

# CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069 Thursday, August 14, 2025 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 JULY 10, 2025.

#### **Preliminary Plats**

- 2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-4: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HERITAGE FINE HOMES INVESTMENTS, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES CENTRE SECTION 2, FOR 5.77 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST CORNER OF E. CEDAR LANE ROAD AND 24<sup>TH</sup> AVENUE S.E.
- 3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-5: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY JAMES AND JACKIE PALESANO (JOHNSON & ASSOCIATES) FOR 1508 SHADYBROOK DRIVE, FOR 9.76 ACRES OF PROPERTY LOCATED AT 1508 SHADYBROOK DRIVE.

#### **NON-CONSENT ITEMS**

#### North Flood Business Park Rezoning & Preliminary Plat

- 4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-4: 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 SOUTHWEST QUARTER (SW/4) OF SECTION 12, TOWNSHIP 9 NORTH (T9N), RANGE 3 WEST (R3W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-2, HEAVY INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NORTH OF W. TECUMSEH ROAD ON N. FLOOD AVENUE)
- 5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-3: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY POWER HOMES, LLC. (SMC CONSULTING ENGINEERS, PC.) FOR NORTH FLOOD BUSINESS PARK, A SIMPLE PLANNED UNIT DEVELOPMENT, FOR 3.65 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF W. TECUMSEH ROAD ON N. FLOOD AVENUE.

#### Cruise In Auto Spa West Special Use

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-8: 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 SPRING BROOK ADDITION 11 LT 1 BLK 1, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, AND TO GRANT SPECIAL USE FOR A BAR, LOUNGE, OR TAVERN; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3250 W. ROBINSON STREET)

#### St. James Park Rezoning & Preliminary Plat

- CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-5: 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 EAST HALF (E/2) OF SECTION NINE (9) AND THE WEST HALF OF SECTION TEN (10), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN BOULEVARD AND CEDAR LANE ROAD)
- 8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-6: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY ST. JAMES PARK, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES PARK ADDITION, A PLANNED UNIT DEVELOPMENT, FOR 95.08 ACRES OF PROPERTY GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN BOULEVARD AND CEDAR LANE ROAD.

#### **Coleraine Multifamily Rezoning & Preliminary Plat**

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-6: 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 SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1751 E. IMHOFF ROAD)

# The applicant has requested postponement to the September 11, 2025 Planning Commission meeting.

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-7: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY COLERAINE CAPITAL GROUP, INC. (CRAFTON TULL & ASSOCIATES, INC.) FOR 32.50 ACRES OF PROPERTY LOCATED AT 1751 E. IMHOFF ROAD.

The applicant has requested postponement to the September 11, 2025 Planning Commission meeting.

#### **Huettner Industrial Park Rezoning & Preliminary Plat**

- 11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-7: 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 NORTHEAST QUARTER (NE/4) OF SECTION TWO (2), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE I-1, LIGHT INDUSTRIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (5451 HUETTNER DRIVE)
- 12. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-8: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HIGH FLYER HOLDINGS, INC. (JOHNSON & ASSOCIATES, PC.) FOR HUETTNER INDUSTRIAL PARK, (A REPLAT OF LOT 2, BLOCK 1, VALUE PLACE ADDITION) FOR 6.18 ACRES OF PROPERTY LOCATED AT 5451 HUETTNER DRIVE.

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 JULY 10, 2025.





# CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069 Thursday, July 10, 2025 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, July 10, 2025 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.

Commissioner Bird called the meeting to order at 5:30 p.m.

#### **ROLL CALL**

PRESENT
Cameron Brewer
Steven McDaniel
Erica Bird
Jim Griffith
Kevan Parker

ABSENT Liz McKown Michael Jablonksi Doug McClure Maria Kindel

#### STAFF PRESENT

Jane Hudson, Planning and Community Development Director Lora Hoggatt, Planning Services Manager Justin Fish, Planner I Beth Muckala, Assistant City Attorney III David Riesland, Transportation Engineer Todd McLellan, Development Engineer Brenda Wolf, Operations Manager-Planning Whitney Kline, Admin Tech IV

#### **GUEST PRESENT**

Leslea Bennett-Webb, 3200 Regal Run Dr. 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.

#### <u>Minutes</u>

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

PLANNING COMMISSION MEETING MINUTES OF JUNE 12, 2025.

#### ITEMS SUBMITTED FOR THE RECORD

1. June 12, 2025 Planning Commission Regular Session Minutes

#### **Preliminary Plats**

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-1: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY KNS, LIMITED PARTNERSHIP (JOHNSON & ASSOCIATES, INC.) FOR MINICK MATERIALS ADDITION, FOR 4.32 ACRES OF PROPERTY LOCATED AT 6665 INTERSTATE DRIVE.

#### ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report
- 2. Location Map
- 3. Preliminary Plat
- 4. Civil Plans

**Motion** by Commissioner Brewer to approve the consent docket; **Second** by Commissioner Griffith.

The motion passed unanimously with a vote of 5-0.

#### NON-CONSENT ITEMS

#### Stoney Brook Dr. and N. Interstate Dr. Rezoning

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2425-39: 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 NORTHWEST QUARTER (NW/4) OF SECTION TWENTY-THREE (23), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE SAME IN THE SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (SOUTHWEST CORNER OF STONEY BROOK DR. AND N. INTERSTATE DR.)

#### ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report
- 2. Location Map
- 3. SPUD Narrative
- 4. Site Plan

#### **Staff Presentation**

Lora Hoggatt, Planning Services Manager, presented the staff report.

#### **Applicant Presentation**

David Box, representative of the applicant, explained the proposed project.

#### **Public Comments**

Leslea Bennett-Webb, 3200 Regal Run Drive, Norman, OK (protest)

#### **Planning Commission Discussion**

**Motion** by Commissioner McDaniel to recommend approval of Ordinance O-2425-39; **Second** by Commissioner Parker.

The motion passed unanimously with a vote of 5-0.

### 2880 & 2886 Classen Blvd. Rezoning, Preliminary Plat, and NORMAN 2025 Land User Plan Amendment

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2526-5: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN SO AS TO REMOVE PART OF THE WEST HALF (W/2) OF THE NORTHWEST QUARTER (NW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST AND LOT ONE (1), IN BLOCK ONE (1), OF MONROE ADDITION OF THE INDIAN MERIDIAN (I.M.), CLEVELAND COUNTY, OKLAHOMA, FROM THE COMMERCIAL DESIGNATION AND PLACE THE SAME IN THE MIXED USE DESIGNATION. (2880 & 2886 CLASSEN BLVD.)

## This item has been withdrawn as moot due to the adoption of the AIM Norman Comprehensive Land Use Planned on June 24, 2025.

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-2: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE WEST HALF (W/2) OF THE NORTHWEST QUARTER (NW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST AND LOT ONE (1), IN BLOCK ONE (1), OF MONROE ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE C-2, GENERAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (2880 & 2886 CLASSEN BLVD.)

#### ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report
- 2. Location Map
- 3. SPUD Narrative
- 4. Site Plan
- 5. Preliminary Plat
- 6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-2: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY P AND H HOLDINGS, LLC (CEDAR CREEK PLANNING ENGINEERING CONSULTING) FOR 2880 CLASSEN BLVD. ADDITION, A SIMPLE PLANNED UNIT DEVELOPMENT (INCLUDING A REPLAT OF MONROE ADDITION), FOR 2.75 ACRES OF PROPERTY LOCATED AT 2880 CLASSEN BOULEVARD.

#### ITEMS SUBMITTED FOR THE RECORD

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

#### **Staff Presentation**

Justin Fish, Planner I, presented the staff report.

#### **Applicant Presentation**

Sean Rieger, representative of the applicant, explained the proposed project.

#### **Public Comments**

There were no public comments.

### **Planning Commission Discussion**

Commissioner Griffith asked the proposed uses of the commercial buildings. Mr. Rieger explained the project included five (5) small commercial units in each building.

**Motion** by Commissioner Griffith to recommend approval of Ordinance O-2526-2 and PP-2526-2; **Second** by Commissioner Brewer.

The motion passed unanimously with a vote of 5-0.

### <u>Ironwood Hills PUD Rezoning, Preliminary Plat, and NORMAN 2025 Land Use Platendment</u>

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2425-120: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN SO AS TO REMOVE PART OF THE EAST HALF (E/2) OF THE NORTHWEST QUARTER (NW/4) OF SECTION 2, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN (I.M.), CLEVELAND COUNTY, OKLAHOMA, FROM THE VERY LOW DENSITY RESIDENTIAL DESIGNATION AND LOW DENSITY RESIDENTIAL DESIGNATION AND PLACE THE SAME IN THE LOW DENSITY RESIDENTIAL DESIGNATION AND FUTURE URBAN SERVICE AREA AND SUBURBAN RESIDENTIAL AREA AND PLACE THE SAME IN CURRENT URBAN SERVICE AREA. (SOUTH OF E. LINDSEY ST. BETWEEN 36<sup>TH</sup> AVENUE SE. AND 48<sup>TH</sup> AVENUE SE.)

## This item has been withdrawn as moot due to the adoption of the AIM Norman Comprehensive Land Use Plan on June 24, 2025.

