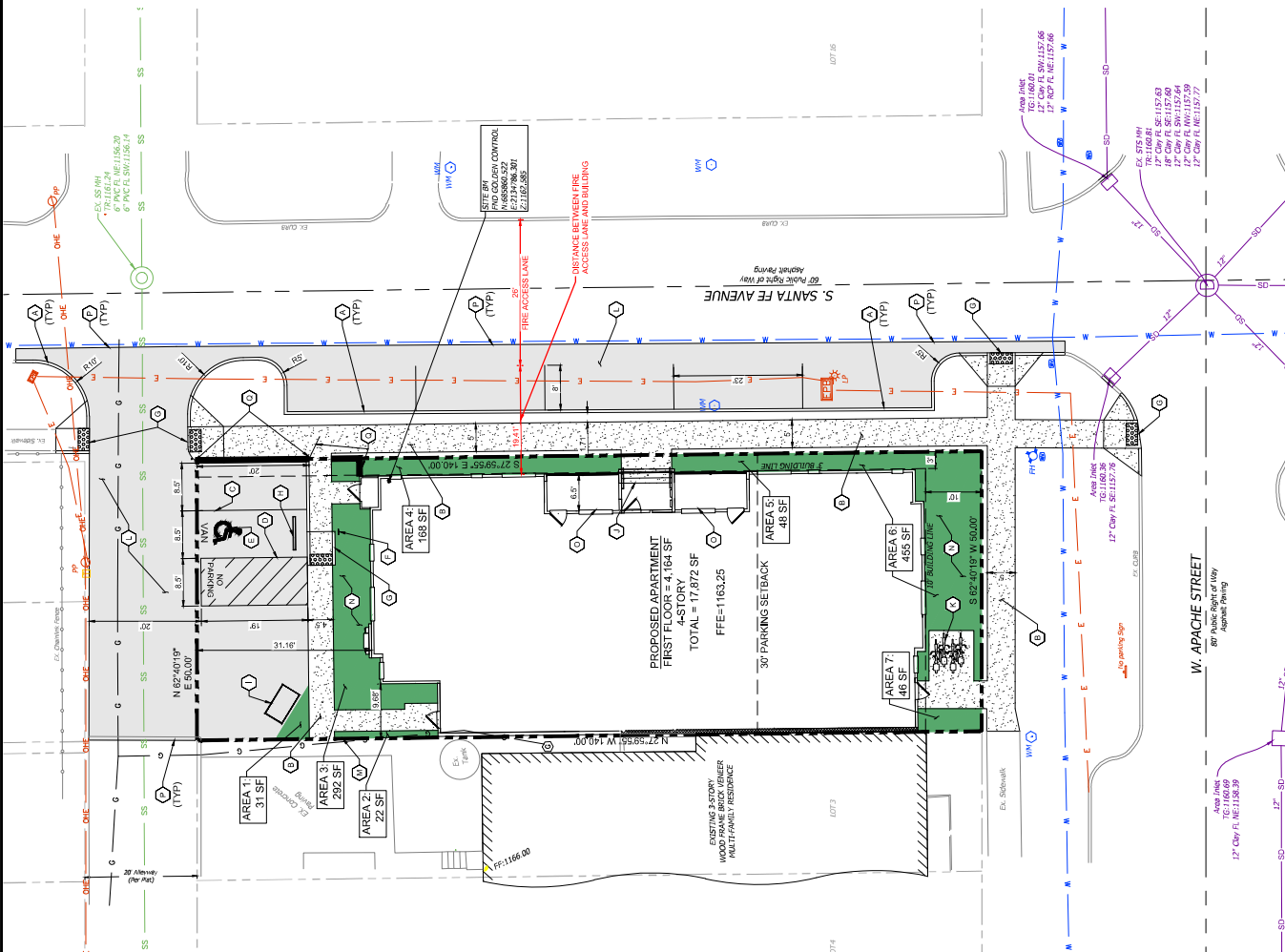


Exhibit C - Off-site Parking Agreement

Parking Spaces Lease Agreement

This Parking Spaces Lease Agreement (the "Agreement") is made and entered into on this 15th day of June, 2026, by and between First Baptist Church Norman (hereinafter referred to as "Lessor"), and Riggins Ventures, LLC (hereinafter referred to as "Lessee"), an Oklahoma limited liability company.

Parking Spaces: Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor twenty-one (21) parking spaces located on Lessor's property as will be designated in the southwest corner of Lessor's main parking lot (the "Parking Spaces") as described herein:

- a) As determined by Lessor, these Parking Spaces may be designated specifically or made available generally within the area designated for tenant parking. Lessor's spaces may be relocated at the discretion of Lessor.
- b) There may be days throughout the year Lessor will have need for the entirety of the main lot, including the Lessee's Parking Spaces. These days will be deemed "overflow days" by Lessor, and Lessor may make provision for alternate parking spaces on these "overflow days."
- c) As deemed by Lessor, "overflow days" shall be for large Church or community events, such as staging for the City of Norman's holiday parade, well-attended funerals, or similar events. Lessor will give Lessee a minimum of three (3) days' notice (usually more) of an upcoming "overflow day," as well as communicate the information directly to Lessee's tenants via text message as per current contact information provided by Lessee to Lessor.
- d) The actual time the parking lot needs to be cleared on "overflow days" will be communicated in the notice to both Lessee and Lessee's tenants. If no time is specified, the period shall be the 24 hours commencing at midnight on the designated day.

Parking Permits & Tenant Information: Lessee shall be responsible to provide Lessor with current information of potential tenant parking permit holders including the following: full name; make, model, color, and license plate number of tenant's vehicle; tenant's mobile telephone number and email. It is the responsibility of the Lessee to keep Lessor informed of any changes in tenant's information and to keep the list current. After Lessee provides said information, Lessor will provide Lessee twenty-one (21) parking permits to be displayed by tenants given parking privileges by Lessee. Lessee will be responsible for retrieving parking permits at the end of a tenant's rental agreement period and provide them to subsequent tenants at Lessee's discretion.

Terms in Lease: The terms, if any, as written in the addendum to this Agreement shall be made part of the Lessee's rental agreement with each tenant to which Lessee issues a parking permit. Lessee shall provide Lessor with a signed digital copy of each tenant's lease agreement.

Term: The term of this Agreement shall commence on July 1, 2026 and shall continue for a period of ten (10) years unless earlier terminated in accordance with the terms herein.

Rent: Lessee shall pay to Lessor a graduated rent consisting of a monthly rent of \$100 per space for twenty-one (21) spaces for the first five (5) years of this agreement, and \$150 monthly rent per space for years' six-ten (6-10) of this agreement. One half of the total rent for the first year of this agreement, \$12,600, shall be due and payable in advance of the term of this Agreement, with the balance of \$12,600 due upon commencement of the term.

The full annual rent for all spaces leased by lessee shall be due and payable in years 2-10 of this Agreement on or before July 1 of each year.

In addition, Lessee shall pay to Lessor for each Parking Space leased by lessor an amount equal to the prevailing charge Lessor charges the general public for parking on Lessor's property during special events, including but not limited to OU football game days. Lessor will invoice Lessee separately for these paid parking events. As per the OU football schedule, all game day parking will be invoiced cumulatively in advance or during the football season with payment by Lessee due within ten (10) days of receipt of invoice. Other paid parking days will be invoiced after such event occurs.

Use: Lessee shall use the Parking Spaces solely for the parking of vehicles associated with their tenants' personal vehicles. Commercial vehicles, including but not limited to trucks in excess of one ton, trailers, boats, recreational vehicles and heavy equipment are not allowed. Personal vehicles in a state of disrepair shall not remain in said state for more than thirty (30) days.

Lessee shall not assign, sublease, or otherwise transfer its rights under this Agreement without the prior written consent of Lessor unless transfer is via sale or lease of the entire property at 201 Apache, Norman, OK. In the event of Lessee default, the bank holding the loan for 201 Apache shall have the right to assume the loan.

Maintenance and Repairs: Lessor shall be responsible for the maintenance and repairs of the Parking Spaces, including but not limited to lighting, striping, and general upkeep.

Indemnification: Lessee agrees to indemnify, defend, and hold harmless Lessor from and against any and all claims, damages, losses, liabilities, and expenses arising out of or related to Lessee's use of the Parking Spaces.

Insurance: Lessee shall name Lessor as an additional insured of the 201 Apache property insurance coverage for liability purposes and shall provide Lessor with a copy of the policy.

Default: In the event of a default by either party under this Agreement, the non-defaulting party shall have the right to terminate this Agreement upon 30 days written notice to the defaulting party.

Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the state of Oklahoma.

Execution: This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

First Baptist Church Norman

By:



Wade Smith

Pastor, First Baptist Church Norman

Date: 6/22/06

Riggins Ventures LLC

By:



Dakota Riggins

Riggins Ventures LCC

Date: 6/15/2026

Parking Spaces Lease Agreement

This Parking Spaces Lease Agreement (the "Agreement") is made and entered into on this 2nd day of January 2025, by and between First Baptist Church Norman (hereinafter referred to as "Lessor"), and DC Jones Holdings, LLC (hereinafter referred to as "Lessee"), an Oklahoma limited liability company.

Parking Spaces: Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor seven (7) parking spaces located on Lessor's property as will be designated in the southeast corner of Lessor's main parking lot (the "Parking Spaces") as described herein:

- a) As determined by Lessor, these Parking Spaces may be designated specifically or made available generally within the area designated for tenant parking. Lessor's spaces may be relocated at the discretion of Lessor.
- b) There may be days throughout the year Lessor will have need for the entirety of the main lot, including the Lessee's Parking Spaces. These days will be deemed "overflow days" by Lessor, and Lessor may make provision for alternate parking spaces on these "overflow days."
- c) As deemed by Lessor, "overflow days" shall be for large Church or community events, such as staging for the City of Norman's holiday parade, well-attended funerals, or similar events. Lessor will give Lessee a minimum of three (3) days' notice (usually more) of an upcoming "overflow day," as well as communicate the information directly to Lessee's tenants via text message as per current contact information provided by Lessee to Lessor.
- d) The actual time the parking lot needs to be cleared on "overflow days" will be communicated in the notice to both Lessee and Lessee's tenants. If no time is specified, the period shall be the 24 hours commencing at midnight on the designated day.

Parking Permits & Tenant Information: Lessee shall be responsible to provide Lessor with current information of potential tenant parking permit holders including the following: full name; make, model, color, and license plate number of tenant's vehicle; tenant's mobile telephone number and email. It is the responsibility of the Lessee to keep Lessor informed of any changes in tenant's information and to keep the list current. After Lessee provides said information, Lessor will provide Lessee seven (7) parking permits to be displayed by tenants given parking privileges by Lessee. Lessee will be responsible for retrieving parking permits at the end of a tenant's rental agreement period and provide them to subsequent tenants at Lessee's discretion.

Terms in Lease: The terms, if any, as written in the addendum to this Agreement shall be made part of the Lessee's rental agreement with each tenant to which Lessee issues a parking permit. Lessee shall provide Lessor with a signed digital copy of each tenant's lease agreement.

Term: The term of this Agreement shall commence on August 1, 2025 and shall continue for a period of ten (10) years unless earlier terminated in accordance with the terms herein.

Rent: Lessee shall pay to Lessor a graduated rent consisting of a monthly rent of \$75 for seven (7) spaces for the first five (5) years of this agreement, and \$100 monthly rent for years' six-ten (6-10) of this agreement. One half of the total rent for the first year of this agreement, \$3,150 shall be due and payable in advance of the term of this Agreement, with \$3,150 due upon acceptance of this Agreement by Lessee, with the balance of \$3,150 due upon commencement of the term.

The full annual rent for all spaces leased by lessee shall be due and payable in years 2-10 of this Agreement on or before August 1 of each year.

In addition, Lessee shall pay to Lessor for each Parking Space leased by lessor an amount equal to the prevailing charge Lessor charges the general public for parking on Lessor's property during special events, including but not limited to OU football game days. Lessor will invoice Lessee separately for these paid parking events. As per the OU football schedule, all game day parking will be invoiced cumulatively in advance or during the football season with payment by Lessee due within ten (10) days of receipt of invoice. Other paid parking days will be invoiced after such event occurs.

Use: Lessee shall use the Parking Spaces solely for the parking of vehicles associated with their tenants' personal vehicles. Commercial vehicles, including but not limited to trucks in excess of one ton, trailers, boats, recreational vehicles and heavy equipment are not allowed. Personal vehicles in a state of disrepair shall not remain in said state for more than thirty (30) days.

Lessee shall not assign, sublease, or otherwise transfer its rights under this Agreement without the prior written consent of Lessor unless transfer is via sale or lease of the entire property at 201 W Apache, Norman, OK. In the event of Lessee default, the bank holding the loan for 201 W Apache shall have the right to assume the loan.

Maintenance and Repairs: Lessor shall be responsible for the maintenance and repairs of the Parking Spaces, including but not limited to lighting, striping, and general upkeep.

Indemnification: Lessee agrees to indemnify, defend, and hold harmless Lessor from and against any and all claims, damages, losses, liabilities, and expenses arising out of or related to Lessee's use of the Parking Spaces.

Insurance: Lessee shall name Lessor as an additional insured of the 201 Apache property insurance coverage for liability purposes and shall provide Lessor with a copy of the policy.

Default: In the event of a default by either party under this Agreement, the non-defaulting party shall have the right to terminate this Agreement upon 30 days written notice to the defaulting party.

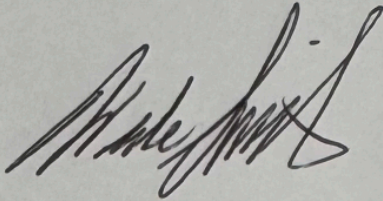
Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the state of Oklahoma.

Execution: This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

First Baptist Church Norman

By:

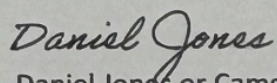


Wade Smith

Pastor, First Baptist Church Norman

Date: 1/2/2025

By:



Daniel Jones or Cameron Jones

Partner, DC Jones Holdings LCC

Date: 12-30-2024



CALL OKIE TO LOCATE UTILITIES
48 HOURS PRIOR TO DOING ANY
EXCAVATION
(405) 840-3082 OR
(800) 522-8843

- NOTES:
1. ALL DISTURBED AREAS SHALL RECEIVE SOD.
 2. ALL LANDSCAPED AREAS TO RECEIVE IN-GROUND IRRIGATION SYSTEM TO BE DESIGNED BY MANUFACTURER. CONTRACTOR TO PROVIDE AND COORDINATE WITH OWNER.
 3. ALL LANDSCAPE AREAS TO BE WITHIN 50' OF A WALL MOUNTED HOSE BIB. CONTRACTOR TO COORDINATE.
 4. PROVIDE LANDSCAPE LIGHTING AT EACH TREE.

GROUND COVER LEGEND

CONCRETE (SQUARES)

GRASS (DOTS)

LANDSCAPE SYMBOLS LEGEND	
	QUERCUS RUBRA (Q) RED OAK TREE
	QUERCUS CANADENSIS (Q) OKLAHOMA REDBUD TREE

File Attachments for Item:

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF O-2627-10: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, CLOSING AND VACATING A FIFTEEN (15) FEET IN WIDTH PLATTED UTILITY EASEMENT LYING IN LOT ONE (1), BLOCK ONE (1) OF VICKSBURG VILLAGE, AN ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (200 VICKSBURG AVE; WARD 1)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: Vicksburg Affordable LP

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF O-2627-10: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, CLOSING AND VACATING A FIFTEEN (15) FEET IN WIDTH PLATTED UTILITY EASEMENT LYING IN LOT ONE (1), BLOCK ONE (1) OF VICKSBURG VILLAGE, AN ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (200 VICKSBURG AVE; WARD 1)

GENERAL INFORMATION

APPLICANT

Vicksburg Affordable LP
Attorneys: Box Law Group.

REQUESTED ACTION

Closure of a platted fifteen-foot (15') utility easement within Lot 1, Block 1, Vicksburg Village, a Replat of Lot 11, Block 3, Jamestown Estates No. 3 Addition. 200 Vicksburg.

BACKGROUND: The attorney for the applicant has requested closing and future vacating a platted fifteen-foot (15') utility easement located within Lot 1, Block 1, Vicksburg Village Addition. Vicksburg Village a Replat of Lot 11, Block 3, Jamestown Estates No. 3 Addition was filed of record with the Cleveland County Clerk on April 7, 1982.

DISCUSSION: With the closure and potential vacation of the utility easement, any existing structures would be clear of any encroachments.

Staff received an objection from Spectrum (Cox) Communication. Utility company's responses are attached. The City of Norman does not have any utilities within the easement.

RECOMMENDATION: Based on the fact the City has received an objection, staff cannot support the request to close a platted fifteen-foot (15') utility easement located within Lot 1, Block 1, Vicksburg Village, a Replat of Jamestown Estates No. 3 Addition.

ACTION NEEDED: Recommend approval or disapproval of the request to close a platted fifteen-foot (15') utility easement within Lot 1, Block 1, Vicksburg Village, a Replat of Lot 11, Block 3, Jamestown Estates No. 3 Addition as described with the applicants submittal.

ACTION TAKEN: _____

2263

8182-55

2263

ALAMEDA ST

A-2
CUP 91-2*

RM-6
2377

Subject Tract

1
R-1
8283-35*
1

RM-2
CUP 91-4*

1
RM-2
8384-112*
1B

WASHINGTON IRVING #2

VICKSBURG AVE

A-2
1322

VICKSBURG VILLAGE

1

RM-6
2306

1

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.



September 2, 2026

0 50 100 Ft.



Subject Tract



Project No. 232126D_15-Easement Vacation Legal Description

A Fifteen (15) feet in width platted utility easement lying in Lot One (1), Block One (1) of VICKSBURG VILLAGE, an Addition to the City of Norman, Cleveland County, Oklahoma, according to the recorded plat thereof, recorded in Book 13, Page 44 of Cleveland County Plat Records, being more particularly described as follows:

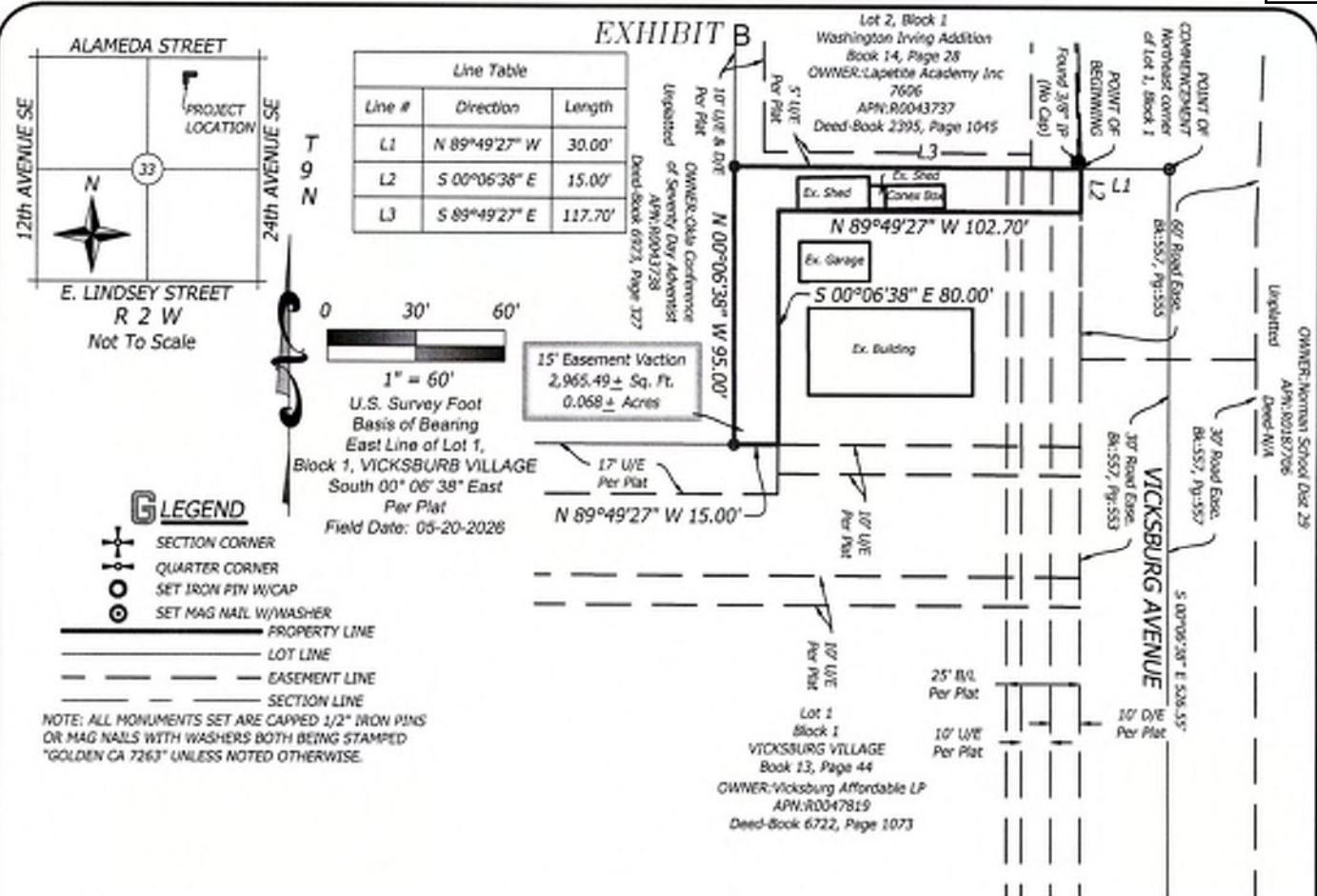
COMMENCING at the Northeast corner of said Lot 1 in Block 1 of VICKSBURG VILLAGE; Thence N89°49'27"W along the North line of said Lot 1 a distance of 30.00 feet to the POINT OF BEGINNING;

Thence S00°06'38"E and parallel with the East line of said Lot 1 a distance of 15.00 feet;
 Thence N89°49'27"W and parallel with the North line of said Lot 1 a distance of 102.70 feet;
 Thence S00°06'38"E and parallel with the West line of said Lot 1 a distance of 80.00 feet to a point on the North line of a 10-foot-wide platted utility easement also being the Northeast corner of a 17-foot-wide platted utility easement in said Lot 1;
 Thence S89°49'27"W along the North line of said 10-foot-wide and 17-foot-wide platted utility easements a distance of 15.00 feet to an ell corner on the West line of said Lot 1;
 Thence N00°06'38"W along the West line of said Lot 1 a distance of 95.00 feet to the most Northerly Northwest corner of said Lot 1;
 Thence S89°49'27"E along the North line of said Lot 1 a distance of 117.70 feet to the POINT OF BEGINNING.