8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2425-38: 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 EAST HALF (E/2) OF THE NORTHWEST QUARTER (NW/4) OF SECTION 2, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (SOUTH OF E. LINDSEY ST. BETWEEN 36<sup>TH</sup> AVENUE SE. AND 48<sup>TH</sup> AVENUE SE)

### The applicant requested postponement to the September 11, 2025 Planning Commission meeting.

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2425-12: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY PREMIUM LAND, LLC FOR IRONWOOD HILLS, A PLANNED UNIT DEVELOPMENT, FOR 77.97 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF E. LINDSEY ST. BETWEEN 36<sup>TH</sup> AVENUE SE. AND 48<sup>TH</sup> AVENUE SE.

### The applicant requested postponement to the September 11, 2025 Planning Commission meeting.

**Motion** by Commissioner Griffith to postpone Ordinance O-2425-38; and PP-2425-12 to the September 11, 2025 Planning Commission meeting; **Second** by Commissioner Parker.

The motion passed unanimously with a vote of 5-0.

#### Item 1.

#### MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

Lora Hoggatt, Planning Services Manager, informed the Commission the Request for Proposal (RFP) for the update to the Zoning Ordinance, Subdivision Regulations and Parking Study was released and available on the City of Norman website.

Commissioner Brewer asked if there were other upcoming projects. Ms. Hoggatt explained an Affordable Housing Action Plan and Pre-Approved Plan Book are the other two projects funded by the PRO Housing grant from HUD. These projects will come at a later date.

#### ADJOURNMENT

The meeting was adjourned at 5:51 p.m.		
Passed and approved this	_day of	2025.
Planning Commission Officer		

#### File Attachments for Item:

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-4: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HERITAGE FINE HOMES INVESTMENTS, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES CENTRE SECTION 2, FOR 5.77 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST CORNER OF E. CEDAR LANE ROAD AND 24<sup>TH</sup> AVENUE S.E.



# CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Heritage Fine Homes Investments, LLC and W.P.Land, LLC

**PRESENTER:** Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-4: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HERITAGE FINE HOMES INVESTMENTS, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES CENTRE SECTION 2, FOR 5.77 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST

CORNER OF E. CEDAR LANE ROAD AND 24<sup>TH</sup> AVENUE S.E.

**ITEM:** Consideration of a Preliminary Plat for **ST. JAMES CENTRE SECTION 2.** 

**LOCATION:** Located at the southwest corner of the intersection of Cedar Lane Road and 24<sup>th</sup> Avenue S.E.

#### INFORMATION:

- 1. Owners. Owners. Heritage Fine Homes Investments, L.L.C. and W.P. Land, L.L.C.
- 2. <u>Developers</u>. Heritage Fine Homes Investments, L.L.C. and W.P. Land L.L.C.
- 3. Engineer. Crafton Tull & Associates, Inc.

#### **HISTORY:**

- October 18, 1961. City Council adopted Ordinance No. 1312 annexing this property into the Norman Corporate City limits without zoning.
- 2. <u>December 19, 1961</u>. Planning Commission recommended to City Council that this property be placed in A-2, Rural Agricultural District.
- 3. <u>January 23, 1962</u>. City Council adopted Ordinance No. 1339 placing this property in A-2, Rural Agricultural District.
- 1. <u>June 20, 1967</u>. Planning Commission, on a vote of 8-0, recommended to City Council that a portion of this property be placed in I-1, Light Industrial District and removed from A-2, Rural Agricultural District and R-1, Single Family Dwelling District.

- 2. <u>September 12, 1967</u>. City Council adopted Ordinance No. 1986 placing a portion of this property in I-1, Light Industrial District and removing it from A-2, Rural Agricultural District and R-1, Single Family Dwelling District.
- 3. <u>February 6, 1968</u>. Planning Commission, on a vote of 9-0, recommended to City Council that a portion of this property be placed in I-1, Light Industrial District and removed from A-2, Rural Agricultural District.
- February 27, 1968. City Council adopted Ordinance No. 2033 placing a portion of this property in I-1, Light Industrial District and removing it from A-2, Rural Agricultural District.

#### **HISTORY (CONT'D):**

- 5. <u>December 14, 1984</u>. Planning Commission approved the preliminary plat for South Lake Industrial Park Addition.
- 6. <u>December 14, 1989</u>. The preliminary plat for South Lake Industrial Park Addition became null and void.
- 7. May 8, 2014. The Planning Commission, on a vote of 6-0, postponed a request to amend the NORMAN 2025 Land Use and Transportation Plan from Low Density Residential Designation to Commercial Designation for a portion of the property, and from Mixed Use/Special Planning Area 7 and Future Urban Service Area to Commercial Designation and Current Urban Service Area for a portion of the property.
- 8. May 8, 2014. Planning Commission, on a vote of 6-0, postponed a request to place this property in C-2, General Commercial District and remove it from I-1, Light Industrial District at the request of the attorney for the applicant.
- 9. May 8, 2014. Planning Commission, on a vote of 6-0, postponed the preliminary plat for St. James Centre Addition, at the request of the attorney for the applicant.
- 10. June 12, 2014. Planning Commission, on a vote of 6-0, recommended to City Council amending the NORMAN 2025 Land Use and Transportation Plan from Low Density Residential Designation to Commercial Designation for a portion of the property and from Mixed Use/Special Planning Area 7 and Future Urban Service Area to Commercial Designation and Current Urban Service Area for a portion of the property.
- 11. <u>June 12, 2014.</u> Planning Commission, on a vote of 6-0, recommended to City Council placing this property in C-2, General Commercial District and removing it from I-1, Light Industrial District.
- 12. <u>June 12, 2014</u>. Planning Commission, on a vote of 6-0, recommended to City Council that the preliminary plat for St. James Centre Addition be approved.