Containing 2,965.49+ Sq. Ft. or 0.068+ Acres, more or less.

Legal Description prepared on July 29, 2026 by Troy Dee, Registered Professional Land Surveyor No. 1745.

Troy Dee R.P.L.S. No. 1745
 Golden Land Surveying
 4131 NW 122nd St, Suite 100
 Oklahoma City, Ok 73120
 troy@goldenls.com
 C.A. No. 7263



LEGAL DESCRIPTION

A Fifteen (15) feet in width platted utility easement lying in Lot One (1), Block One (1) of VICKSBURG VILLAGE, an Addition to the City of Norman, Cleveland County, Oklahoma, according to the recorded plat thereof, recorded in Book 13, Page 44 of Cleveland County Plat Records, being more particularly described as follows:

COMMENCING at the Northeast corner of said Lot 1 in Block 1 of VICKSBURG VILLAGE; Thence N69°49'27"W along the North line of said Lot 1 a distance of 30.00 feet to the POINT OF BEGINNING;

Thence $S00^{\circ}06'38"E$ and parallel with the East line of said Lot 1 a distance of 15.00 feet:

Thence N89°49'27"W and parallel with the North line of said Lot 1 a distance of 102.70 feet;

Thence S00°06'38"E and parallel with the West line of said Lot 1 a distance of 80.00 feet to a point on the North line of a 10-foot-wide platted utility easement also being the Northeast corner of a 17-foot-wide platted utility easement in said Lot 1;

Thence S89°49'27"W along the North line of said 10-foot-wide and 17-foot-wide platted utility easements a distance of 15.00 feet to an ell corner on the West line of said Lot 1;

Thence N00°06'38"W along the West line of said Lot 1 a distance of 95.00 feet to the most Northerly Northwest corner of said Lot 1;

Thence S89°49'27"E along the North line of said Lot 1 a distance of 117.70 feet to the POINT OF BEGINNING.

Containing 2,965.49+ Sq. Ft. or 0.068+ Acres, more or less

Legal Description prepared on July 29, 2026 by Troy Dee, Registered Professional Land Surveyor No. 1745

I, Troy Dee, herewith state that the above plat is a true and correct representation of a survey made on the ground, under my supervision Witness my signature and surveyors seal this 29th day of July, 2026.



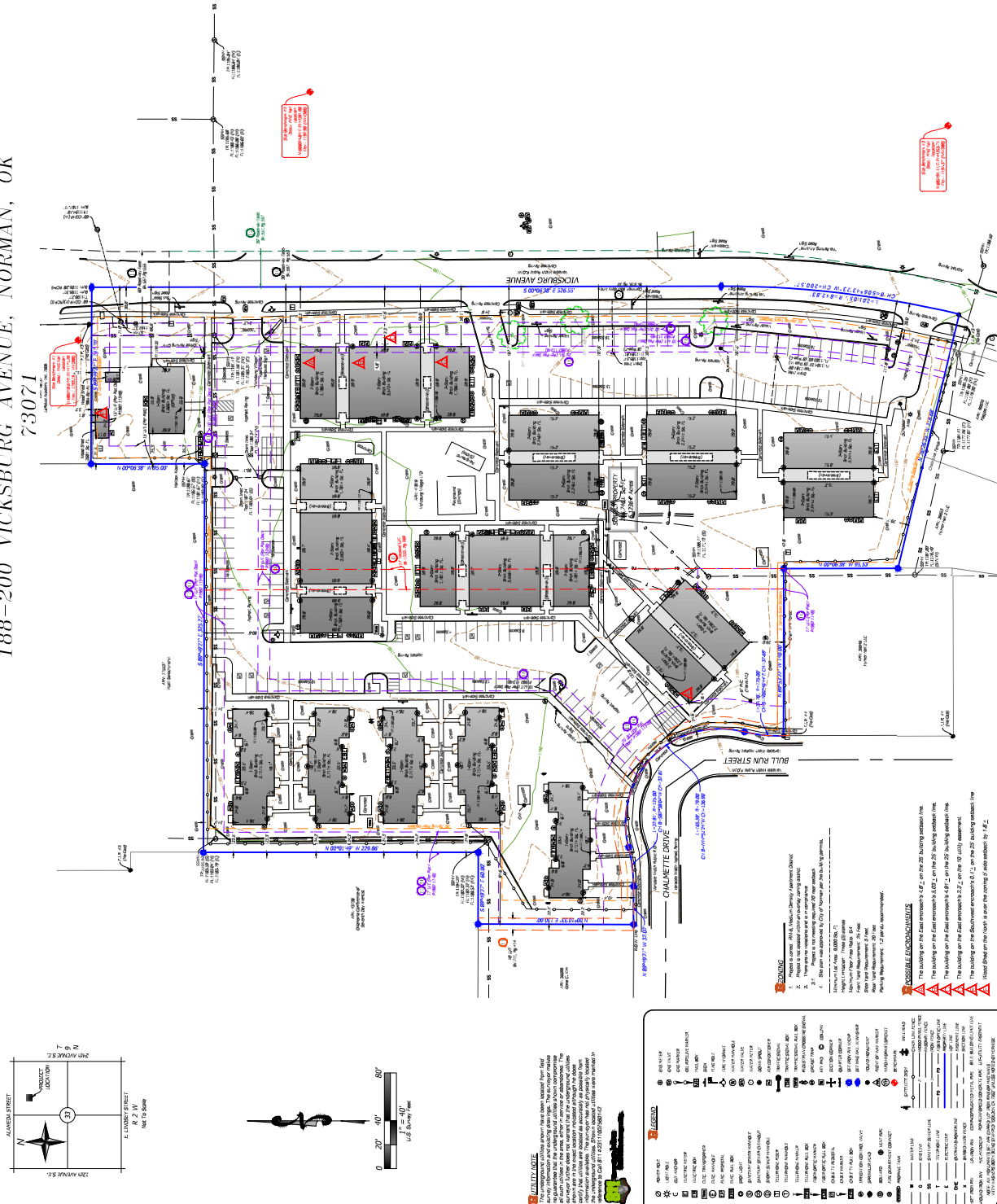
Troy Dee
Troy Dee, PLS #1745
July 29, 2026

Prepared By
GOLDEN
LAND SURVEYING

4131 N.W. 122nd St., Suite 100, Oklahoma City, Oklahoma 73120
C.A.# 7263 / Exp. Date #6/30/2028
Telephone: (405) 849-6010 Email: troy@goldenils.com
Drafted by: SF GLS Job No.: 2521260
Plot Date: July 29, 2028

Filename: O:\065M\PROJECTS 2023\232126 188-200 VICKSBURG AVE_NORMAN, OK_ALTA PLUS\DWG\232126D_(EXHIBITS) VICKSBURG AVE, NORMAN, OK.DWG;
Last Saved: 7/29/2026 10:55:20 AM; Plot Date: 7/23/2026; Login: James Phelps

ALTA/NSPS LAND TITLE SURVEY
OF
188-200 VICKSBURG AVENUE, NORMAN, OK



LEGISLATION 1. SECTION 11 (B) (2) (D) (2) OF VANDERBILT VILLAGE, A RESIDENTIAL DEVELOPMENT, IN THE NEW SOUTH SCOTLAND, NEW SOUTH WALES, AUSTRALIA, ACCORDING TO THE RECORDED AT 11/20/2019.	Copyright 2019, 2018, 2017, 2016, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007, 2006, 2005, 2004, 2003, 2002, 2001, 2000, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 1794, 1793, 1792, 1791, 1790, 1789, 1788, 1787, 1786, 1785, 1784, 1783, 1782, 1781, 1780, 1779, 1778, 1777, 1776, 1775, 1774, 1773, 1772, 1771, 1770, 1769, 1768, 1767, 1766, 1765, 1764, 1763, 1762, 1761, 1760, 1759, 1758, 1757, 1756, 1755, 1754, 1753, 1752, 1751, 1750, 1749, 1748, 1747, 1746, 1745, 1744, 1743, 1742, 1741, 1740, 1739, 1738, 1737, 1736, 1735, 1734, 1733, 1732, 1731, 1730, 1729, 1728, 1727, 1726, 1725, 1724, 1723, 1722, 1721, 1720, 1719, 1718, 1717, 1716, 1715, 1714, 1713, 1712, 1711, 1710, 1709, 1708, 1707, 1706, 1705, 1704, 1703, 1702, 1701, 1700, 1699, 1698, 1697, 1696, 1695, 1694, 1693, 1692, 1691, 1690, 1689, 1688, 1687, 1686, 1685, 1684, 1683, 1682, 1681, 1680, 1679, 1678, 1677, 1676, 1675, 1674, 1673, 1672, 1671, 1670, 1669, 1668, 1667, 1666, 1665, 1664, 1663, 1662, 1661, 1660, 1659, 1658, 1657, 1656, 1655, 1654, 1653, 1652, 1651, 1650, 1649, 1648, 1647, 1646, 1645, 1644, 1643, 1642, 1641, 1640, 1639, 1638, 1637, 1636, 1635, 1634, 1633, 1632, 1631, 1630, 1629, 1628, 1627, 1626, 1625, 1624, 1623, 1622, 1621, 1620, 1619, 1618, 1617, 1616, 1615, 1614, 1613, 1612, 1611, 1610, 1609, 1608, 1607, 1606, 1605, 1604, 1603, 1602, 1601, 1600, 1599, 1598, 1597, 1596, 1595, 1594, 1593, 1592, 1591, 1590, 1589, 1588, 1587, 1586, 1585, 1584, 1583, 1582, 1581, 1580, 1579, 1578, 1577, 1576, 1575, 1574, 1573, 1572, 1571, 1570, 1569, 1568, 1567, 1566, 1565, 1564, 1563, 1562, 1561, 1560, 1559, 1558, 1557, 1556, 1555, 1554, 1553, 1552, 1551, 1550, 1549, 1548, 1547, 1546, 1545, 1544, 1543, 1542, 1541, 1540, 1539, 1538, 1537, 1536, 1535, 1534, 1533, 1532, 1531, 1530, 1529, 1528, 1527, 1526, 1525, 1524, 1523, 1522, 1521, 1520, 1519, 1518, 1517, 1516, 1515, 1514, 1513, 1512, 1511, 1510, 1509, 1508, 1507, 1506, 1505, 1504, 1503, 1502, 1501, 1500, 1499, 1498, 1497, 1496, 1495, 1494, 1493, 1492, 1491, 1490, 1489, 1488, 1487, 1486, 1485, 1484, 1483, 1482, 1481, 1480, 1479, 1478, 1477, 1476, 1475, 1474, 1473, 1472, 1471, 1470, 1469, 1468, 1467, 1466, 1465, 1464, 1463, 1462, 1461, 1460, 1459, 1458, 1457, 1456, 1455, 1454, 1453, 1452, 1451, 1450, 1449, 1448, 1447, 1446, 1445, 1444, 1443, 1442, 1441, 1440, 1439, 1438, 1437, 1436, 1435, 1434, 1433, 1432, 1431, 1430, 1429, 1428, 1427, 1426, 1425, 1424, 1423, 1422, 1421, 1420, 1419, 1418, 1417, 1416, 1415, 1414, 1413, 1412, 1411, 1410, 1409, 1408, 1407, 1406, 1405, 1404, 1403, 1402, 1401, 1400, 1399, 1398, 1397, 1396, 1395, 1394, 1393, 1392, 1391, 1390, 1389, 1388, 1387, 1386, 1385, 1384, 1383, 1382, 1381, 1380, 1379, 1378, 1377, 1376, 1375, 1374, 1373, 1372, 1371, 1370, 1369, 1368, 1
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[illegible]

Prepared By

GOLDEN

LAND SURVEYING

4131 N.W. 172nd St., Suite 100, Oklahoma City, Oklahoma 73120
CA # 7363 / Exp. date - 6/30/2016
Telephone: (405) 849-6010 Email: tray@vaylents.com
Surveyor's License # 10000
Surveyor's Name: Travis L. Vaylent
Surveyor's Address: 10000 N. 10th - Suite 200 - Oklahoma City, OK 73120

August 14, 2016



Landon Gum

From: Landon Gum
Sent: Friday, August 28, 2026 8:55 AM
To: 'Bailey, Tim'
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Understood. Thanks Tim.

Landon Gum
 Subdivision Development Coordinator
 Public Works/Engineering Department
 City of Norman
 225 North Webster Avenue
 Norman, OK 73069
 405-366-5457 (Office)
 405-366-5418 (Fax)
landon.gum@normanok.gov

This email and any files transmitted with it are intended solely for the use of the individual or entity to which they are addressed. If you have received this email in error please notify the sender.

From: Bailey, Tim <BAILEYTJ@oge.com>
Sent: Thursday, August 27, 2026 9:31 AM
To: Landon Gum <Landon.Gum@NormanOK.gov>
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

This Message Is From an External Sender

This message came from outside your organization.

[Report Suspicious](#)

Landon;

I have been told by our attorney that OG&E will respond to this request in District Court only.

Timothy J. Bailey
 Right-Of-Way Agent

From: Landon Gum <Landon.Gum@NormanOK.gov>
Sent: Thursday, August 27, 2026 8:37 AM
To: 'Wes White' <wwhite@okcoop.org>; 'LATHROP, SIMON P' <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>; Bailey, Tim <BAILEYTJ@oge.com>; Konica <konica@oge.com>; 'okcrow@cox.com' <okcrow@cox.com>; 'aaron.tinkham@cox.com' <aaron.tinkham@cox.com>
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

EXTERNAL EMAIL - Use caution with links and attachments - REPORT ANYTHING SUSPICIOUS with the REPORT BUTTON in the toolbar or to SuspiciousEmail@oge.com

Again...with a reduced file size.

Landon Gum

Subdivision Development Coordinator
 Public Works/Engineering Department
 City of Norman
 225 North Webster Avenue
 Norman, OK 73069
 405-366-5457 (Office)
 405-366-5418 (Fax)
landon.gum@normanok.gov

This email and any files transmitted with it are intended solely for the use of the individual or entity to which they are addressed. If you have received this email in error please notify the sender.

From: Landon Gum

Sent: Thursday, August 27, 2026 8:32 AM

To: 'Wes White' <wwhite@okcoop.org>; 'LATHROP, SIMON P' <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>; 'baileytj@oge.com' <baileytj@oge.com>; 'konica@oge.com' <konica@oge.com>; 'okcrow@cox.com' <okcrow@cox.com>; 'aaron.tinkham@cox.com' <aaron.tinkham@cox.com>

Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Try again...with the attachment.

Landon Gum

Subdivision Development Coordinator
 Public Works/Engineering Department
 City of Norman
 225 North Webster Avenue
 Norman, OK 73069
 405-366-5457 (Office)
 405-366-5418 (Fax)
landon.gum@normanok.gov

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From: Landon Gum

Sent: Thursday, August 27, 2026 8:31 AM

To: 'Wes White' <wwhite@okcoop.org>; 'LATHROP, SIMON P' <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>; 'baileytj@oge.com' <baileytj@oge.com>; 'konica@oge.com' <konica@oge.com>; okcrow@cox.com; aaron.tinkham@cox.com

Subject: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Morning All,

See the attached request to close and vacate portion of a front 15' U/E for your review and comment. Please forward if you are not the appropriate contact AND be sure to let me know.

Thanks!

Landon Gum

Subdivision Development Coordinator
 Public Works/Engineering Department
 City of Norman
 225 North Webster Avenue

Landon Gum

From: Tinkham, Aaron <Aaron.Tinkham@spectrum.com>
Sent: Friday, August 28, 2026 1:02 PM
To: Landon Gum
Subject: RE: [EXTERNAL] RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.
Attachments: 200 Vickburg Objection vacate .pdf

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Landon,

Thank you! We have underground lines highlighted in yellow on attached map that we are objecting to vacate at that location. Please let us know if you need anything else from us on this one.



Aaron Tinkham | Sr Land Use Agent | O: 405-417-1991 M: 405-417-1991
 2330 NW 10th St Oklahoma City, OK 73107
Aaron.Tinkham@spectrum.com
 OKCROW@Cox.com

From: Landon Gum <Landon.Gum@NormanOK.gov>

Sent: Thursday, August 27, 2026 8:37 AM

To: 'Wes White' <wwhite@okcoop.org>; 'LATHROP, SIMON P' <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>; 'baileytj@oge.com' <baileytj@oge.com>; 'konica@oge.com' <konica@oge.com>; 'okcrow@cox.com' <okcrow@cox.com>; 'aaron.tinkham@cox.com' <aaron.tinkham@cox.com>

Subject: [EXTERNAL] RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

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Again...with a reduced file size.

Landon Gum

Subdivision Development Coordinator
 Public Works/Engineering Department
 City of Norman
 225 North Webster Avenue
 Norman, OK 73069
 405-366-5457 (Office)
 405-366-5418 (Fax)
landon.gum@normanok.gov

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From: Landon Gum

Sent: Thursday, August 27, 2026 8:31 AM

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Subject: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Morning All,

See the attached request to close and vacate portion of a front 15' U/E for your review and comment. Please forward if you are not the appropriate contact AND be sure to let me know.

Thanks!

Landon Gum

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Landon Gum

From: Landon Gum
Sent: Tuesday, September 8, 2026 8:58 AM
To: 'Wes White'
Cc: Ken Danner
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Got it Wes. Thanks!

Landon Gum

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From: Wes White <wwhite@okcoop.org>
Sent: Thursday, September 3, 2026 8:55 AM
To: Landon Gum <Landon.Gum@NormanOK.gov>
Subject: RE: [External]RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

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Oklahoma Electric Cooperative has no objection to the closure and vacation of a portion of a utility easement at 200 Vicksburg Ave. OEC has an underground service to the building, but it should not affect this closure.

Thanks,
 Wes

Wes White

Manager of Field Design
 Oklahoma Electric
 Cooperative

o: (405) 217-6617
 wwhite@okcoop.org
 www.okcoop.org
 2520 Hemphill Dr | PO Box 1208
 Norman, OK 73070





From: Landon Gum <Landon.Gum@NormanOK.gov>

Sent: Thursday, August 27, 2026 8:37 AM

To: Wes White <wwhite@okcoop.org>; 'LATHROP, SIMON P' <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>; 'baileytj@oge.com' <baileytj@oge.com>; 'konica@oge.com' <konica@oge.com>; 'okcrow@cox.com' <okcrow@cox.com>; 'aaron.tinkham@cox.com' <aaron.tinkham@cox.com>

Subject: [External]RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

[EXTERNAL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

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Norman, OK 73069
405-366-5457 (Office)

Landon Gum

From: Landon Gum
Sent: Tuesday, September 8, 2026 9:32 AM
To: 'LATHROP, SIMON P'
Cc: Ken Danner
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

Thank you Simon.

Landon Gum

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From: LATHROP, SIMON P <sl4915@att.com>
Sent: Thursday, September 3, 2026 11:26 AM
To: Landon Gum <Landon.Gum@NormanOK.gov>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>
Cc: Ken Danner <Ken.Danner@NormanOK.gov>
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.

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No objections.

Simon Lathrop

Mgr. OSP Planning & Engineering Design
 AT&T OKLAHOMA
 405-291-2020 Office
 405-338-5406 Cell
sl4915@att.com

From: Landon Gum <Landon.Gum@NormanOK.gov>
Sent: Wednesday, September 2, 2026 2:55 PM
To: LATHROP, SIMON P <sl4915@att.com>; 'drew.nixon@onegas.com' <drew.nixon@onegas.com>
Cc: Ken Danner <Ken.Danner@NormanOK.gov>
Subject: RE: Request to Close & Vacate a Portion of a Utility Easement - 200 Vicksburg Ave.
Importance: High

Simon & Drew,

Do you have an objection to closing and vacating the below easement?

Thanks!

Landon Gum

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Norman, OK 73069
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File Attachments for Item:

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-11: 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 LOTS FIVE (5), SIX (6) AND SEVEN (7), IN BLOCK EIGHT (8), OF D. L. LARSH'S FIRST ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM CCFBC, CENTER CITY FORM BASED CODE, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (211 W SYMMES; WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: 211 W Symmes, LLC

PRESENTER: Anais Starr, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-11: 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 LOTS FIVE (5), SIX (6) AND SEVEN (7), IN BLOCK EIGHT (8), OF D. L. LARSH'S FIRST ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM CCFBC, CENTER CITY FORM BASED CODE, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (211 W SYMMES; WARD 4)

APPLICANT/REPRESENTATIVE	211 W Symmes, LLC/CSO Development
LOCATION	211 W Symmes Street
WARD	4
CORE AREA	Yes
EXISTING ZONING	Center City Form-Based Code District, Urban Residential Frontage
EXISTING LAND USE DESIGNATIONS	Urban High
CHARACTER AREA	Core Neighborhood
PROPOSED ZONING	CCPUD, Center City Planned Unit Development

PROPOSED LAND USE

No Change

SUMMARY:

The applicant, 211 W Symmes, LLC, requests a CCPUD, Center City Planned Unit Development, for the lot located at 211 W Symmes St to utilize a 10-year lease to supply part of the required parking spaces for the multi-unit residential structure currently under construction, as outlined in Appendix B of the CCFBC, Center City Form-Based Code.

The development at 211 W Symmes Street received the required CCFBC Certificate of Compliance and building permit for the site. Construction is currently underway for a 16,665 square foot four-story residential building, as illustrated in Exhibit A, Site Development Plan. This residential structure will contain 12 dwelling units with three bedrooms in each unit. The current CCFBC code for such a development requires 36 parking spaces. With this CCPUD, the applicant is proposing to provide the parking spaces as follows: 23 tandem parking spaces will be provided by an on-site parking area with access off the alleyway, three on-street parking spaces will be installed along W Symmes Street, and 10 off-site parking spaces via a lease. The submitted CCPUD complies with all CCFBC requirements except for the requested use of the attached 10-year parking lease to supply 10 of the required parking spaces for the development.

EXISTING CONDITIONS:

SIZE OF SITE: 0.2410 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	CCFBC (Urban Residential)	CCFBC (Urban Residential)	CCFBC (Urban Residential)	CCFBC (Urban Residential)	CCFBC (Urban Residential)
Land Use	Urban High	Urban High	Urban High	Urban High	Urban High
Current Use	CCFBC Multifamily Dwelling under Construction	Single-Family Dwelling and a CCFBC Multifamily Dwelling	R-3 Multifamily Dwelling	Single-Family Dwelling and Multifamily Dwelling	CCFBC Multifamily Dwelling

ZONING DESIGNATION**CCFBC, Center City Form-Based Code**

The goal of Norman Center City Vision Project and Plan was to reset the conversation and provide guidance for future development and redevelopment in Center City. The

CCFBC is intended to implement the purpose and goals of that Plan by providing strong implementation tools for the Center City area.

The CCFBC shall be applied to new, infill development, and redevelopment within the district both in order to achieve the vision set forth for the Center City and to provide a mechanism for implementing the following specific goals, using both public and private sector investments:

- Capitalize on public investment in existing infrastructure.
- Stabilize and strengthen mixed-use commercial centers and residential neighborhoods.
- Create a pedestrian-oriented and multi-modal district.
- Promote, create, and expand housing options.
- Ensure transit-supportive and transit-serviceable development.
- Ensure a complementary relationship with surrounding neighborhoods.

The creation of transit- and pedestrian-oriented development and redevelopment is dependent on three factors: density, diversity of uses, and design. This Code places greatest emphasis on design, or physical form, because of its importance in defining neighborhood and district character. All places evolve—density and uses can be expected to change over time as the area continues to grow and mature.

LAND USE DESIGNATION

Urban High

See attached Urban High Land Use Category document.

CHARACTER AREA DESIGNATIONS

Core Neighborhood

See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK

Legacy Trail Park is located approximately a quarter of a mile north and east of the development site. Centennial Park is located less than a quarter of a mile west of the development site. Each of these parks can be accessed using available sidewalks and crosswalks along the streets.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

This request does not require a Pre-Development meeting.

BOARD OF PARKS COMMISSIONERS:

This property does not require platting; therefore, dedication of parkland or fee in-lieu of parkland dedication is not required.

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 blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

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

FIRE DEPARTMENT

Building(s) must comply with the City of Norman Ordinances and adopted ICC codes as amended by OUBCC - including IFC Appendices B, C, and D., specifically D105 regarding required Aerial Access for structures that are 30’ or greater in height. Items not addressed during predevelopment review will be required and addressed during building permitting.

BUILDING REVIEW

Building codes and all applicable trades have been addressed at the time of building permit issuance.

PUBLIC WORKS/ENGINEERING

The subject property is already platted.

The 84% impervious surface proposed for site required engineered solutions to account for additional stormwater runoff. The applicant will be utilizing engineered solutions to mitigate the runoff associated with the additional impervious area. Infiltration trenches located along the side property lines are planned for this site. This solution meets the Low Impact Development requirements found under Section 7000 of the EDC. The CCPUD states the site will comply with Sections 803, 804 & 805 of the CCFBC.

TRANSPORTATION ENGINEER

The Transportation Engineer has no additional comments for this development currently under construction.

PLANNING

ZONING CONSIDERATIONS

Purpose – CCPUD, Center City Planned Unit Development

Appendix B

SEC. 520 CENTER CITY PLANNED UNIT DEVELOPMENT

A. Statement of Purpose: It is the intent of this section to provide an alternative zoning district for the Center City Area as defined in the Center City Form-Based Code (CCFBC). This Center City Planned Unit Development District (CCPUD) is specifically catering to the Center City Area because of the size of lots, the lack of vacant land and other distinguishing characteristics in this area that make the use of the existing PUD regulations not feasible. The CCPUD encourages developments that create the character of development envisioned in the CCFBC.

Specifically, the purposes of this section are to:

1. Provide an alternative zoning district to the CCFBC where a property owner proposes a development that does not meet the strict regulations required in the CCFBC.
2. Provide open space/street space that is compatible with the concepts of the CCFBC.
3. Provide comprehensive and innovative planning and design for a development which is consistent and compatible with surrounding developments.
4. Provide more efficient and economic use of land resulting in an urban/pedestrian environment.
5. Provide complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use.
6. Encourage developments that achieve community goals, such as, but not limited to, aging in place, or affordable housing, or other emerging trends in housing, that may not be able to meet all the required elements of the City Form-Based Code.

Uses Permitted

The property will be developed as a four-story, 12-unit multifamily residential structure.

Area Regulations

Front Yard: (fronting W Symmes Street) The proposed four-story residential structure will comply with Required Build Line which is set 9' behind the front property line for this site.

Side Yard: As required by the CCFBC, the proposed structure will have no side yard setbacks from the adjacent properties to the east and west.

Rear Yard: The minimum depth of the rear yard setback is as shown on the Exhibit A Site Development Plan. The CCFBC does require a minimum rear setback depth for this lot.

Height Regulations

The CCFBC requires a minimum of two stories and allows a maximum of five stories in this area of the Urban Residential Building Form Standard. The development will be a four-story multi-unit residential structure.

Landscaping and Open Space

The CCPUD Site Development Plan shows three Street Trees along W Symmes Street as required under the CCFBC. The development is providing the 15% required Open Space along with the required Landscaping behind Parking Setback Line at the rear of the building as prescribed in the CCFBC. Additionally, Open Space will be provided by the patios located along the front façade of the structure. Landscaping and Open Space are shown on Exhibit A Site Development Plan.

Parking

Under the existing CCFBC, Urban Residential Frontage, a residential structure with 12 residential dwelling units and 36 bedrooms requires 36 parking spaces. At the time of building permit, the applicant provided 23 tandem parking spaces in the parking area off the alleyway, three on-street parking spaces to be installed along W Symmes Street, and 10 off-site parking spaces were provided with a 20-year lease. With this CCPUD the applicant is requesting to utilize the attached 10-year lease agreement.

Lighting

The project shall comply with the requirements of the CCFBC under 402. General Provisions, Section N. Lighting & Mechanical.

Signage

The CCPUD states all signage shall comply with 402. General Provisions, Section M of the CCFBC.

Fencing/Walls

The requirement for CCFBC Street Wall does not apply with this development.

Sanitation/Utilities

The applicant will provide polycarts for the development's solid waste requirements as shown on the Exhibit A, Site Development Plan.

Exterior Materials

The proposed four-story structure will have brick and cement siding as illustrated on the submitted Exhibit A Site Plan.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies, as it proposes high-quality exterior building materials and parking and solid waste sanitation are located to the rear off the alleyway.

Core Neighborhood Policies

The proposal is consistent with Core Neighborhood Area Policies, as it proposes a higher-density infill development similar in scale and character to other developments in

the CCFBC. This infill development will promote alternative modes of transportation with the proposed installation of a five-foot sidewalk along the street frontage, five bike racks in front of the structure on W Symmes Street, and the location of transit stops within two blocks of the development. The development promotes activation of the street space by placing the structure close to the front property line while placing parking and the dumpster off the alleyway. The proposed front patios for residents' use on the W Symmes Street elevation will further encourage activation of the street space.

Urban High Land Use Policies

The proposal is **consistent** with the following Urban High Land Use policies:

- **Context**
- **Building Types**
- **Site Design**
- **Transportation, Circulation & Access**
- **Utility Access**

The CCPUD allows for a residential structure with twelve dwelling units, meeting the density sought by the Urban High Land Use Policy.

The proposed development features a four-story building, which meets the height requirement in the CCFBC regulations and Urban High Land Use Policy. The proposed four-story multi-unit structure is a housing type sought by the Urban High Land Use designation. The four-story brick and cement siding structure with front patios is similar in height and design to other structures found in the CCFBC.

The development meets the connectivity sought by the Urban High designation by providing a public sidewalk allowing residents pedestrian access to the University of Oklahoma and the central business district. Two Embark Transit stops are located along Webster Avenue between W Symmes Street and W Apache Street, approximately one block from the Property. Due to its location and available network of sidewalks and transit, the proposed development has the opportunity for a pedestrian-only mode of transportation. The proposed development meets the transportation and access goals of the Urban High Land Use designation, which encourages pedestrian transportation and connectivity.

This development will utilize the existing utilities available to this site, as called for in Urban High Land Use Policy.

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

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:

This 12-unit, 36-bedroom development is currently under construction. The development, as permitted, meets the requirements for parking by providing 36 parking spaces as follows: 23 tandem on-site parking spaces at the rear of the property, three on-street spaces along W Symmes Street, and ten off-site parking spaces leased through a 20-year lease agreement.

To fulfill the requirement of parking, staff has required previous CCFBC developments utilizing off-site parking leases to have a minimum of a 20-year term, for 365 days a year, and with signage for the designated parking spaces.

The applicant's request with this CCPUD is to utilize a 10-year lease instead of the 20-year lease currently associated with this property. Additionally, the submitted lease does not clearly state that the off-site parking spaces will be designated by signage and that they will be available 365 days a year.

The proposed development aligns with many of the AIM Norman Land Use and Character Area objectives. This development will provide a sought-after multi-unit residential dwelling structure near the University of Oklahoma Campus. The four-story multi-unit structure currently under construction has the essential CCFBC design elements seen in the surrounding CCFBC District, including the building brought forward to the Required Build Line, brick façades, porches for street activation, and required Open Space and Landscaping.

CONCLUSION:

Staff forwards this request for zoning to CCPUD, Center City Planned Unit Development, and Ordinance O-2627-11 to the Planning Commission for consideration and recommendation to City Council.

ATTACHMENT(S):

211 W Symmes St AIM Supporting Documents

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

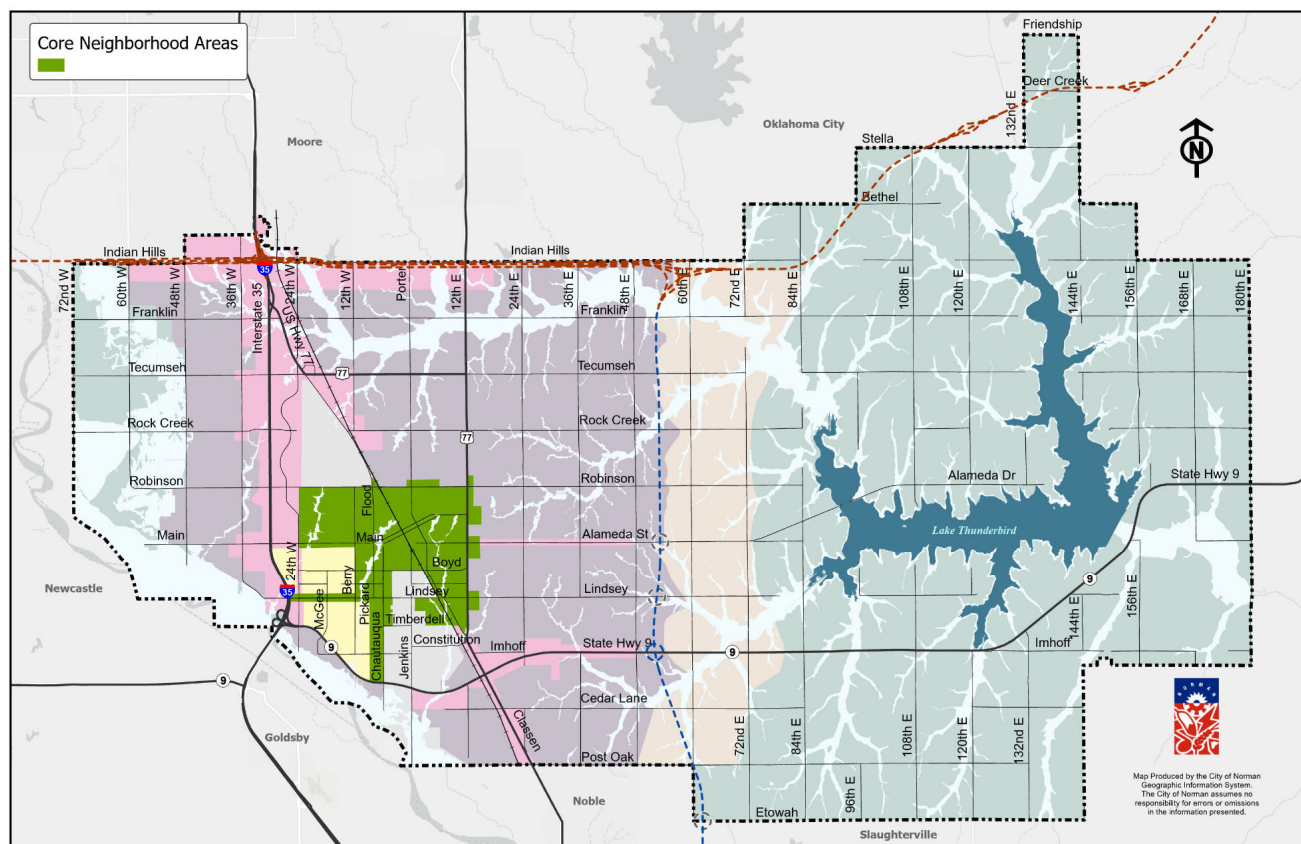
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's enjoyable 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.
- 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.*

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.

LAND USE CATEGORY

Urban High (UH)

DESCRIPTION & CONTEXT

Highly compact, walkable pattern of urban development prioritizing alternative means of transportation. Low to no building spacing and separation of uses. This area is intended to create opportunities for economic activities attracting a city-wide audience, and place residents closer to services and jobs.

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 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 housing types from townhomes to apartments are expected.
- Mixed-use buildings including retail, work-spaces, and residences are most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- New developments that are single-use developments or predominantly single-unit or garden apartments are not appropriate.

SITE DESIGN

- The scale and layout of the built environment are conducive to walking. Trails and pathways are integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Multi-unit developments without connections to neighboring properties and uses weakens the development pattern and should be limited or avoided altogether.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.
- Stormwater to be addressed at the project level, but designed as part of a larger neighborhood or sub-basin system.
- Site layout should take every opportunity to maximize the public infrastructure available in this area.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

This area features a relatively 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 is a secondary use and should be as small as possible due to character and value of land in the area. Most of these areas have, or will have, easy access to public transportation (less than one half-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to 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

Consisting of appropriately scaled public spaces including small parks, plazas, parklets, regional trail connections, and walking paths. Pedestrian amenities should commonly integrated into public and private projects.

LOCATIONAL CRITERIA

- Large building footprints (>12,500 SF) compromise the development pattern and are not appropriate, except along arterials and at arterial intersections.
- Medium intensity residential uses should be discouraged along arterial streets and should be located behind higher intensity residential, commercial, or mixed-use developments along arterial streets.
- 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.
- High Urban is most compatible adjacent to: UM, ULC, MX, IMX, CBD, LCC, C, JC, TOD, and OP.
- High Urban is least compatible adjacent to: AR and UR and requires additional buffering from uses that generate more noise, odors, air and light pollution, and heavy traffic.

ZONING DISTRICTS

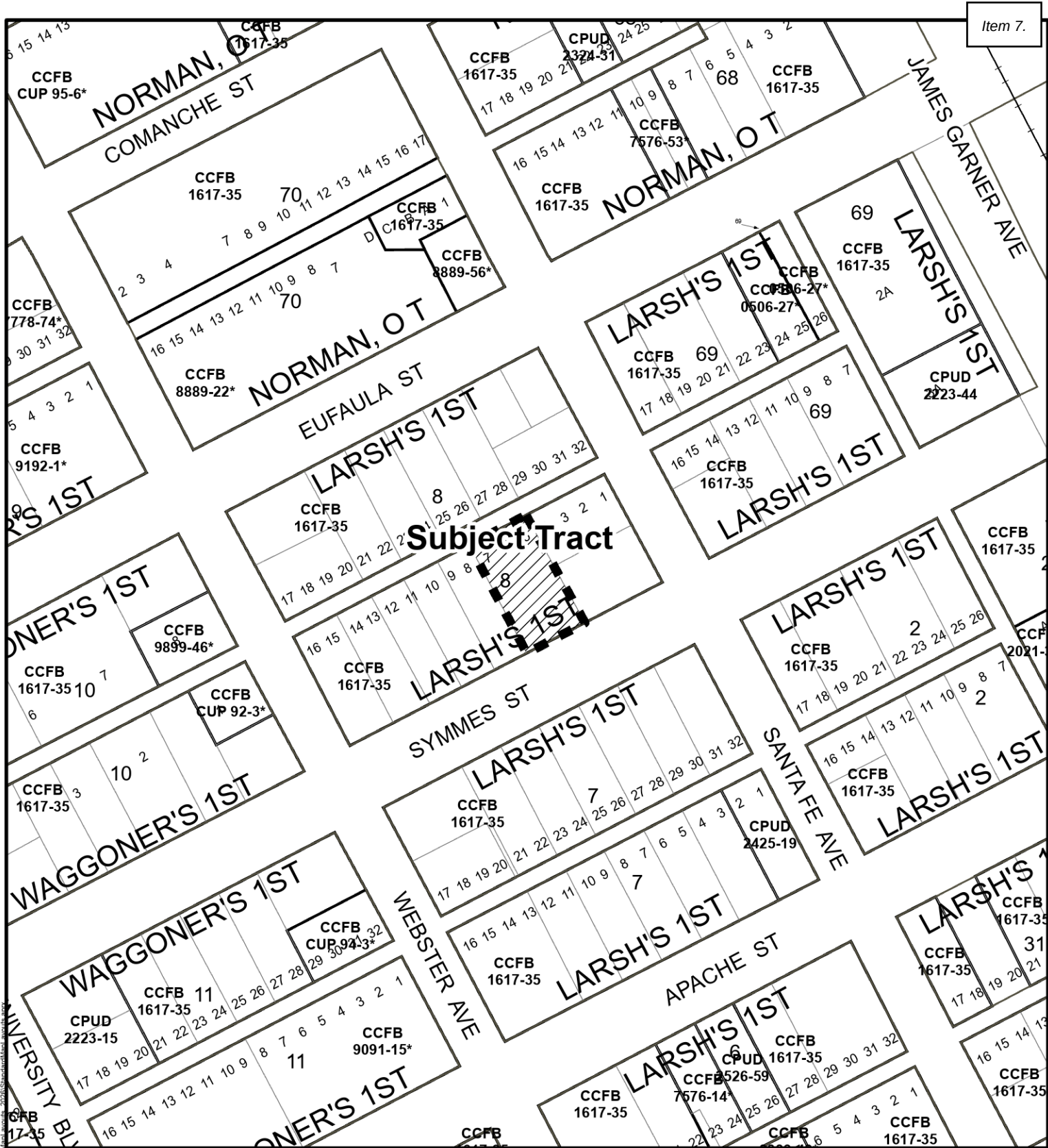
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Multi-Unit Residential



Mixed-Use





Item 7.

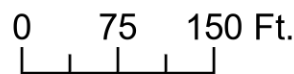
Location Map



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.



September 3, 2026



Subject Tract

211 W Symmes St.

Norman,
Oklahoma

CSO Development Corporation

A CENTER CITY PLANNED UNIT DEVELOPMENT
APPLICATION FOR REZONING

Submitted August 31, 2026
Revised September 11, 2026
Revised September 29, 2026

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I. INTRODUCTION

A. Background and Intent

This Center City Planned Unit Development (the “**CCPUD**”) is submitted for the development of the 211 W. Symmes property (the “Property” or “Addition”). The Property is on the north side of Symmes St. The legal description is attached in Exhibit B.

The property is currently under construction for a new multi-family building. This new structure is in full conformance with the CCFBC.

It is the intent of the Applicant to modify the parking lease term requirement for this address. The Applicant is Mr. Peter Petromilli.

The property where the new development sits is zoned CCFBC, Center City Form Based Code Urban Residential Frontage. The Applicant has conformed to all of the lengthy and detailed CCFBC code provisions and has received a Certificate of Compliance. However, due to the length of the parking lease term we are requesting a modification to allow for the use of existing off-site parking within 1,000 feet of the Property with a 10-year lease term. Therefore, in the spirit of fulfilling the vision of CCFBC, the Applicants bring this CCPUD forward with this one requested variance to the Center City Form Based Code. In order to accomplish this goal, the applicant hereby requests a rezoning to a CCPUD.

The Property is under construction currently. The design is for a 4-story residential building with twelve 3-bed units. With this CCPUD, it is proposed to provide some of the required parking by using existing underutilized off-site parking in an effort to minimize additional surface parking in the CCFBC District.

II. PROPERTY DESCRIPTIONS; EXISTING CONDITIONS

A. Location

The Property is located at 211 W. Symmes St. The Property is on the north side of Symmes Street and just east of Webster Ave. The specific location is illustrated on the attached Site Plan, as Exhibit A. See Exhibit B for legal description.

B. Existing Land Use and Zoning

The Property is currently zoned CCFBC, Urban Residential Frontage. The property is currently under construction.

C. Elevation and Topography

There is no planned change to the general topography or drainage of the site. The impervious area of the new structure is similar to the buildings and parking previously located on this site. We are utilizing underground rainwater collection systems to mitigate additional burden on the existing city storm water infrastructure.

D. Drainage

The property is generally flat. The property currently drains to the north and south.

E. Utility Services/ Public Works

All required utility systems for the project (including water, sewer, gas, and electric) are in immediate proximity to the Property, and long established.

The Property is already platted.

F. Fire Protection Services

Fire protection services are as provided by the City of Norman Fire Department and per the City of Norman regulations for such.

G. Traffic Circulation and Access

Symmes Street is an east west running street. Parking is being provided on the north side of the property off the alley, on the south side of the property inset on Symmes St. and off site.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

A. Permissible Uses

The Applicant proposes that for this Property, the following uses shall be permitted.

Residential

- Household Living All Floors
 - One, two or three, or multi-dwelling unit structures or set of attached structures
 - Elderly housing
 - Short-Term Rentals
- Group Living All Floors
 - Assisted Living
 - Boarding house, rooming house, lodging house

- Hospice
- Dormitory
- Fraternity and Sorority
- Monastery/convent
- Nursing home
- Transitional home

Commerce – First Floor as defined and regulated by the CCFBC

- Office
- Overnight Lodging
- Day Care
- Retail Sales & Service
- Art Studio/Artisanal Manufacturing

Civic – First & or Second Floor as defined and regulated by the CCFBC

B. Development Criteria

1. **Siting.** The development shall comply with the setbacks shown on the Site Development Plan, Exhibit A. The Property shall be developed in substantial conformance with the Site Development Plan. To achieve a multimodal, pedestrian friendly environment, the RBL and all setbacks shall remain unchanged.

Parking Setback Line shall remain unchanged as shown on Site Development Plan Exhibit A.

Buildings on Symmes Street shall be built to 100% of the RBL on the Property.

The applicable setbacks shall remain unchanged and are illustrated on the Site Development Plan.

2. **Building Height.** The building shall be at least two stories in height at the RBL but no more than four stories. The ground story finished floor elevation shall be no lower than 14-inches above the average fronting public sidewalk elevation and no higher than 8 feet above the average exterior public sidewalk elevation at the RBL. The ground story shall have a clear height of at least 9-feet along the RBL. The minimum clear height for each upper story is 9-feet.
3. **Unit Minimum and Bedroom Maximums.** This parcel shall have no less than three dwelling units. There is no maximum unit requirement. Ground story commercial units shall count toward the residential dwelling unit minimums. All DWELLING UNITS in a parcel shall be contained within a single structure or set

of ATTACHED STRUCTURES. Each unit shall contain no more than three bedrooms.

- 4. Elements.** The Property shall be built in accordance with the terms of this CCPUD and the exhibits hereto.

Fenestration

- Blank lengths of wall exceeding 20 linear feet are prohibited on all Required Build Lines (RBL) provided they are not within 3 feet of the property line.
- Ground story fenestration on all Required Build Lines (RBL) shall comprise between 33% and 70% of the ground story facade and exterior walls provided they are not within 5 feet of the property line.
- Upper story fenestration on all Required Build Lines (RBL) shall comprise between 20% and 70% of the facade and exterior wall area per story provided they are not within 5 feet of the property line.
- All fire rated exterior walls are exempt from fenestration requirements.

Building Projections

- Awnings shall project a minimum of 4 feet from the façade.
- Awnings may have supporting posts at their outer edge provided that they:
 - a. Have a minimum of 7-feet clear width between the façade and the awning support posts or columns, and
 - b. Provide a continuous walking path at least 5 feet wide within that clear width, running parallel to the awning posts/columns.
- Awnings may not extend into the right-of-way.

- 5. Sanitation.** Our sanitation plan shall remain unchanged. It is the intent to utilize poly-carts to handle sanitation. Changes to sanitation shall comply with the CCPUD code and sanitation requirements.
- 6. Signage.** All signage shall comply with 402. General Provisions, Section M of the CCFBC.
- 7. Traffic access and sidewalks.** The existing drive off Symmes Street is being removed as part of this development. There will be no vehicular access from Symmes Street. Access for pedestrians is planned along Symmes Street where the main entrance to the building is located and from the parking lot on the north side of the building. The sidewalk is being replaced along Symmes Street. Parking is addressed in sub-paragraph III(B)(12) herein. To fulfill the required 32 parking spaces, the CCPUD proposes 23 parking spaces on-site, 3 parking spaces on-street, and 10 off-site dedicated parking spaces. The 10 off-site

parking spaces shall be provided via a lease to be located within a 1,000-foot distance. To the extent that dedicated parking is provided via lease, a copy of said lease shall be provided and on file in the City Planning offices. As the CCFBC is amended and/or as other parking options become available, the off-site parking strategy may also be amended, but only as allowed by the CCFBC, and hereafter amended.

8. **Lighting.** The project shall comply with the requirements of the CCFBC under 402. General Provisions, Section N. Lighting & Mechanical, as amended thereafter.
9. **Drainage.** The impervious area of the new structure is similar to the buildings and pavement previously located on this site. Drainage for the new development will utilize existing drainage systems and underground rainwater collection systems in conformance with Section 803, 804 & 805 of the CCFBC.
10. **Open Space.** The proposed Private Open Area will meet or exceed the CCFBC required 15% Private Open Area. The proposed open space shall be located on the north side of the structure as depicted on Exhibit A, Site Development Plan. Additional Open Space will be provided on the south side of the building, by way of unit's front patios and lawn space.
11. **Landscaping.** Refer to attached Exhibit A, Site Development Plan, for the number of trees to be planted in the open space area and street trees in street tree alignment area. Any trees planted shall be of a species that is listed in Section 506. Tree Lists, of the CCFBC, as amended thereafter, or otherwise approved by the City of Norman Forester, City of Norman ordinance, or appropriate City of Norman staff member. Wood fencing 6'-8' tall shall be allowed along the East and West property lines.
12. **Parking.** The required parking shall be fulfilled by 23 parking spaces on-site, 3 parking spaces on-street and 10 dedicated off-site parking spaces. The off-site parking spaces shall be provided via lease for parking spaces located within a 1,000-foot distance of the Property. The 10 off-site parking spaces shall be provided through a 10-year lease with specific designated spaces for tenants of the Property. The Reserved Parking spaces will not be available to tenants on OU Home Football Games without an additional payment for the space. To the extent that dedicated parking is provided via lease, a copy of said lease shall be provided and on file in the City Planning offices. The Property Owner shall provide notification to the City of termination of the lease. Where the CCFBC is amended and/or as other parking options become available, the off-site parking strategy may respond to those changes, and in compliance with the then-applicable CCFBC parking requirements.

13. Architectural Materials (exteriors). The Center City is a compact, walkable, mixed-use urban district. Traditional, sustainable, durable materials appropriate to the central Oklahoma climate will be utilized. Innovative, energy-efficient materials appropriate to a pedestrian-scaled urban environment will be used for this development.

The following materials are prohibited:

- Any lap siding except natural wood or cementitious fiberboard.
- Composition roofing shingles used as a wall material
- Exposed fastener metal panels.
- Artificial stucco or EIFS, except high impact quality

C. CCFBC Standards

The Property shall be developed in accordance with the terms of this CCPUD and the exhibits attached hereto and incorporated by reference.

For convenience purposes, a summary of the proposed CCPUD is as follows:

1. Off-site parking is allowed per the attached lease agreement or as allowed by the current CCFBC, and hereafter amended.

Exhibit A

SITE PLAN & FRONTAGE

Sheet Title:

Revised: 07/27/2026
Addendum #1
Addendum #2

Date: 06/15/2026
Building Permit Submission

Project Number: 26-002

Owner:

211 W. Symmes Street
Norman, OK

CSO DEVELOPMENT

CSO DEVELOPMENT
OKLAHOMA CITY, OK 73142
605.521.4444
planning@okc.com

OCCUPANCY CLASSIFICATION & CONSTRUCTION TYPE

USE GROUP: R2
CONSTRUCTION TYPE: IIIA
R2 RESIDENTIAL
(10 COUNT 3 BED UNITS TOTAL)
WALLS: CMU
FLOORING: 4" STRENGTH 3/4" AC
ROOFING: 1.130 SF (6050) (880 UNITS)

PARKING REQUIREMENTS

1.880 UNITS @ 38 SPACES REQUIRED
TOTAL: 38 SPACES REQUIRED
23 PROVIDED ON SITE
14 PROVIDED OFF SITE BY LANDLORD

PROJECT INFORMATION

Frontage along Symmes 75' total length
Required 1,000' ± 75' ± 20'
Actual 1,000' ± 75' ± 20'

Total Private Open Area = 1,540 sf
Required Open Area = 1,540 sf
Private Open Area = 1,540 sf
At Grade = 1,540 sf
Below Grade = 0 sf

Impervious Coverage
8,907 sf of impervious coverage = 55%
Trees (2.5 diameter min x 3)

Three (3) trees minimum
Three (3) trees minimum
Three (3) trees minimum

PROJECT DATA
PROJECT DESCRIPTION: THREE STORY RESIDENTIAL BUILDING
BUILDING AREA: 14,000 SF
BUILDING HEIGHT: 4 STOREYS 35'-0"
FIRE PROTECTION: FULLY SPRINKLED

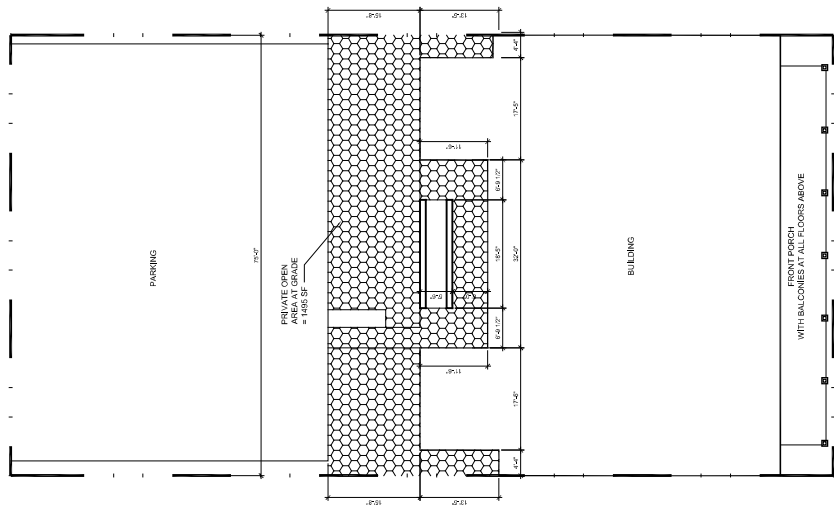
FIRE RISER BACKFLOW DIAGRAM

THE RISER ZONE (OR SIMILAR) DOUBLE CHECK VALVE ASSEMBLY

FRONTAGE ELEVATION EXHIBIT

FRONTAGE ELEVATION EXHIBIT - SCALE 1:10

FRONTAGE ELEVATION EXHIBIT - SCALE 1:10



PRIVATE OPEN SPACE EXHIBIT

WITH BALCONIES AT ALL FLOORS ABOVE

FRONT PORCH

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Parking Spaces Lease Agreement

This Parking Spaces Lease Agreement (the "Agreement") is made and entered into on this 27th day of July 2026, by and between First Baptist Church Norman – located at 211 W Comanche St, Norman, OK 73069 in the South Santa Fe Avenue & W Comanche parking lot. (hereinafter referred to as "Lessor"), 211 W Symmes, LLC (hereinafter referred to as "Lessee") an Oklahoma limited liability company – located at 211 W Symmes, Norman, OK 73069, and 101W, LLC (hereinafter referred to as "Interested Party") Distance between the Lessee and Lessor is less than 1,000 feet.

Parking Spaces: Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor eleven (11) parking spaces located on Lessor's property as will be designated in the south half of Lessor's main parking lot (the "Parking Spaces") as described herein:

- a) As determined by Lessor, these Parking Spaces may be designated specifically or made available generally within the area designated for tenant parking. Lessee's spaces may be relocated at the discretion of Lessor.
- b) There may be days throughout the year Lessor will have need for the entirety of the main lot, including the Lessee's Parking Spaces. These days will be deemed "overflow days" by Lessor, and Lessor may make provision for alternate parking spaces on these "overflow days."
- c) As deemed by Lessor, "overflow days" shall be for large Church or community events, such as staging for the City of Norman's holiday parade, well-attended funerals, or similar events. Lessor will give Lessee a minimum of three (3) days' notice (usually more) of an upcoming "overflow day," as well as communicate the information directly to Lessee's tenants via text message as per current contact information provided by Lessee to Lessor.
- d) The actual time the parking lot needs to be cleared on "overflow days" will be communicated in the notice to both Lessee and Lessee's tenants. If no time is specified, the period shall be the 24 hours commencing at midnight on the designated day.

Parking Permits & Tenant Information: Lessee shall be responsible to provide Lessor with current information of potential tenant parking permit holders including the following: full name; make, model, color, and license plate number of tenant's vehicle; tenant's mobile telephone number and email. It is the responsibility of the Lessee to keep Lessor informed of any changes in tenant's information and to keep the list current. After Lessee provides said information, Lessor will provide Lessee two (2) parking permits to be displayed by tenants given parking privileges by Lessee. Lessee will be responsible for retrieving parking permits at the end of a tenant's rental agreement period and provide them to subsequent tenants at Lessee's discretion.

Terms in Lease: The terms, if any, as written in the addendum to this Agreement shall be made part of the Lessee's rental agreement with each tenant to which Lessee issues a parking permit. Lessee shall provide Lessor with a signed digital copy of each tenant's lease agreement.

JM

Dec 1, 2026

RRA

Item 7.

Term: The term of this Agreement shall commence on ~~July 1, 2026~~ and shall continue for a period of ten (10) years unless earlier terminated in accordance with the terms herein. Lessor or Lessee shall provide notice of expiration, termination, or assignment fifteen (15) days prior to the next monthly rent installment. In the event of termination, the terminating party shall notify the City of Norman of termination concurrently with notice to Lessor or Lessee.

Rent: Initially, Lessee will take over eleven (11) spaces from the existing contract for parking spaces with 101W LLC. Lessee will be responsible for payments made to Interested Party 101W LLC for the remainder of the term ending May 1, 2030.

Upon completion of the initial takeover period, Lessee shall pay to Lessor a graduated rent consisting of a monthly rent of \$100 per space for eleven (11) spaces starting on June 1, 2030 and through year five (5) of this agreement and \$150 monthly rent per space for years' six-ten (6-10) of this agreement. Rent will be paid in monthly installments for the first 24 months, starting on month 25 annual payments shall be made for years 3-10.

In addition, Lessee shall pay to Lessor for each Parking Space leased by lessor an amount equal to the prevailing charge Lessor charges the general public for parking on Lessor's property during special events, including but not limited to OU football game days. Lessor will invoice Lessee separately for these paid parking events. As per the OU football schedule, all game day parking will be invoiced cumulatively in advance or during the football season with payment by Lessee due within ten (10) days of receipt of invoice. Other paid parking days will be invoiced after such event occurs.

Use: Lessee shall use the Parking Spaces solely for the parking of vehicles associated with their tenants' personal vehicles. Commercial vehicles, including but not limited to trucks in excess of one ton, trailers, boats, recreational vehicles and heavy equipment are not allowed. Personal vehicles in a state of disrepair shall not remain in said state for more than thirty (30) days.

Lessee shall not assign, sublease, or otherwise transfer its rights under this Agreement without the prior written consent of Lessor unless transfer is via sale or lease of the entire property at 211 W. Symmes Norman, OK. In the event of Lessee default, the bank holding the loan for 211 W. Symmes shall have the right to assume the loan.

Maintenance and Repairs: Lessor shall be responsible for the maintenance and repairs of the Parking Spaces, including but not limited to lighting, striping, and general upkeep.

Indemnification: Lessee agrees to indemnify, defend, and hold harmless Lessor from and against any and all claims, damages, losses, liabilities, and expenses arising out of or related to Lessee's use of the Parking Spaces.

Insurance: Lessee shall name Lessor as an additional insured of the 211 W. Symmes commercial general liability coverage and shall provide Lessor a certificate of insurance.

Default: In the event of a default by either party under this Agreement, the non-defaulting party shall have the right to terminate this Agreement upon 30 days written notice to the defaulting party.

No Waiver: The failure of either party to enforce any provision of this Agreement or to exercise any right or remedy arising from a default shall not constitute a waiver of such provision, right, remedy, or default, nor shall it prevent the enforcement of such provision or the exercise of such right or remedy with respect to any subsequent or continuing default. Any waiver shall be effective only if made in writing and signed by the party against whom the waiver is asserted.

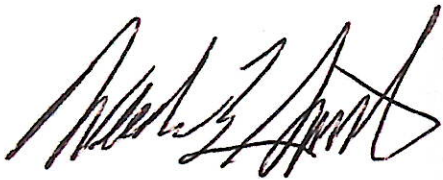
Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the state of Oklahoma.

Execution: This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

First Baptist Church Norman

By:



Wade Smith

Pastor, First Baptist Church Norman

Date: 7/27/26

~~220 W Symmes LLC~~ 211 W Symmes LLC

By:



By:

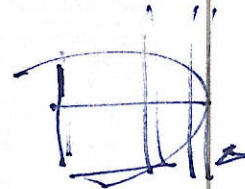
~~101W, LLC~~ CSO Development Corporation

Peter Petromilli

~~Manager~~

Date:

9.11.26



PRESIDENT

CSO DEVELOPMENT
CORP,

Jefferson Magnus Mangus

~~220 W Symmes LLC~~ 211 W Symmes LLC

Date:

8/4/2026

Authorized Member, JSC Ventures LLC,
Manager 211 W Symmes LLC

File Attachments for Item:

8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE R-2627-53: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN SO AS TO REMOVE A TRACT OF LAND BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN (I.M.), CLEVELAND COUNTY, OKLAHOMA, FROM THE TOD, TRANSIT ORIENTED DEVELOPMENT, AND ULC, URBAN LIVING CENTER, DESIGNATIONS AND PLACE THE SAME IN THE UM, URBAN MEDIUM DESIGNATION. (3060 CLASSEN BLVD., WARD 7)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: LCD Acquisitions, LLC

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE R-2627-53: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN SO AS TO REMOVE A TRACT OF LAND BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN (I.M.), CLEVELAND COUNTY, OKLAHOMA, FROM THE TOD, TRANSIT ORIENTED DEVELOPMENT, AND ULC, URBAN LIVING CENTER, DESIGNATIONS AND PLACE THE SAME IN THE UM, URBAN MEDIUM DESIGNATION. (3060 CLASSEN BLVD., WARD 7)

APPLICANT/REPRESENTATIVE	LCD Acquisitions, LLC/Rieger Sadler Joyce, LLC
LOCATION	3060 Classen Blvd
WARD	7
CORE AREA	No
EXISTING ZONING	A-2, Rural Agricultural District
EXISTING LAND USE DESIGNATION	TOD, Transit Oriented Development/ULC, Urban Living Center
CHARACTER AREA	Corridor (Gateway)
PROPOSED ZONING	PUD, Planned Unit Development

PROPOSED LAND USE

UM, Urban Medium

SUMMARY:

The applicant, LCD Acquisitions, LLC, is requesting to rezone approximately 20 acres at 3060 Classen Blvd from A-2, Rural Agricultural District, to a PUD, Planned Unit Development, for the development of a multifamily apartment complex. The applicant is also requesting a land use amendment from TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium.

EXISTING CONDITIONS:

SIZE OF SITE: 20 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	A-2	A-2 & RM-6	A-2 & C-2	PUD & CO	I-1
Land Use	Transit Oriented Development & Urban Living Center	Transit Oriented Development & Urban Living Center	Urban Living Center	Urban Living Center	Job Center
Current Use	Agriculture, Single-Family Dwelling	University of Oklahoma Vacant Property, E State Highway 9 Right of Way, Multifamily Dwellings	Commercial	Multifamily, Office	Avara Pharmaceutical Services

ZONING DESIGNATION**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 land 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.

LAND USE DESIGNATIONS

Transit Oriented Development/Urban Living Center

See attached Transit Oriented Development and Urban Living Center Land Use Category documents. The Urban Living Center portion of the property is a vestigial 28' wide strip at the southeast corner that provided access to Classen Blvd for the property's former residential use, and is not intended for development.

CHARACTER AREA DESIGNATION

Corridor

See attached Corridor (Gateway) Character Area document.

NEAREST PUBLIC PARK

Oaktree South Park is approximately 0.3 miles to the north of the subject property and is accessible via sidewalks along 12th Ave SE and Oak Tree Ave.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-24 September 24, 2026

The applicant attended the Pre-Development meeting for this application on September 24, 2026. Please see the attached Pre-Development meeting report.

BOARD OF PARKS COMMISSIONERS: October 1, 2026

The applicant has requested a private park decision for this development. The Board of Parks Commissioners voted to approve the private parkland request with a vote of 6-0.

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 blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

1. Fire Department
2. Building Review
3. Public Works/Engineering
4. Transportation Engineer

5. Planning*
6. Utilities

FIRE DEPARTMENT

Any code items will be addressed during the building permit stage. For code 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

Please see attached report from Engineering regarding the associated preliminary plat request.

TRANSPORTATION ENGINEER

Please see attached report from the Transportation Engineer regarding the associated preliminary plat request.

PLANNING*

ZONING CONSIDERATIONS

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.

Uses Permitted

The purpose of the proposed PUD is to allow for 190 multifamily units and associated amenities.

Area Regulations

There is a 25' setback along 12th Ave SE, a 5' side yard setback from the north and south property lines, and 20' rear yard setback from the east property line.

Height Regulations

There is a maximum height of three stories for any building within the proposed development.

Landscaping

Landscaping will comply with the applicable regulations of the City of Norman Code of Ordinances.

Parking

Parking and loading areas have been developed at a ratio of one parking space per bedroom, or approximately 3.5 parking spaces per unit, totaling 674 parking spaces. There are 14 proposed accessible parking spaces.

Lighting

The proposed development will comply with Section 36-549, Commercial Outdoor Lighting Standards, as amended.

Signage

The Property may feature two (2) entrance ground signs identifying the residential development. The entrance ground signs shall have a maximum area allowable of 110 square feet per side per sign and shall be located at each entrance to the Property. The entrance ground signs shall have a maximum height of eight (8) feet. In addition to the entrance signage, the Property shall be allowed to contain various directional and wayfinding signage throughout the site, such as signage directing and identifying the following: bicycle parking, scooter parking, leasing office, delivery/pick up locations, future tenant parking, amenity signage, and other similar signage as may be necessary. All signage discussed herein may be backlit or otherwise illuminated with LED or similar lighting. All signage shall be placed in appropriate locations to not interfere with applicable traffic sight triangles. All other signs on the Property will comply with the medium density residential sign standards of the City of Norman Sign Regulations, as amended from time to time.

Screening

Fencing within the proposed development is not required, except where required by Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, as amended. Other fencing is not required but may be installed in accordance with applicable City ordinances, as amended.

Exterior Materials

Buildings within the development may be constructed of brick, stone, synthetic stone, high impact quality stucco or EIFS, fiber cement, masonry, metal accents, and any combination thereof. There is no minimum percentage provided for any of the listed materials. Section 36-547(a)(3) requires that the exterior of any building within a PUD be at least 80% masonry material, “unless waived by the City Council when the PUD is approved.”

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Residential Character Area Policies

The development is **consistent** with many of the Overarching General and Residential Character Area policies. It proposes a development that features pedestrian connectivity, open space and other recreational amenities, and provides greater housing options while blending with existing nearby residential development.

Corridor (Gateway) Character Area Policies

The proposal is generally **inconsistent** with the Corridor (Gateway) Character Area policies, as it does not promote transit-oriented development through high residential density and mixed uses.

Urban Medium (UM) Land Use Policies

The proposal is **consistent** with the following UM Land Use policies:

- **Building Types**

- Site Design
- Transportation
- Utilities
- Public Space
- Locational Criteria

The proposal is consistent with the policies of the requested UM Land Use Category, as it features a relatively compact multifamily residential development with pedestrian connectivity to nearby major/minor arterials, outdoor recreational spaces, and a density of 9.5 units per acre. The site also utilizes existing utility access.

Compatibility

	UL	UM	UH	ULC	RR	AR	UR	MX	IMX	CBD	LC	C	JC	TOD	OP	CIV
UL	-	4	3	2	4	4	5	3	3	3	4	3	2	3	5	5
UM	4	-	4	3	2	2	2	4	4	4	5	4	3	4	5	5
UH	3	4	-	4	2	2	1	5	5	5	4	4	4	5	5	5
ULC	2	3	4	-	1	1	1	5	5	4	3	4	4	5	5	5
RR	4	2	2	1	-	5	5	1	1	1	2	1	1	1	5	5
AR	3	2	1	1	5	-	5	1	1	1	2	1	1	1	5	5
UR	5	2	1	1	5	5	-	1	1	1	2	2	2	1	5	5
MX	3	4	5	5	1	1	1	-	5	5	4	5	4	5	5	5
IMX	3	4	5	4	1	1	1	5	-	2	4	5	5	5	3	5
CBD	3	4	5	4	1	2	1	5	2	-	4	2	2	5	4	5
LC	4	5	4	3	2	2	2	4	4	4	-	4	4	4	4	5
C	3	4	4	4	1	2	2	5	5	2	4	-	5	5	3	5
JC	2	3	4	4	1	2	2	4	5	2	4	5	-	4	4	5
TOD	3	4	5	5	1	2	1	5	5	5	4	5	4	-	4	5
OP	5	5	5	5	5	5	5	5	3	4	4	3	4	5	-	5
CIV	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	-

Note: Larger numbers represent a higher level of compatibility between land uses.

	Subject Property	North	East	South	West
Land Use	Urban Medium	Urban Living Center	Urban Living Center	Urban Living Center	Job Center

Rating	-	3	3	3	3
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The requested Land Use Category of Urban Medium is generally compatible with the surrounding Land Use Categories. However, Urban Medium has a lower compatibility score than the subject property's existing Transit Oriented Development Land Use Category. A score of 1 indicates the lowest degree of compatibility between two land use categories, while a score of 5 indicates the highest degree of compatibility.

Neighborhood and/or Special Area Plans

This location **is** within a Transit Oriented Development Special Study Area. These Special Study Areas are described within the AIM Norman Land Use Plan as "potential stops along a future commuter rail line."

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:

While the proposal meets the policies of the requested UM, Urban Medium, Land Use Category, it does not meet the policies of the subject property's current majority Land Use Category, TOD, Transit Oriented Development. The TOD Land Use Category was created in anticipation of future passenger rail service between Edmond and Norman. Developments in the TOD Land Use Category are meant to provide high intensity mixed uses at passenger rail stops, with residential densities exceeding 18 units per acre. The proposed PUD only allows for a single-use multifamily residential development with a density of 9.5 units per acre, is just over half of the density called for in the policies of the TOD Land Use Category. In order to align the proposal with the AIM Norman Comprehensive Land Use Plan, the applicant is requesting a land use amendment from

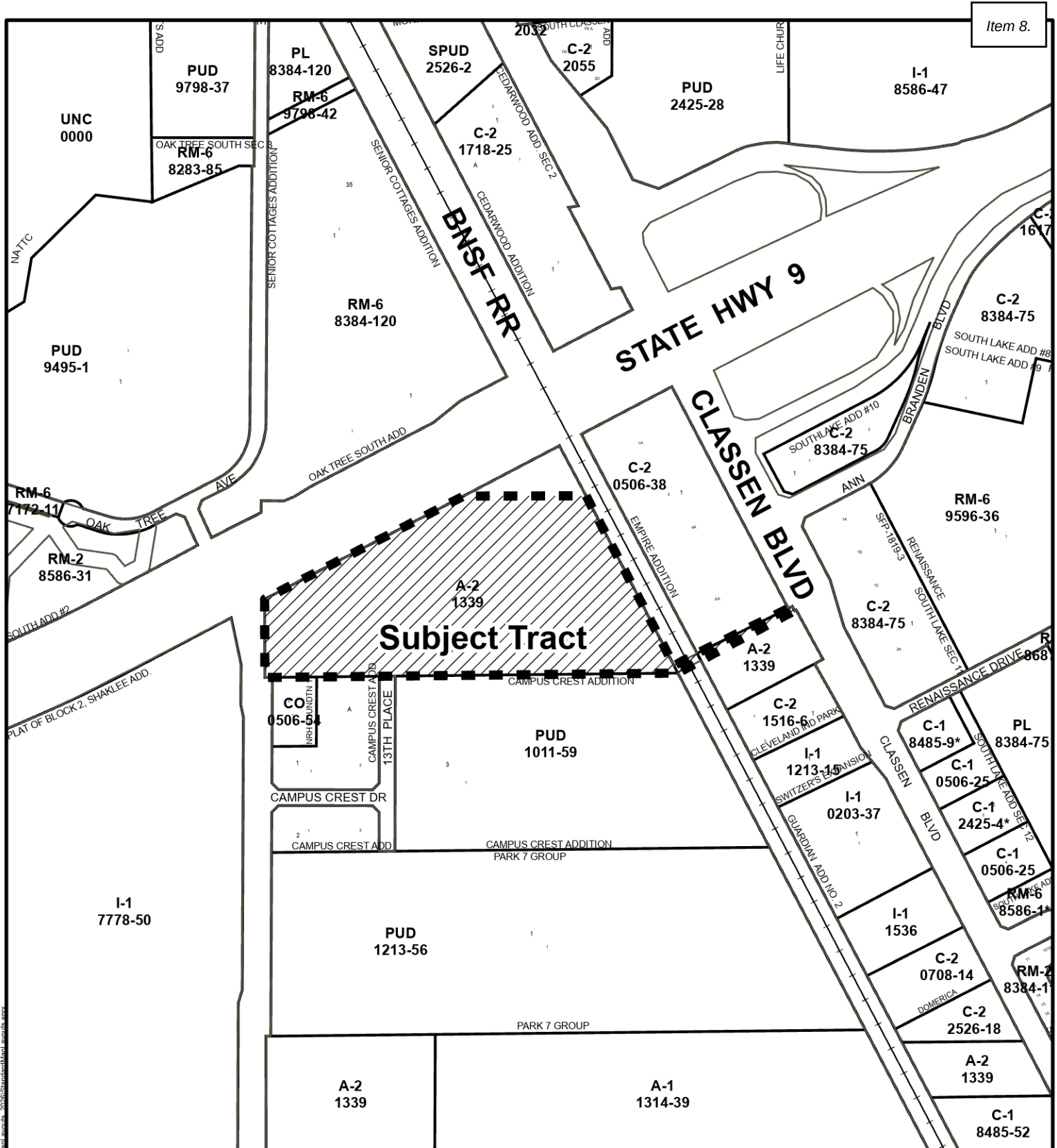
TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium.

CONCLUSION:

Staff forwards this request for zoning to PUD, Planned Unit Development, and AIM Norman Land Use Plan amendment from TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium, and Ordinance O-2627-12 to the Planning Commission for consideration and recommendation to City Council.

ATTACHMENT(S):

The Retreat at Norman AIM Supporting Documents



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.



September 3, 2026

0 250 500 Ft.



Subject Tract

File Attachments for Item:

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-12: 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 BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN A PUD, PLANNED UNIT DEVELOPMENT OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3060 CLASSEN BLVD; WARD 7)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: LCD Acquisitions, LLC

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-12: 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 BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN A PUD, PLANNED UNIT DEVELOPMENT OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3060 CLASSEN BLVD; WARD 7)

APPLICANT/REPRESENTATIVE	LCD Acquisitions, LLC/Rieger Sadler Joyce, LLC
LOCATION	3060 Classen Blvd
WARD	7
CORE AREA	No
EXISTING ZONING	A-2, Rural Agricultural District
EXISTING LAND USE DESIGNATION	TOD, Transit Oriented Development/ULC, Urban Living Center
CHARACTER AREA	Corridor (Gateway)
PROPOSED ZONING	PUD, Planned Unit Development

PROPOSED LAND USE

UM, Urban Medium

SUMMARY:

The applicant, LCD Acquisitions, LLC, is requesting to rezone approximately 20 acres at 3060 Classen Blvd from A-2, Rural Agricultural District, to a PUD, Planned Unit Development, for the development of a multifamily apartment complex. The applicant is also requesting a land use amendment from TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium.

EXISTING CONDITIONS:

SIZE OF SITE: 20 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	A-2	A-2 & RM-6	A-2 & C-2	PUD & CO	I-1
Land Use	Transit Oriented Development & Urban Living Center	Transit Oriented Development & Urban Living Center	Urban Living Center	Urban Living Center	Job Center
Current Use	Agriculture, Single-Family Dwelling	University of Oklahoma Vacant Property, E State Highway 9 Right of Way, Multifamily Dwellings	Commercial	Multifamily, Office	Avara Pharmaceutical Services

ZONING DESIGNATION**A-2, Rural Agricultural District**

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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;
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LAND USE DESIGNATIONS

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CHARACTER AREA DESIGNATION

Corridor

See attached Corridor (Gateway) Character Area document.

NEAREST PUBLIC PARK

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PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-24 September 24, 2026

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Uses Permitted

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Area Regulations

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Height Regulations

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Landscaping

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Parking

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Lighting

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Signage

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AIM NORMAN LAND USE CONSIDERATIONS

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Overarching General and Residential Character Area Policies

The development is **consistent** with many of the Overarching General and Residential Character Area policies. It proposes a development that features pedestrian connectivity, open space and other recreational amenities, and provides greater housing options while blending with existing nearby residential development.

Corridor (Gateway) Character Area Policies

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Urban Medium (UM) Land Use Policies

The proposal is **consistent** with the following UM Land Use policies:

- **Building Types**

- **Site Design**
- **Transportation**
- **Utilities**
- **Public Space**
- **Locational Criteria**

The proposal is consistent with the policies of the requested UM Land Use Category, as it features a relatively compact multifamily residential development with pedestrian connectivity to nearby major/minor arterials, outdoor recreational spaces, and a density of 9.5 units per acre. The site also utilizes existing utility access.

Compatibility

	UL	UM	UH	ULC	RR	AR	UR	MX	IMX	CBD	LC	C	JC	TOD	OP	CIV
UL	-	4	3	2	4	4	5	3	3	3	4	3	2	3	5	5
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RR	4	2	2	1	-	5	5	1	1	1	2	1	1	1	5	5
AR	3	2	1	1	5	-	5	1	1	1	2	1	1	1	5	5
UR	5	2	1	1	5	5	-	1	1	1	2	2	2	1	5	5
MX	3	4	5	5	1	1	1	-	5	5	4	5	4	5	5	5
IMX	3	4	5	4	1	1	1	5	-	2	4	5	5	5	3	5
CBD	3	4	5	4	1	2	1	5	2	-	4	2	2	5	4	5
LC	4	5	4	3	2	2	2	4	4	4	-	4	4	4	4	5
C	3	4	4	4	1	2	2	5	5	2	4	-	5	5	3	5
JC	2	3	4	4	1	2	2	4	5	2	4	5	-	4	4	5
TOD	3	4	5	5	1	2	1	5	5	5	4	5	4	-	4	5
OP	5	5	5	5	5	5	5	5	3	4	4	3	4	5	-	5
CIV	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	-

Note: Larger numbers represent a higher level of compatibility between land uses.

	Subject Property	North	East	South	West
Land Use	Urban Medium	Urban Living Center	Urban Living Center	Urban Living Center	Job Center

Rating	-	3	3	3	3
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The requested Land Use Category of Urban Medium is generally compatible with the surrounding Land Use Categories. However, Urban Medium has a lower compatibility score than the subject property's existing Transit Oriented Development Land Use Category. A score of 1 indicates the lowest degree of compatibility between two land use categories, while a score of 5 indicates the highest degree of compatibility.

Neighborhood and/or Special Area Plans

This location **is** within a Transit Oriented Development Special Study Area. These Special Study Areas are described within the AIM Norman Land Use Plan as "potential stops along a future commuter rail line."

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:

While the proposal meets the policies of the requested UM, Urban Medium, Land Use Category, it does not meet the policies of the subject property's current majority Land Use Category, TOD, Transit Oriented Development. The TOD Land Use Category was created in anticipation of future passenger rail service between Edmond and Norman. Developments in the TOD Land Use Category are meant to provide high intensity mixed uses at passenger rail stops, with residential densities exceeding 18 units per acre. The proposed PUD only allows for a single-use multifamily residential development with a density of 9.5 units per acre, is just over half of the density called for in the policies of the TOD Land Use Category. In order to align the proposal with the AIM Norman Comprehensive Land Use Plan, the applicant is requesting a land use amendment from

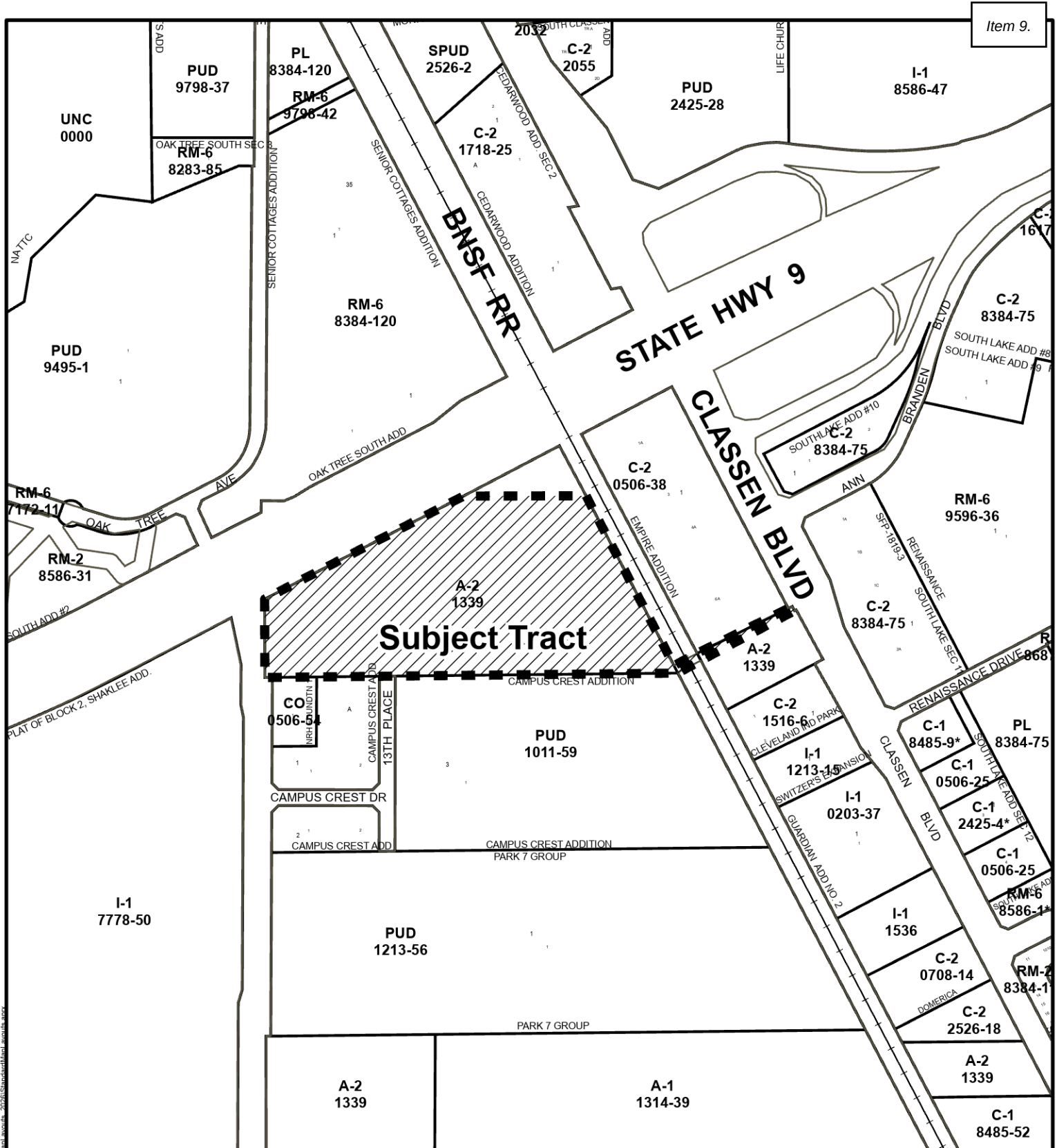
TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium.

CONCLUSION:

Staff forwards this request for zoning to PUD, Planned Unit Development, and AIM Norman Land Use Plan amendment from TOD, Transit Oriented Development, and ULC, Urban Living Center, to UM, Urban Medium, and Ordinance O-2627-12 to the Planning Commission for consideration and recommendation to City Council.

ATTACHMENT(S):

The Retreat at Norman AIM Supporting Documents



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.



September 3, 2026

0 250 500 Ft.



Subject Tract

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.

CORRIDOR AREAS

CHARACTERISTICS & INTENT

Corridor Areas are developed or undeveloped land on both sides of a roadway; primarily designated, although not limited to, commercial and mixed-use development with auto-centric design. Scale and location affect the type and intensity of these uses. Corridor character is determined by scale and is recognized in three main areas.

Gateway Corridors

Major thoroughfare that serves as an important entrance or means of access to the community marked by orientation of buildings to highway; on-site parking; and large set-backs for buildings. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. Interstate-35, North Flood Avenue, Alameda Street, Main Street west of 24th, and Highway 9 are Gateway Corridors managed under this Character Area.

In-Town Corridors

Arterial streets servicing neighborhood needs including commercial, residential, civic, and recreational uses. Already or likely to experience uncontrolled strip development if growth is not properly managed. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. These corridors are managed under Suburban Neighborhood Character Area policies and Action Items.

Downtown Corridors

Key commercial areas of transition from auto-centric to pedestrian-friendly design. These corridors are managed under Core Neighborhood Character Area policies and Action Items.

GOALS

- Encourage high-quality destination commercial and mixed-use development that highlights Norman's role as a collegiate town.
- Promote Transit Oriented Development (TOD) design with emphasis on first- and last-mile connections to alternative forms of transportation.

OPPORTUNITIES

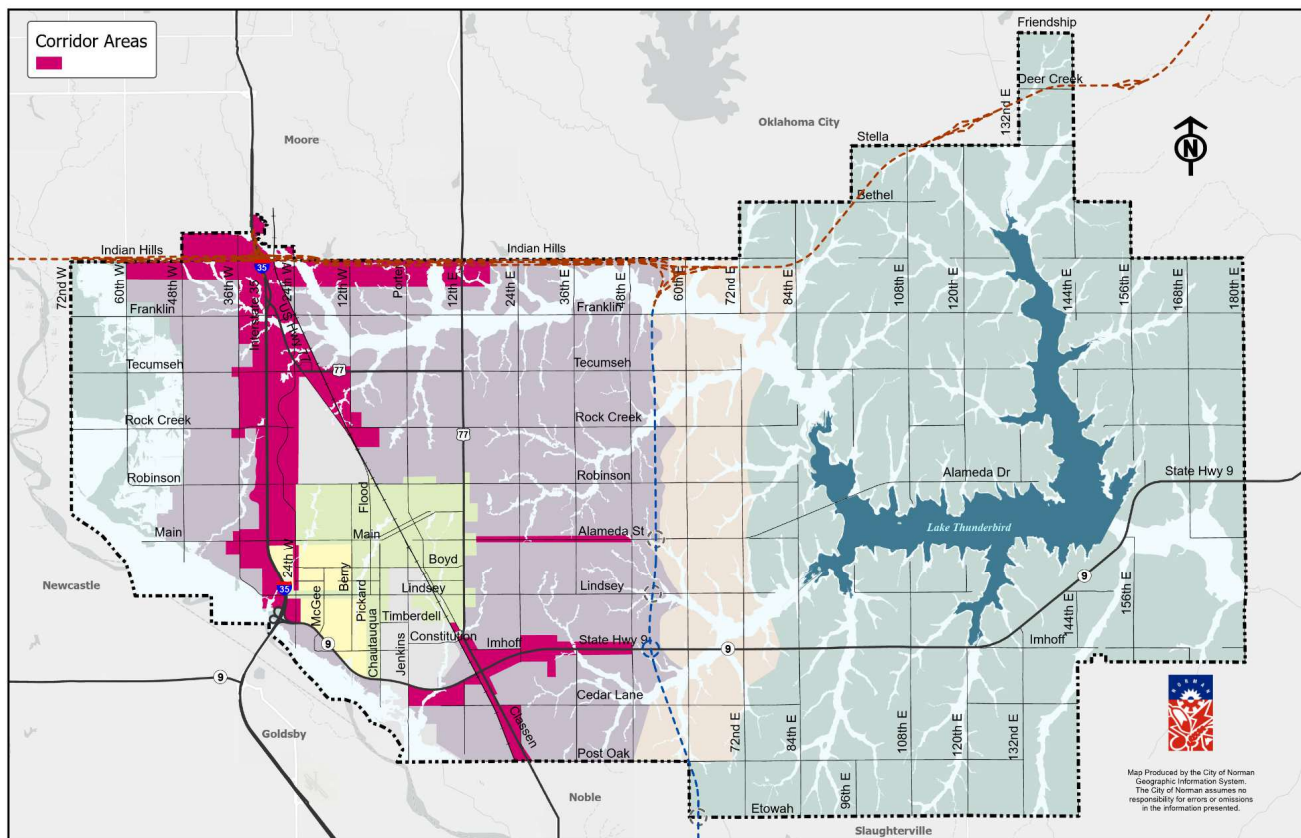
- Access to public transit systems.
- New and redevelopment opportunities.
- Convenient connections to nearby neighborhoods.

CHALLENGES

- Poor existing sidewalk and bike connections, especially to public transit.
- Underused/vacant sites.

POLICIES

- Support the natural phasing out of older and lower-yield commercial and industrial uses with regulations and incentives that support mixed-uses and local businesses.



- Use screening, with natural materials when possible, to lessen noise pollution and visual clutter from existing and future uses along the corridor.
 - Promote circulation and manage access to keep traffic flowing by:
 - *Including access along and into properties for vehicles, public transit, pedestrians, and bicyclists during street and interchange improvements.*
 - *Projects should not create fragmented parcels or impede on- and off-site circulation through, to reduce restriction of future development.*
 - *Allowing redevelopment of excess parking areas or commercial building space for residential uses, especially along public transit routes and areas with strong existing or planned pedestrian connections.*
 - *Requiring shared entrances, cross-access, and avoiding multiple access points for new commercial developments at major intersections.*
 - Commercial developments should offer both internal and external pedestrian connections, especially between hotels, restaurants, and retail services.
 - *Connections to the corridors and through developments should improve safety for those walking, bicycling, or using mobility devices.*
 - Allow redevelopment for high density residential and mixed-residential uses near public transit stops, along pedestrian routes, and where site design does not create secluded enclaves of apartments.
 - Add density through development of sites behind properties directly facing streets.
 - Retrofit or mask existing strip development or other unsightly features, as necessary.
 - Explore requiring that stormwater management and detention have lower impact than historic stormwater conditions for all new or redevelopment along corridors.
- but are not limited to: limiting signage and low quality building materials, increasing landscaping features, showcasing renewable energy, and/or featuring public art and lighting.*
- *Improve efficiency of land use in the area and avoid large expanses of parking and disconnected uses.*
 - Update regulations to:
 - *Emphasize community aesthetics, high-quality building design and materials, and image for Gateway Corridors.*
 - *Protect and/or preserve wetlands and wildlife habitat when developing east towards the 2045 Reserve.*
 - *Streamline projects that increase cross access between land uses and/or properties.*
 - Elevate the image of all Gateway Corridors from the roadway. Examples may include, but are not limited to: limiting signage and low-quality building materials, increasing landscaping features, showcasing renewable energy, and/or featuring public art and lighting.

ACTION ITEMS

- Complete corridor-specific plans for Ed Noble Parkway and the 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.
- Offer wayfinding and gateway features that welcome and orient visitors.
- Conduct a parking study with intent to reduce parking abundance by evaluating the amount of parking needed at the development or block level rather than at the individual business level.
- Establish incentives for the I-35 Corridor that:
 - *Elevate the image of the community as compared to other sections of the I-35 corridor in the metropolitan area. Examples may include,*

LAND USE CATEGORY

Urban Medium (UM)

DESCRIPTION & CONTEXT

Fairly compact, walkable pattern of moderate urban development with variety in housing types. Allowances for commercial and recreational activities designed for community-wide access. Moderate to low building spacing and separation of uses, with pockets of mixed-use development.

- Medium-intensity strives for more residential than non-residential uses at compatible densities and scales, with opportunities for more intense master planned developments.
- Gross densities in any single development should be greater than 8 units per acre.

BUILDING TYPES

- Mostly small-scale; 2- and 3-story buildings are common. Developments may go up to 4 stories when located along an arterial street.
- A variety of housing types including small-lot single-unit detached, duplex, townhomes, triplex, quadplex, and appropriately scaled multi-unit buildings create cohesive neighborhoods.
 - *Higher intensity multi-unit residential housing would be allowed when parcels are located along and with direct access to an arterial street.*
- Architectural and design choices (i.e. front porches, visibility of the front door on the primary structure, avoidance of garage door more prominent than front doors) reinforce the built environment and enhance the area's character and history.
- Public and private spaces (i.e. by the prevalence of porches, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Mixed-use buildings that include retail, work space, and residences are common.

SITE DESIGN

- The scale and layout of the built environment are conducive to walking.
- Parking is secondary to the movement of people and visibility of destinations.
- Layout of the streets and arrangement of lots should be thoughtfully considered with regards to transitioning between neighboring properties and uses and takes precedence over individual lot design.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Existing: The type and arrangement of streets means that most 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. Most areas do not have easy access to varied public 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 active transportation 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 UM Land Use supports a variety of public spaces including parks of various sizes, regional trails, and walking paths.

LOCATIONAL CRITERIA

- Large commercial building footprints ($\geq 10,000$ sq. ft.) weaken the development pattern and are not appropriate, except along arterials and at arterial intersections.
- 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. 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.
- Urban Medium is most compatible adjacent to: UL, UH, LCC, JC, TOD, and OP.
- Urban Medium is least compatible adjacent to: AR 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-2	R-3	RO	O-1	CO	C-1							
PUD	SPUD	MUD	RM-4	C-2										
A-1	A-2	RE	R-1	R-1-A	RM-4	TC	CR	C-3	I-1	I-2	M-1			

Small-Lot Single Units in Oklahoma City, OK



Neighborhood Commercial



LAND USE CATEGORY

Urban Living Center (ULC)

DESCRIPTION & CONTEXT

Most compact, walkable pattern of urban development. Low to no building spacing and separation of uses. 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.

BUILDING TYPES

- Urban Living Center areas strive for a balance of residential and non-residential uses and predominance of mixed-use development of compatible densities and scales. Current market conditions and demand for housing over commercial spaces will likely result in a slightly higher mix of residential in these areas.
- Gross densities in any single development should be greater than 18 units per acre.
- Large and medium 4 to 5+ story buildings are common. It is anticipated that various articulations, scales, and architectural styles will create cohesive and compact sites with clear connections to other destinations.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Mixed-use buildings that include retail, work-spaces, and residences are the most common.
- Single-use buildings are undesirable and should be limited, or avoided altogether.

SITE DESIGN

- The scale and layout of the built environment are very conducive to walking. Trails and pathways integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Multi-unit developments without connections to neighboring properties and uses weakens 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.
- Stormwater to be addressed at the project level, but designed as part of a larger neighborhood or sub-basin system.
- Site layout should take every opportunity to expand and 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 is a secondary use and should be as small as possible due to character and value of land in the area. Many housing options offer private parking rather than relying on street parking. 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). Improving access for pedestrians and bicyclists will continue to 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

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

- Large building footprints (>12,500 SF) compromise the development pattern and are not appropriate, except at arterial intersections and along major thoroughfares.
- Medium intensity residential uses should be discouraged along arterial streets and should be located behind higher intensity residential, commercial, or mixed-use developments along arterial streets.
- Urban Living Center is most compatible adjacent to: UH, MX, IMX, CBD, LCC, C, JC, TOD, and OP.
- Urban Living Center 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; Prairie Queen, Papillion, NE



Commercial; Wheeler District, Oklahoma City, OK



LAND USE CATEGORY

Transit Oriented Development (TOD)

DESCRIPTION & CONTEXT

Includes a variety of concentrated urban uses that can be both origin and destinations points – a mix of office, commercial, service, and office oriented businesses that both serve residents living in the area and may be a workplace destination from outside the immediate area. Each of these areas has unique qualities that require individual guiding plans that include land use, density, and urban design characteristics that emphasize connection and walkability.

- TOD areas should be a mix of residential and non-residential uses with a large number of residential units that want convenient transit to jobs and destinations.
- Gross densities in any single development should be greater than 18 units per acre.

BUILDING TYPES

- Varied, mixed-use buildings are appropriate on a number of scales.
- It is anticipated that various articulations, scales, and architectural styles will create cohesive and compact sites with clear connections to other locations and transportation modes.

SITE DESIGN

- The initial activity in this land use should be flexible enough, in terms of articulation, massing, and accommodated modes of transportation, that it can exist without the presence of the rail transit component.
- Commercial, residential, and other uses should be closely integrated and mixed with clear, convenient connections between buildings.
- Due to the close integration with residential uses, stormwater features and regulations should be consistent across uses.
- Some locations may warrant 2-3 story parking decks serving multiple campuses or areas.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Automobiles are accommodated within TODs but must not dominate a project's urban environments. Regional shared use trails can have some of the same catalytic influence as major public transportation facilities. Substantial office and employment centers with a high concentration of employees should focus on arrival by transit rather than car. Projects should provide clear pedestrian and bicycle paths to and from the transit station or stop.

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

Primarily focused on providing comfortable places for passengers to gather; open space plazas accommodating active transportation and community gathering to break up more intense design patterns.

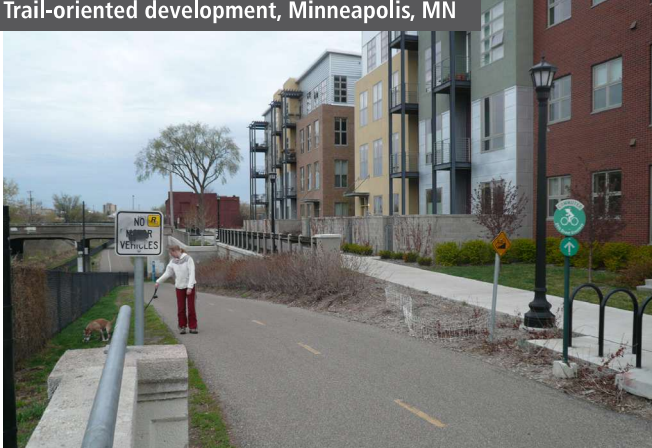
LOCATIONAL CRITERIA

- Located around the proposed commuter rail stations or other facilities that involve points of high access to public transportation such as transit centers or high performance transit lines like bus rapid transit (BRT).
- Provides convenient access and/or integration with trail connections.
- Transit Oriented Development is most compatible adjacent to: UL, UM, UH, ULC, MX, IMX, CBD, LCC, C, JC, OP, and CIV.
- Transit Oriented Development is least compatible adjacent to: RR, AR, and UR.

ZONING DISTRICTS

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

Trail-oriented development, Minneapolis, MN



Mixed density development near T stop, Boston, MA



The Retreat at Norman

**A PLANNED UNIT DEVELOPMENT
NORMAN, OKLAHOMA**

**APPLICANT:
*LCD Acquisitions, LLC***

**APPLICATION FOR:
PLANNED UNIT DEVELOPMENT
PRELIMINARY PLAT**

Submitted September 1, 2026
Revised October 2, 2026

PREPARED BY:

**RIEGER SADLER JOYCE LLC
136 Thompson Drive
Norman, Oklahoma 73069**

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EXHIBITS

- A. Legal Description of the Property
- B. Preliminary Site Development Plan
- C. Allowable Uses
- D. Preliminary Plat
- E. Green Space Exhibit

I. INTRODUCTION

LCD Acquisitions, LLC (the “**Applicant**”) intends to rezone and preliminary plat the property located at 3060 Classen Boulevard, Norman, Oklahoma, as more particularly described on **Exhibit A** (the “**Property**”), to a Planned Unit Development (“**PUD**”) in order to develop a multifamily residential community. The Property contains approximately twenty (20) acres, and a preliminary conceptual site development plan (the “**Site Development Plan**”) of the proposed development has been attached hereto as **Exhibit B**.

II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

A. Location

The Property is located at 3060 Classen Boulevard, which is generally situated south of State Highway 9 between 12th Avenue SE and the BNSF Railroad, as is more particularly shown on the attached exhibits.

B. Existing Land Use and Zoning

The Property is currently zoned A-2, Rural Agricultural District. The Property consists of unimproved land with the exception of existing structures on the southern edge of the Property.

The surrounding properties to the south are zoned PUD, Planned Unit Development, and CO, Suburban Office Commercial District. The properties to the north are zoned A-2, Rural Agricultural District, and across State Highway 9, are zoned RM-6: Medium Density Apartment. The properties to the east are zoned C-2, General Commercial District. The property to the west is zoned I-1, Light Industrial District.

C. Elevation and Topography

The Property is generally flat, containing elevations between 1163ft and 1150ft.

D. Drainage

A drainage report has been provided by the Applicant to City Staff as part of the Preliminary Plat application. The Applicant proposes stormwater and drainage management systems that will meet or exceed the City’s applicable ordinances.

E. Utility Services

All necessary utilities for this project are currently located within the necessary proximity to serve 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 as such are required by applicable City codes.

G. Traffic Circulation and Access

Access to the Property shall be permitted in the manner depicted on the attached Site Development Plan.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property shall be developed in general compliance with the Site Development Plan, attached hereto as **Exhibit B**, subject to final design development and the changes allowed by Section 36-509(g) of the City of Norman's PUD Ordinance, as may be amended from time to time. The Exhibits attached hereto, and as submitted on behalf of the Applicant, are incorporated herein by reference and further depict the development criteria for the Property.

A. Uses Permitted:

The Property will be developed into a multifamily residential development containing approximately 190 units with accompanying uses. A complete list of the allowable uses for the Property is attached as **Exhibit C**.

B. Development Criteria:

1. Building Height

Any building on the Property shall be allowed to reach a maximum height of three (3) stories, excluding any subgrade elements as well as any necessary roof top mechanical units, equipment, screening, or parapet walls.

2. Area Regulations

The Property shall comply with the setbacks shown on the Site Development Plan. There shall be a twenty-five foot (25') setback along 12th Avenue SE. There shall be a five foot (5') side yard setback, and there shall be a twenty foot (20') rear yard setback.

3. Exterior Materials

The exterior of the building may be constructed of brick, stone, synthetic stone, high impact quality stucco or EIFS, fiber cement, masonry, metal accents, and any combination thereof.

4. Sanitation

Sanitation services for the Property will comply with the City of Norman's sanitation ordinances, rules, and regulations. Trash dumpsters and/or trash compactors will be located as depicted on the Site Development Plan or in locations as may be approved by City sanitation services.

5. Signage

The Property may feature two (2) entrance ground signs identifying the residential development. The entrance ground signs shall have a maximum area allowable of 110 square feet per side per sign and shall be located at each entrance to the Property. The entrance ground signs shall have a maximum height of eight (8) feet. In addition to the entrance signage, the Property shall be allowed to contain various directional and wayfinding signage throughout the site, such as signage directing and identifying the following: bicycle parking, scooter parking, leasing office, delivery/pick up locations, future tenant parking, amenity signage, and other similar signage as may be necessary. All signage discussed herein may be backlit or otherwise illuminated with LED or similar lighting. All signage shall be placed in appropriate locations to not interfere with applicable traffic sight triangles. All other signs on the Property will comply with the medium density residential sign standards of the City of Norman Sign Regulations, as amended from time to time.

6. Open Space

Open space and green space areas are located throughout the Property, as shown on the Green Space Exhibit, attached hereto as **Exhibit E**. The Property will contain approximately six (6) acres of green space comprising approximately 35% of the total area of the Property.

7. Parking

Parking for the Property may be developed in general compliance with the parking layout shown on the Site Development Plan. The Property shall comply with the City of Norman's applicable parking ordinances, as amended from time to time.

8. Exterior Lighting

All exterior lighting shall comply with the applicable provisions of the City of Norman's Commercial Outdoor Lighting Standards, as the same may be amended from time to time.

9. Landscaping and Fencing

Landscaping shall be provided and maintained in conformity to Section 36- 551, Landscaping Requirements for Off-Street Parking Facilities, of the City of Norman's Zoning Ordinance, as may be amended from time to time. Fencing shall not be required on the Property but may be installed around the perimeter of the Property. Fencing placement and height shall comply with applicable City ordinances, as amended from time to time.

10. Phasing

It is initially anticipated the Property will be developed in a single phase. However, the timing and number of phases will be determined by market demand and absorption rates and shall comply with Norman City Code 36-509, PUD, Planned Unit Developments, as may be amended from time to time.

EXHIBIT A

Legal Description of the Property

A tract of land being in the Southwest Quarter (SW/4) of Section Nine (9), Township Eight (8) North, Range Two (2) West of the Indian Meridian, Cleveland County, Oklahoma, being more particularly described as follows:

BEGINNING at a point 1974.79 feet North 00°15'19" East of the southwest corner of the Southwest Quarter (SW/4) of said Section Nine (9);

THENCE North 00°15'19" East a distance of 279.51 feet;

THENCE North 62°24'49" East a distance of 857.69 feet;

THENCE North 89°22'58" East a distance of 579.74 feet;

THENCE South 27°44'11" East a distance of 672.50 feet;

THENCE North 62°30'41" East a distance of 401.67 feet;

THENCE South 27°35'11" East a distance of 28.00 feet;

THENCE South 62°30'41" West a distance of 501.59 feet;

THENCE South 89°23'29" West a distance of 1578.53 feet to the POINT OR PLACE OF BEGINNING, subject to right-of-way easements as mentioned and described in a RECIPROCAL DEED IN PARTITION recorded in Book 464 of Deeds at Page 171.

LESS AND EXCEPT:

A strip, piece or parcel of land lying in part of the Southwest Quarter (SW/4) of Section Nine (9), Township Eight (8) North, Range Two (2) West of the Indian Meridian, Cleveland County, Oklahoma, said parcel of land being described by metes and bounds as follows:

BEGINNING at a point on the east present right of way line of 12th Avenue SE a distance of 527.35 feet South 00°13'03" West of and 33.00 feet South 89°46'57" East of the northwest corner of said Southwest Quarter (SW/4);

THENCE South 06°51'02" East a distance of 57.45 feet;

THENCE South 06°39'12" East a distance of 83.01 feet;

THENCE South 89°21'13" West a distance of 17.00 feet to a point said east present right of way line;

THENCE North 00°13'03" East along said east present right of way line a distance of 139.68 feet to the POINT OF BEGINNING.

Said described tract of land contains a gross area of 872,567 square feet or 20.0314 acres, and a net area, less streets rights of way of 862,511 square feet or 19.8005 acres, more or less.

EXHIBIT B

Preliminary Site Development Plan
Full Size Documents Submitted to City Staff

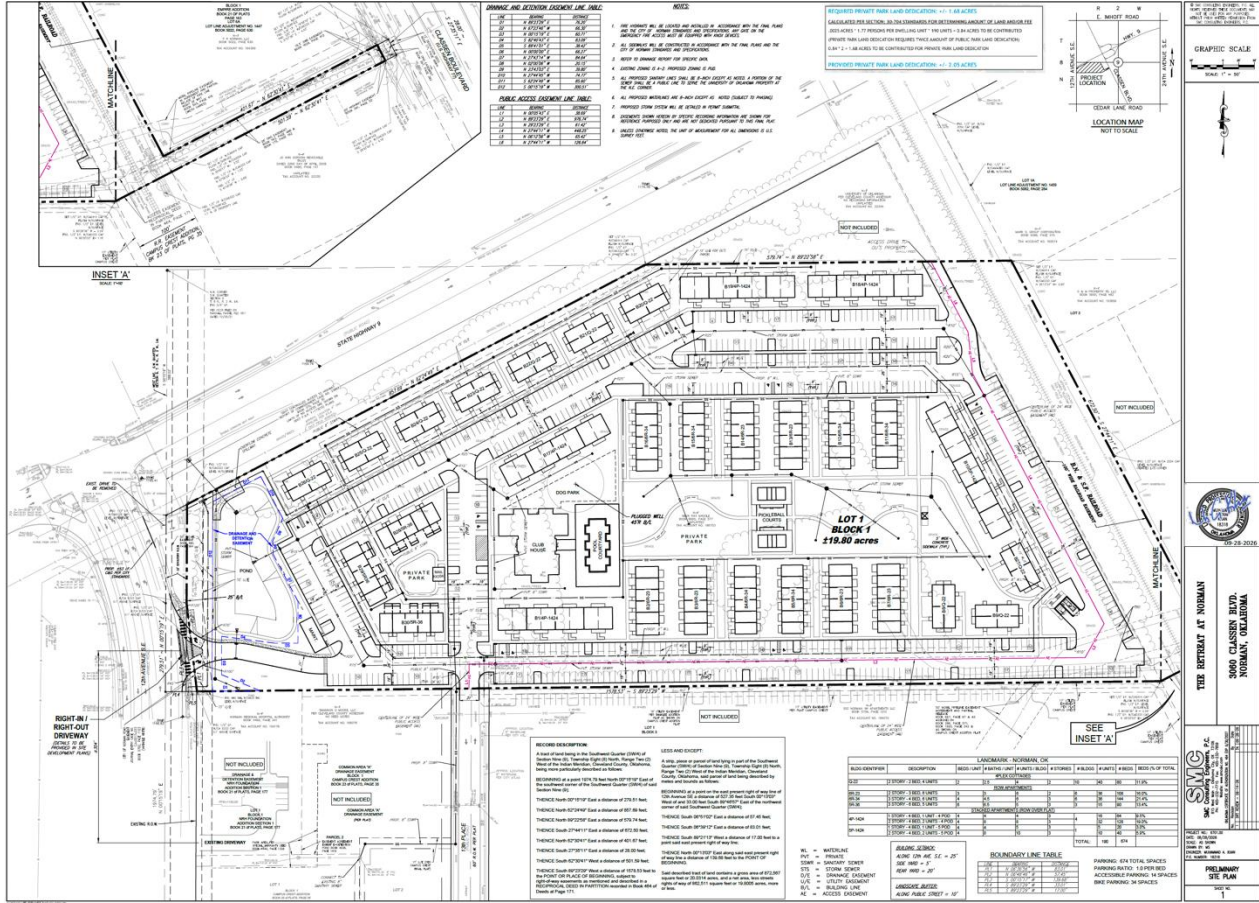


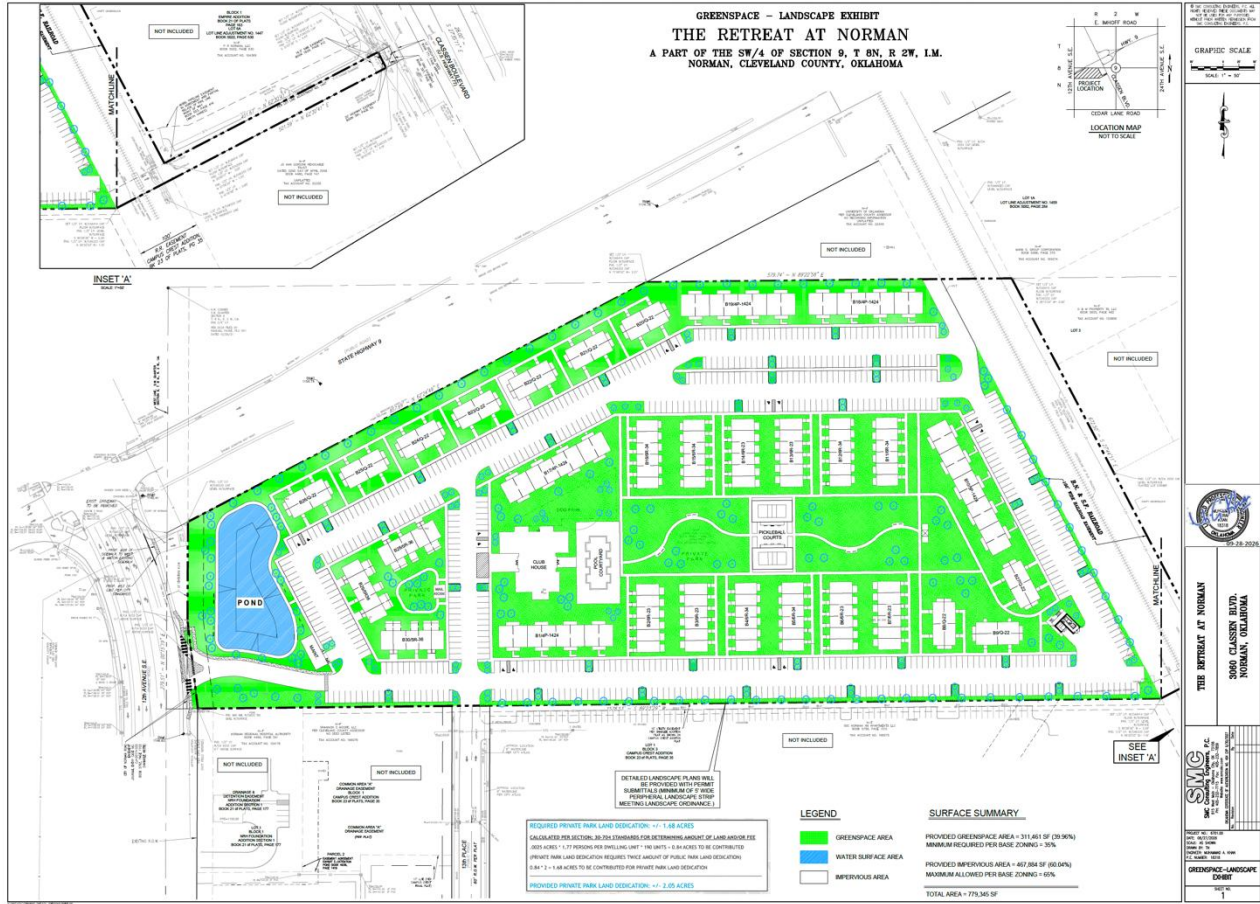
EXHIBIT C

Allowable Uses

- Apartment buildings
- Accessory buildings related to the maintenance and operation of the Property
- Leasing offices, pool areas, dog parks, sports courts, walking trails, fitness stations, outdoor grill areas, and similar recreational amenities for the residents of the development

EXHIBIT E

Green Space Exhibit Full Size Documents Submitted to City Staff



Applicant: LCD Acquisitions, LLC

Project Location: 3060 Classen Blvd

Case Number: PD 26-24

Time: 6:00 P.M.

Applicant Representative:

Libby Smith
Sean Rieger
Matthew Welborn

Attendees:

John Proctor
Erica Bird

City Staff:

Logan Gray, Planner II
Beth Muckala, Assistant City Attorney III
Landon Gum, Subdivision Development Coordinator

Application Summary:

LCD Acquisitions requests an amendment to the AIM Norman Comprehensive Land Use Plan, a rezoning from A-2, Rural Agricultural District, to PUD, Planned Unit Development, and a preliminary plat, to allow for a multifamily residential development.

Neighbors' Comments/Concerns/Responses:

One of the neighboring property owners expressed his support for the project.

File Attachments for Item:

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-5: A PRELIMINARY PLAT FOR THE RETREAT AT NORMAN, A PLANNED UNIT DEVELOPMENT. (3060 CLASSEN BLVD; WARD 7)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: LCD Acquisitions, LLC

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-5: A PRELIMINARY PLAT FOR THE RETREAT AT NORMAN, A PLANNED UNIT DEVELOPMENT. (3060 CLASSEN BLVD; WARD 7)

LOCATION: Located at the southeast corner of State Highway No. 9 and 12th Avenue S.E.

INFORMATION:

1. Owner. Neva Ray Madole
2. Developer. LCD, Acquisitions, LLC
3. Engineer. SMC Consulting Engineers, P.C.

HISTORY:

1. October 21, 1961. City Council adopted Ordinance No. 1318 annexing this property into the Norman Corporate City Limits without rezoning.
2. December 19, 1961. Planning Commission, on a vote of 8-0, recommended to the City Council that this property be placed in A-2, Rural Agricultural District.
3. January 23, 1962. City Council adopted Ordinance No. 1339 placing this property in A-2, Rural Agricultural District.
4. October 1, 2026. The Norman Board of Commissioners is scheduled to consider the preliminary plat for The Retreat at Norman, a Planned Unit Development. Results of that consideration will be presented separately.

5. October 8, 2026. The applicant has made a request to place this property into the PUD, Planned Unit Development District and remove it from A-2, Rural Agricultural District.

IMPROVEMENT PROGRAM:

1. Fire Hydrants. Fire hydrants will be installed in accordance with approved plans. Their locations will be reviewed by the Fire Department.
2. Permanent Markers. Permanent markers will be installed prior to filing of the final plat.
3. Sanitary Sewers. Sanitary sewer mains will be constructed in accordance with approved plans and City and Environmental Quality Standards.
4. Sidewalks. Sidewalk is existing.
5. Storm Sewers. Stormwater runoff will be conveyed to proposed privately-maintained detention facility.
6. Streets. Twelfth Avenue S.E. is existing.
7. Water Mains. Water mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards. There is an existing 12-inch (12") water main adjacent to 12th Avenue SE.

PUBLIC DEDICATIONS:

1. Easements. All required easements will be dedicated to the City on the final plat.
2. Rights-of-Way. All street rights-of-way will be dedicated to the City on the final plat.

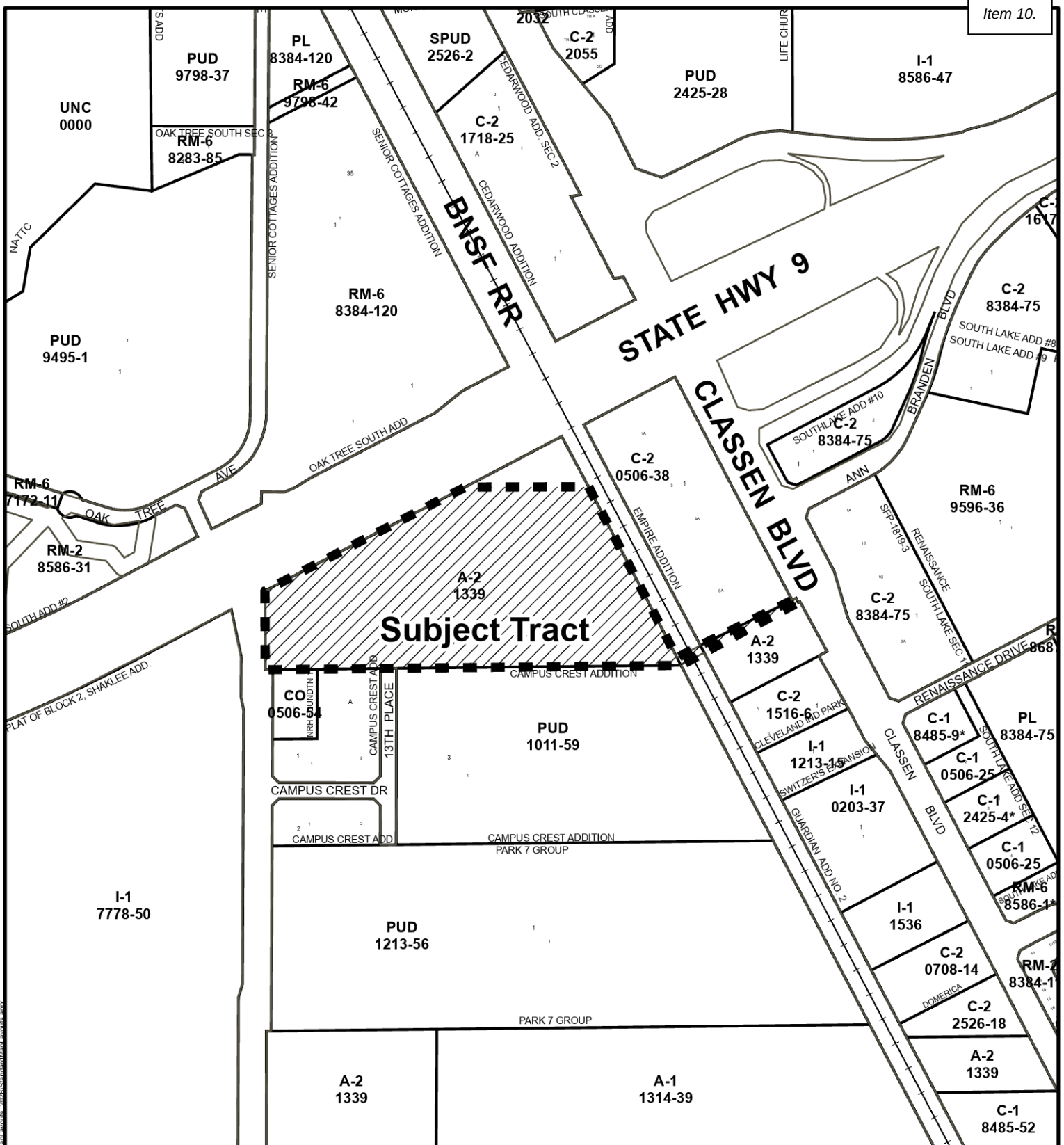
SUPPLEMENTAL MATERIAL: Copies of a location map, preliminary plat and preliminary site development plan are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: The property consists of 19.8 acres and one lot. The proposal is an apartment project. There is an existing plugged well on the property and the required setback has been placed around the well. There is a parcel of property located in the northeast corner that is not under this ownership and not part of this preliminary plat. Cross access to the property has been provided including public sanitary sewer and water improvements. The property is shown to be owned by the University of Oklahoma. There is a panhandle piece of property that extends across the railroad tracks to Classen Boulevard. The developer has no plans to utilize the railroad crossing due to the cost of bringing it up to the required BNSF

standards. Staff recommends approval of the preliminary plat for The Retreat at Norman, a Planned Unit Development.

ACTION NEEDED: Recommend approval or disapproval of the preliminary plat for The Retreat at Norman, a Planned Unit Development to City Council.

ACTION TAKEN: _____



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.

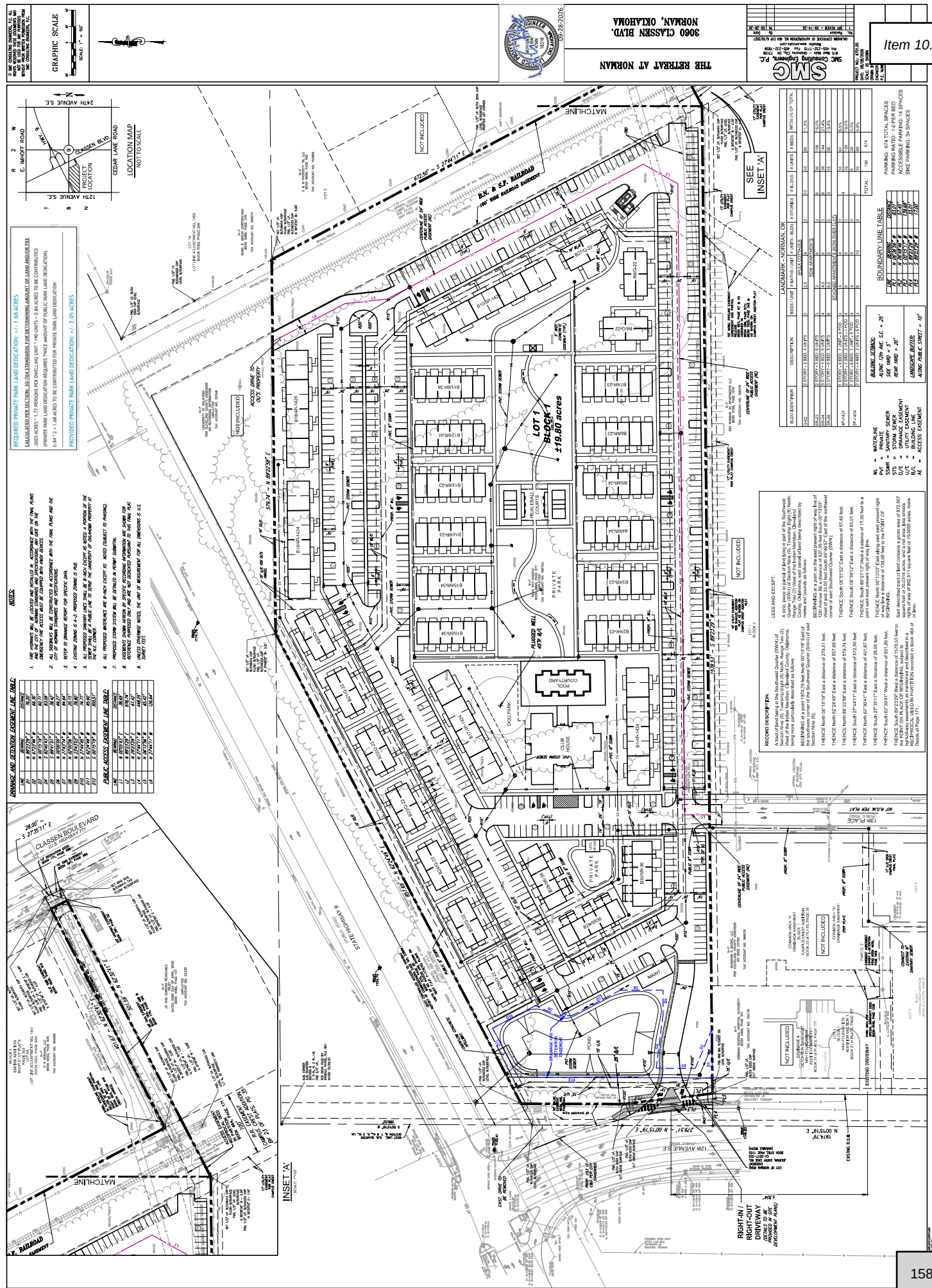


September 3, 2026

0 250 500 Ft.



Subject Tract





CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: September 16, 2026

CONDUCTED BY: David R. Riesland, P.E.
City Transportation Engineer

PROJECT NAME: The Retreat at Norman

PROJECT TYPE: Residential

Owner:

Neva Ray Madole

Developer's Engineer:

SMC

Developer's Traffic Engineer:

TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

The areas surrounding this site are industrial across 12th Avenue SE and residential to the south of the on the same side of 12th Avenue SE. Cedar Lane Road and State Highway 9 are the main east/west roadways. US Highway 77 and 12th Avenue SE are the main north/south roadways.

ALLOWABLE ACCESS:

The access will be in accordance with Section 4018 of the City's Engineering Design Criteria. The proposed access to 12th Avenue SE will be constructed to allow only right-turn entering and right-turn exiting traffic.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

Cedar Lane Road: 4 lanes (existing and future). Speed Limit—40 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. Grass median.

12th Avenue SE: 4 lanes (existing and future north of Cedar Lane Road). Speed Limit—50 mph. No sight distance problems. No medians.

US Highway 77: 5 lanes (existing and future). Speed Limit—55 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ✓

NO

Proposed access for the development complies with what is allowed in the subdivision regulations. The proposed access to 12th Avenue SE will be constructed to allow only right-turn entering and right-turn exiting traffic.

TRIP GENERATION

	Total	In	Out
Weekday	2,676	1,338	1,338
A.M. Peak Hour	108	29	79
P.M. Peak Hour	209	109	100

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ✓

NO

The proposed 190 multi-family residential units containing a total of 674 bedrooms in this addition are expected to generate approximately 2,676 trips per day, 108 AM peak hour trips, and 209 PM peak hour trips. Being well above the minimum threshold for requiring a traffic impact study (100 peak hour trips is the minimum threshold), a traffic study was prepared and submitted by Traffic Engineering Consultants, Inc. Traffic capacities on 12th Avenue SE, Cedar Lane Road, and State Highway 9 exceed the demand for existing and proposed trips because of this development. Although some improvements are recommended, no negative traffic impacts are anticipated. Access is proposed by way of 13th Place as well as a direct connection to 12th Avenue SE. The connection to 12th Avenue SE was shown to be problematic in the traffic study that was submitted. As such, the developer agreed to modify the access approach to 12th Avenue SE to allow only right-turn entering traffic and right-turn exiting traffic.

RECOMMENDATION: APPROVAL ✓ DENIAL N/A STIPULATIONS

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The development proposed with this addition was analyzed as part of a traffic impact study revision prepared for the Cedar Lane Addition Preliminary Plat. This study identified traffic impact fees for improvements to the Cedar Lane Road intersection with Classen Boulevard, the 12th Avenue SE intersection with State Highway 9, and for several intersections along Classen Boulevard on either side of Cedar Lane Road. Based upon the trip generation potential of this Addition, the fees to be collected with the filing of the Final Plat are \$919.77 (for Cedar Lane Road and Classen Boulevard intersection), \$2,739.24 (for the 12th Avenue SE and State Highway 9 intersection), and \$5,250 (for various Classen Boulevard intersections) for a total of \$8,909.01.

Applicant: LCD Acquisitions, LLC

Project Location: 3060 Classen Blvd

Case Number: PD 26-24

Time: 6:00 P.M.

Applicant Representative:

Libby Smith
Sean Rieger
Matthew Welborn

Attendees:

John Proctor
Erica Bird

City Staff:

Logan Gray, Planner II
Beth Muckala, Assistant City Attorney III
Landon Gum, Subdivision Development Coordinator

Application Summary:

LCD Acquisitions requests an amendment to the AIM Norman Comprehensive Land Use Plan, a rezoning from A-2, Rural Agricultural District, to PUD, Planned Unit Development, and a preliminary plat, to allow for a multifamily residential development.

Neighbors' Comments/Concerns/Responses:

One of the neighboring property owners expressed his support for the project.

File Attachments for Item:

11.

CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: 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 THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/08/2026

REQUESTER: RJR Investments, LLC

PRESENTER: Greyson Williams, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: 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 THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4)

APPLICANT/REPRESENTATIVE	RJR Investments, LLC/Mical Stephenson
LOCATION	328 E Robinson Street
WARD	4
CORE AREA	Yes

EXISTING ZONING	R-3, Multifamily Dwelling District, Porter Corridor Zoning Overlay District, Central Norman Zoning Overlay District
EXISTING LAND USE DESIGNATION	Mixed-Use
CHARACTER AREA	Core Neighborhood Area
PROPOSED ZONING	C-2, General Commercial District
PROPOSED LAND USE	No Change

SUMMARY:

The applicant, RJR Investments, LLC, is requesting to rezone the subject property from the R-3, Multifamily Dwelling District, to the C-2, General Commercial District. A preliminary plat request accompanies this request. The applicant proposes an AutoZone on the property.

EXISTING CONDITIONS:

SIZE OF SITE: 0.64 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	R-3	C-2 / C-1	C-3	R-3 / SPUD	R-3
Land Use	Mixed-Use	Mixed-Use	Mixed-Use	Mixed-Use	Urban Medium
Current Use	Vacant	Commercial	Commercial	Residential / Salvation Army	Residential

ZONING DESIGNATION**R-3, Multi-Family Dwelling District**

The R-3 district is designed to allow for higher densities of residential development. Bulk standards and development regulations in this district have been designed to promote compatibility with adjacent residential uses of lower densities.

LAND USE DESIGNATION**Mixed-Use**

See attached Mixed-Use Land Use Category document.

CHARACTER AREA DESIGNATION

Core Neighborhood Areas

See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK

Tull's Park is approximately 0.2 miles Northwest of the subject property and while there are sidewalks along E Robinson Street to N Peters Avenue, there are no sidewalks along W Dale Street to access the park.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-25 September 24, 2026

The applicant attended the Pre-Development meeting for this application on September 24, 2026. Please see the attached Pre-Development meeting report.

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 in 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

Any code items will be addressed during the building permit stage. For code 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

Please see attached report from Engineering regarding the associated preliminary plat request.

TRANSPORTATION ENGINEER

Please see attached report from the Transportation Engineer regarding the associated preliminary plat request.

PLANNING*

ZONING CODE CONSIDERATIONS

C-2, General Commercial District

This commercial district is intended for the conduct of personal and business services and the general retail business of the community. People living in the community and in the surrounding trade territory require direct and frequent access. Traffic generated by the uses will be primarily passenger vehicles and only those trucks and commercial vehicles required for stocking and delivery of retail goods.

The applicant requests to rezone approximately 0.64 acres from the R-3, Multifamily Dwelling District, to C-2, General Commercial District, to construct an automotive supply store. The intended use is an allowed use in the C-2 District.

The property also lies within the Porter Corridor Zoning Overlay District (PCZOD) and the Central Norman Zoning Overlay District (CNZOD). CNZOD is not applicable for the proposed commercial development. PCZOD requires design aspects such as buffer walls and landscaping with specific materiality, and intentional discreet parking lot design with focus on layout, landscaping, and lighting. While the subject property is within the commercial development line, it does not abut any residential properties so no extra buffering is required.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Character Area Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies, as it will improve the existing site design and connectivity of the area. It will also be constructed with high-quality materials with loading areas located to the east side of the proposed building.

Core Neighborhood Character Area Policies

The proposal is **consistent** with the Core Neighborhood policy of encouraging employment within the Core through infill and reinvestment. However, the proposal is **inconsistent** with other stated goals and policies of cultivating connectivity through pedestrian-centric environments and locating off-street parking in the rear of the lot. Despite these inconsistencies, the development's relatively small size may act as a transitional buffer between the more auto-centric developments to the north and east and the more pedestrian-centric areas to the south.

Mixed-Use (MX) Land Use Policies

The proposal is consistent with the following MX Land Use policies:

- **Site Design**
- **Utility Access**

The proposal is **consistent** with these Mixed-Use Land Use policies, as it strengthens the connectivity through increased sidewalk connectivity along N Crawford Ave. The proposed development will connect to existing utilities infrastructure.

The proposal is inconsistent with the following MX Land Use policies:

- **Building Types**
- **Transportation**
- **Public Space**

The proposal is **inconsistent** with these Mixed-Use Land Use policies, as it proposes a single-use, single-story structure and does not provide public spaces beyond required sidewalks. While parking is screened from the rights-of-way via landscaping, it is still a predominant feature of the site and does not contribute to a park-once environment.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

The proposal is in accordance with AIM Water and Wastewater Utility Master Plans.

SOLID WASTE MANAGEMENT

The proposal 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 site.

Wastewater Availability

Adequate capacity within the wastewater system exists to serve the site.

DISCUSSION:

The proposal is **consistent** with some of the policies of the AIM Norman Land Use Plan, as it proposes infill development and reinvestment into a currently vacant property while expanding pedestrian access along N Crawford Avenue, and utilizing existing public infrastructure. However, the proposal is **inconsistent** with other policies, as it features a building type and auto-centric design with minimal public space that is generally not supported by the Mixed-Use Land Use Category.

CONCLUSION:

Staff forwards this request for rezoning from R-3, Multifamily Dwelling District, to C-2, General Commercial District, and Ordinance O-2627-13 to the Planning Commission for consideration and recommendation to City Council.

Attachment:

328 E Robinson AutoZone AIM Documents

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

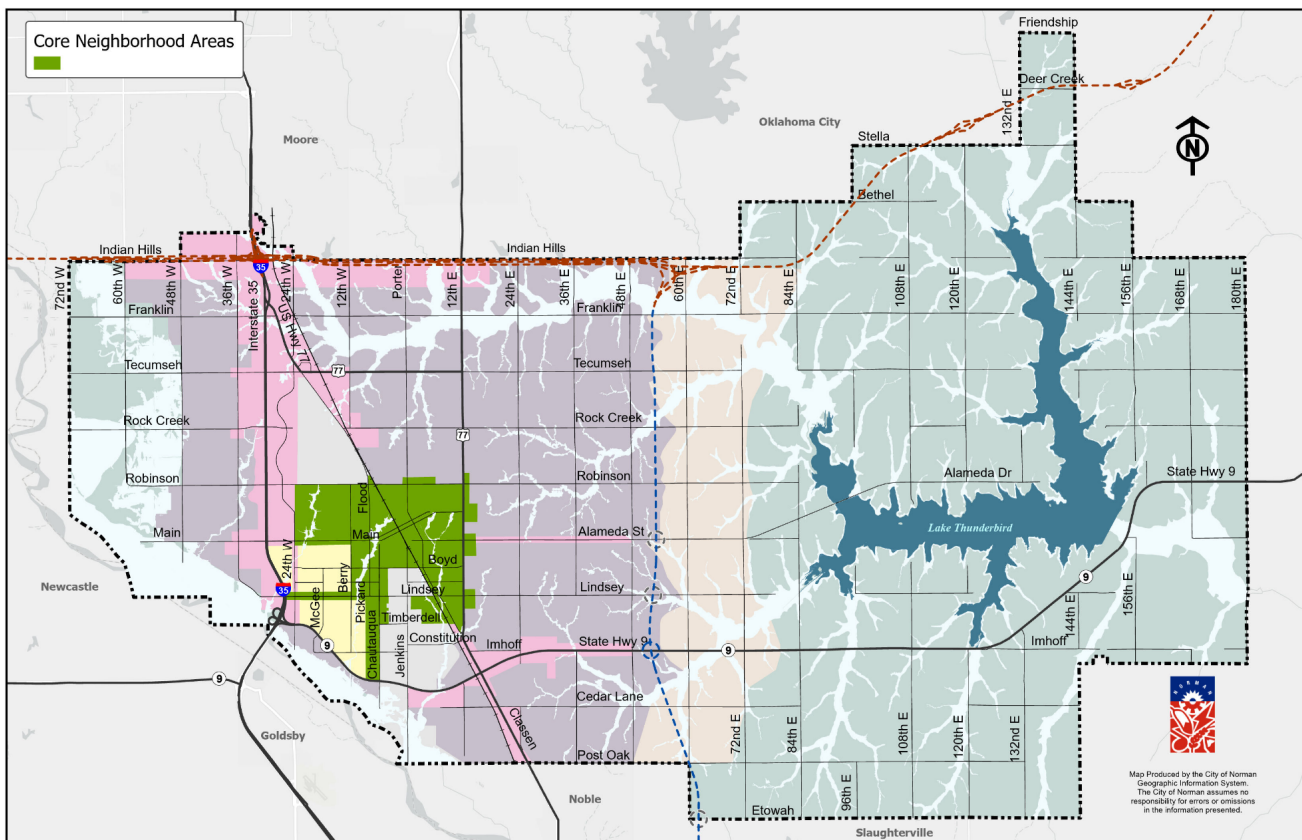
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's enjoyable 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.
- 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.*

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.

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

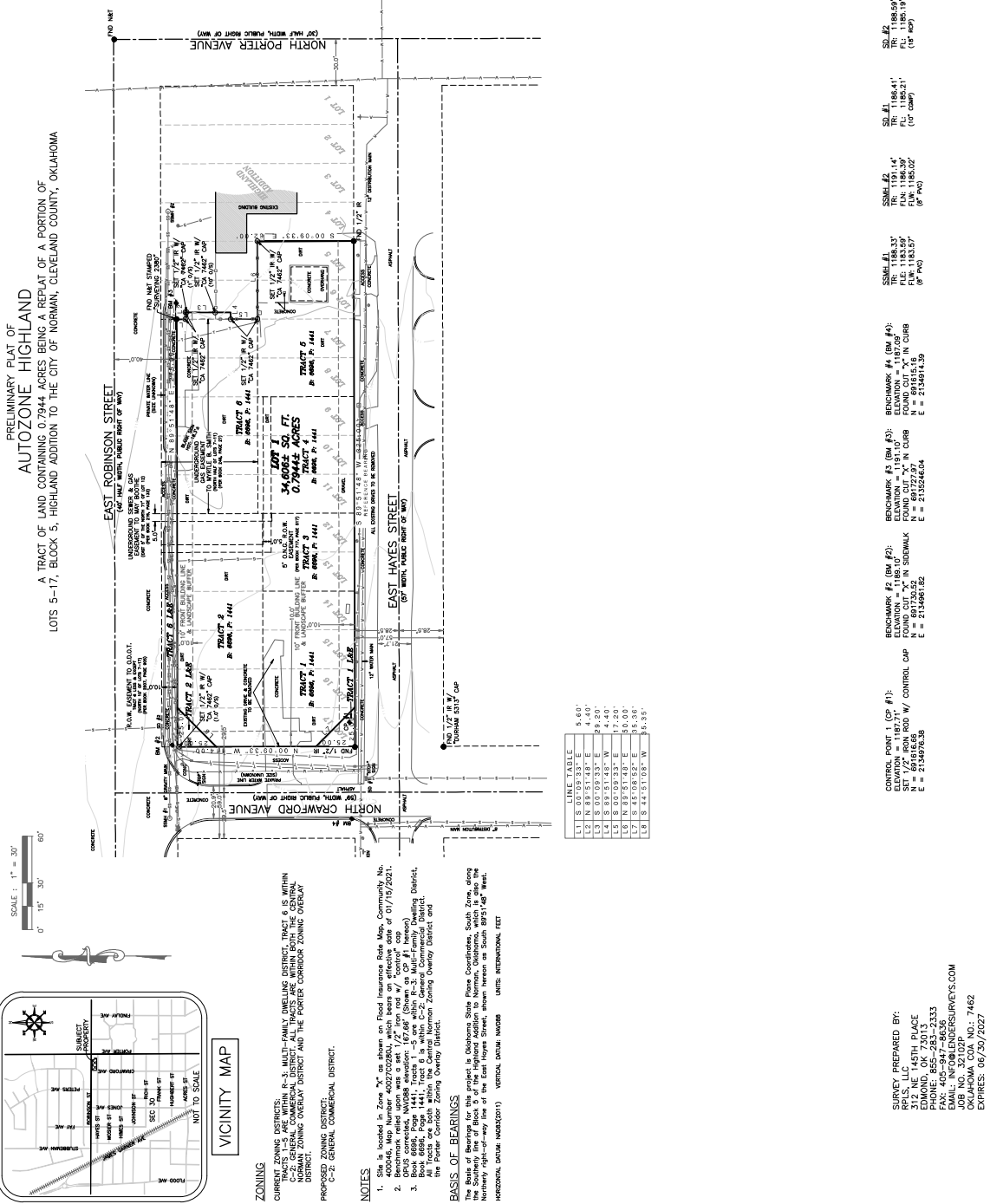
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Mixed-Use



Mixed-Use in West Village, Oklahoma City, OK







Applicant: RJR Investments LLC

Project Location: 328 E Robinson St

Case Number: PD 26-25

Time: 6:00 P.M.

Applicant Representative:
Adam Marsh

Attendees:
Victor Estudiante

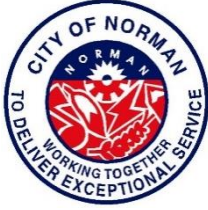
City Staff:
Greyson Williams, Planner II
Anais Starr, Planner II
Brandon Brooks, Development Engineer

Application Summary:
RJR Investments LLC is requesting to rezone the subject property to the C-2, General Commercial District. The request will incorporate the existing R-3, Multifamily Dwelling District, lots into the same zoning district as the neighboring C-2, General Commercial District, lot with the intention of development as one parcel

Neighbors' Comments/Concerns/Responses:
One of the neighboring property owners expressed his support for the project and asked questions about site lighting. Applicant Representative stated all site lighting will comply with necessary ordinances.

File Attachments for Item:

12. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-6: A PRELIMINARY PLAT FOR AUTOZONE HIGHLAND (A REPLAT OF A PART OR ALL OF LOTS 5 THROUGH 17, BLOCK 5). (328 E ROBINSON ST; WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/8/2026

REQUESTER: RJR Investments, LLC

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-6: A PRELIMINARY PLAT FOR AUTOZONE HIGHLAND (A REPLAT OF A PART OR ALL OF LOTS 5 THROUGH 17, BLOCK 5). (328 E ROBINSON ST; WARD 4)

LOCATION: Located at the southeast corner of East Robinson Street and Crawford Avenue.

INFORMATION:

1. Owners. RJR Investments, LLC.
2. Developer. AutoZone.
3. Engineer. Pape-Dawson.
4. Surveyor. Lender Surveys.

HISTORY:

1. April 2, 1903. The final plat for Highland Addition was filed of record with the Cleveland County Clerk.
2. May 20, 1913. City Council adopted Ordinance No. 209 annexing this property into the Norman Corporate City Limits.

3. July 13, 1954. City Council adopted Ordinance No. 884 placing this property in the R-3, Multi-Family District.
4. May 26, 1959. City Council adopted Ordinance No. 1138 placing a portion of this property in C-2, General Commercial District.
5. October 8, 2026. The applicant has made a request to place a portion of this property in the C-2, General Commercial District and remove it from R-3, Multi-Family Dwelling District.

IMPROVEMENT PROGRAM:

1. Fire Hydrants. A fire hydrant will be installed in accordance with approved plans and City standards. Its location has been approved by the Fire Department.
2. Sanitary Sewers. Sanitary sewer is existing.
3. Sidewalks. Sidewalks are existing adjacent to Robinson Street and Hayes Street. Any existing damaged sidewalk will be replaced. Sidewalks will be required to be installed adjacent to Crawford Avenue.
4. Storm Sewers. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. A privately underground detention facility will be installed for stormwater.
5. Streets. Robinson Street is existing. Crawford Avenue and Hayes Street will have street improvements to bring them up to City standards.
6. Water Mains. There is an existing water main adjacent to Hayes Street.

PUBLIC DEDICATIONS:

1. Easements. All required easements will be dedicated to the City on the final plat.

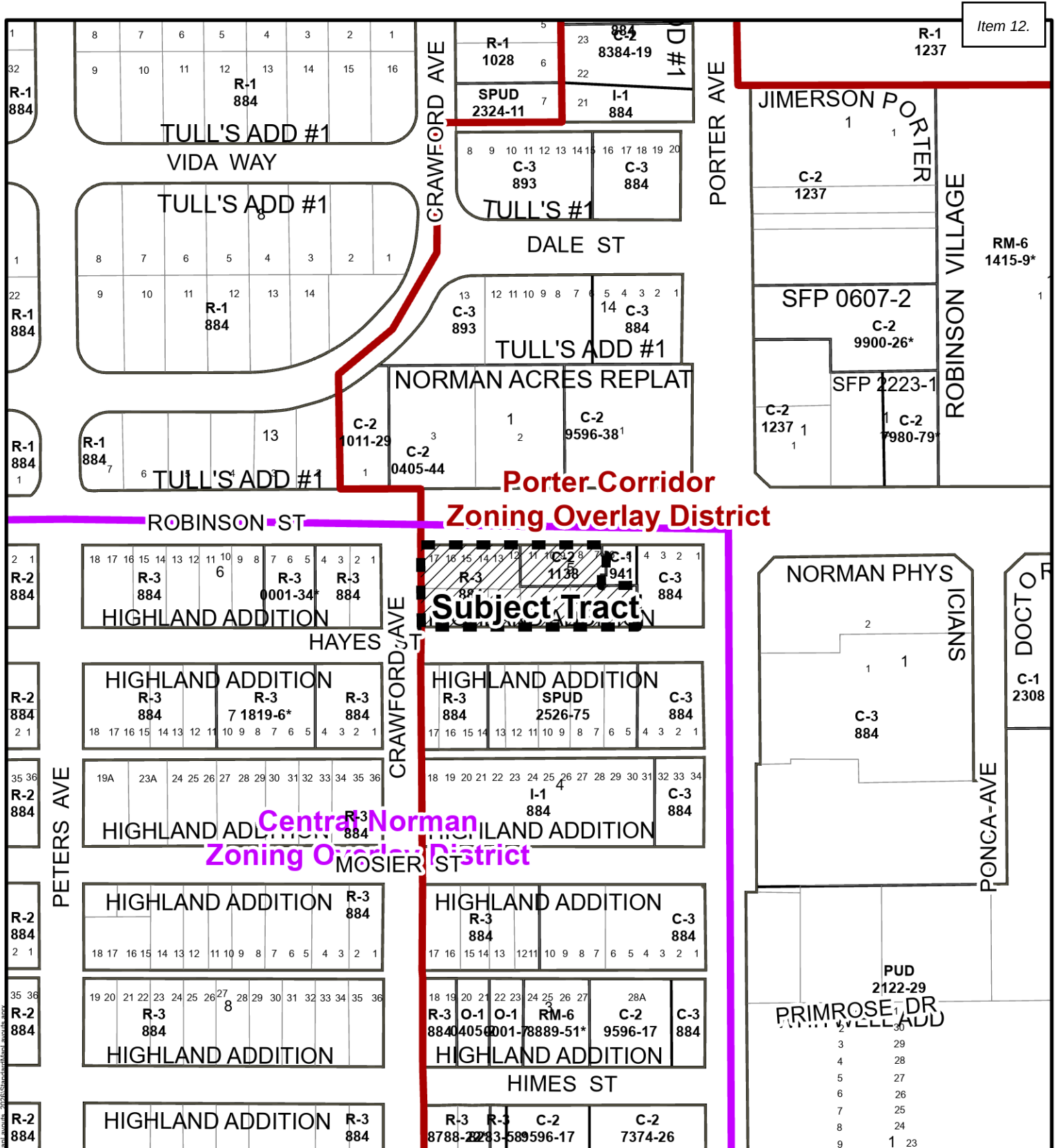
2. Rights-of-Way. All street rights-of-way have been dedicated to the City. Sight triangles will be dedicated with the final plat.

SUPPLEMENTAL MATERIAL: Copies of a location map, site plan and preliminary plat are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: This property consists of .7944 acres and one (1) lot. The project is an automotive parts store. Staff supports the preliminary plat for AutoZone Highland, a Replat of part or all of Lots 5 through 17, Block 5.

ACTION NEEDED: Recommend approval or disapproval of the preliminary plat for AutoZone Highland, a Replat of part or all of Lots 5 through 17, Block 5, Highland Addition to City Council.

ACTION TAKEN: _____



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.

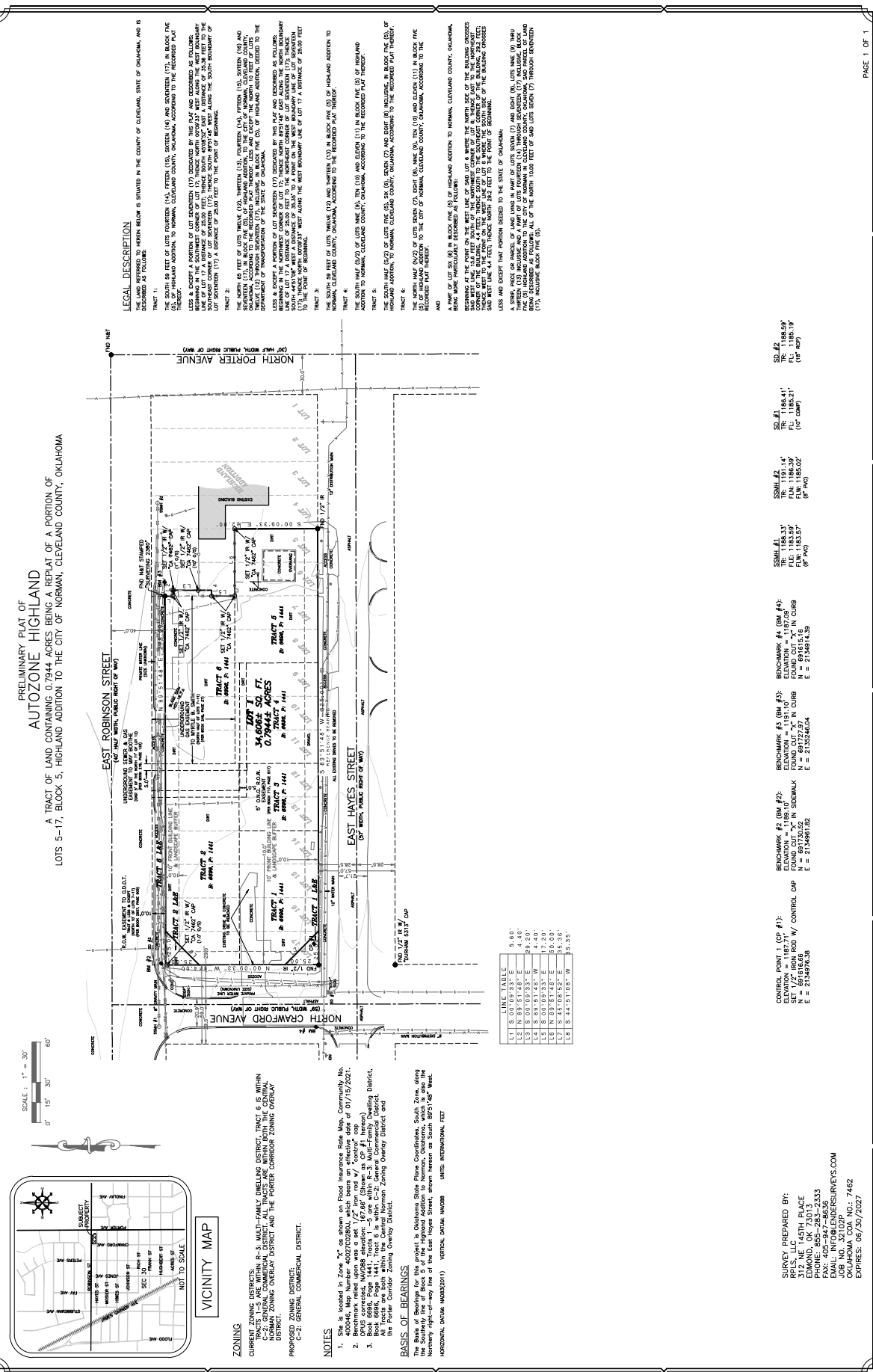


September 3, 2026

0 100 200 Ft.



Subject Tract



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CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: September 29, 2026

CONDUCTED BY: David R. Riesland, P.E.
City Transportation Engineer

PROJECT NAME: 328 E. Robinson AutoZone

PROJECT TYPE: Commercial

Owner:

RJR Investments, LLC

Developer's Engineer:

Pape-Dawson

Developer's Traffic Engineer:

Pape-Dawson

SURROUNDING ENVIRONMENT (Streets, Developments)

The areas surrounding this site are low density residential with some commercial and office to the east of the site closer to Porter Avenue. Robinson Street is the main east/west roadway. Porter Avenue is the main north/south roadway.

ALLOWABLE ACCESS:

The access points will be located on Robinson Street (one access) and Hayes Street (two access points). The connection to Robinson Street as well as the western connection to Hayes Street require Variance Requests for insufficient corner clearance. Both requests are supported by staff.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

Robinson Street: 4 lanes (existing and future). Speed Limit—35 mph. No sight distance problems. No medians.

Porter Avenue: 4 lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ✓

NO

The access points will be located on Robinson Street (one access) and Hayes Street (two access points). The connection to Robinson Street as well as the western connection to Hayes Street require Variance Requests for insufficient corner clearance. Both requests are supported by staff.

TRIP GENERATION

	Total	In	Out
Weekday	403	202	201
A.M. Peak Hour	19	10	9
P.M. Peak Hour	36	17	19

TRANSPORTATION IMPACT STUDY REQUIRED?

YES

NO ✓

The proposed 7,381 square foot automobile parts sales facility is proposed for location on the south side of Robinson Street between Porter Avenue and Crawford Avenue. The site will contain three points of access with one being along Robinson Street and the other two being along Hayes Street. The proposed development is expected to generate 19 AM peak hour trips, 36 PM peak hour trips, and 403 trips on an average weekday. Obviously, being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic impact memorandum was prepared for the application by Pape-Dawson. No traffic operational issues are anticipated due to the development.

RECOMMENDATION: APPROVAL ✓ DENIAL N/A STIPULATIONS

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Two of the site access points, the first nearest the Hayes Street intersection with Crawford Avenue and the second nearest the Robinson Street intersection with Porter Avenue, do not meet the requirements for corner clearance as outlined in the City's Engineering Design Criteria. Specifically, the Hayes Street access, or Driveway 3, does not meet the corner clearance requirement from the intersection of Crawford Avenue and Hayes Street. The requirement is 100, and the proposed site layout affords only 82 feet. A Request for Variance for violating this corner clearance requirement has been submitted to the Director of Public Works clearly explaining why the requirement cannot be met. This request is supported by staff. The location of Driveway 1 is directly opposite the existing driveway to McDonalds. This location, while supported by staff, does not meet the corner clearance requirement from the existing traffic signal at the Robinson Street intersection with Porter Avenue. A Request for Variance for violating this corner clearance requirement has been submitted to the Director of Public Works clearly explaining why the requirement cannot be met. This request is supported by staff.

Applicant: RJR Investments LLC

Project Location: 328 E Robinson St

Case Number: PD 26-25

Time: 6:00 P.M.

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Attendees:
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