- 13. <u>July 22, 2014</u>. City Council postponed Resolution No. R-1314-123 at the request of the applicant.
- 14. <u>July 22, 2014</u>. City Council postponed Ordinance No. O-1314-50 at the request of the applicant.
- 15. <u>July 22, 2014</u>. City Council postponed the preliminary plat for St. James Centre Addition at the request of the applicant.

#### **HISTORY (CONT'D):**

- 16. <u>August12, 2014</u>. City Council amended the NORMAN Land Use and Transportation Plan from Low Density Residential Designation to Commercial Designation for a portion of the property and from Mixed Use/Special Planning Area 7 and Future Urban Service Area to Commercial Designation and Current Urban Service Area for a portion of the property.
- 17. <u>August 12, 2014</u>. City Council adopted Ordinance No. O-1314-50 placing this property in C-2, General Commercial District and removing it from I-1, Light Industrial District.
- 18. <u>August 12, 2014</u>. City Council approved the preliminary plat for St. James Centre Addition.
- 19. <u>August 11, 2021</u>. The City of Norman Development Committee approved the preliminary plat for St. James Centre Addition.

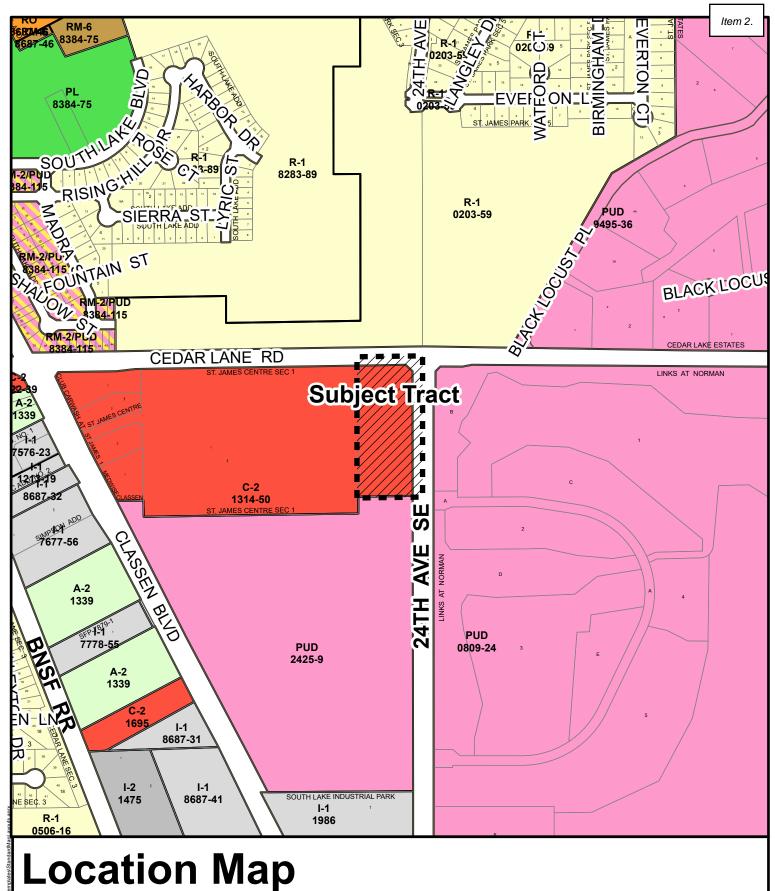
#### **IMPROVEMENT PROGRAM:**

- 1. <u>Fire Hydrants</u>. Fire hydrants will be installed in accordance with approved plans. Their locations will be reviewed by the Norman Fire Department.
- 2. <u>Permanent Markers</u>. Permanent markers will be installed prior to filing of the final plat.
- Sanitary Sewers. Sanitary sewer improvements will be constructed in accordance with approved plans and City and State Department of Environmental Quality standards.
- 4. <u>Sidewalks</u>. There are existing sidewalks adjacent to Cedar Land Road. The developer will construct sidewalks adjacent to a portion of 24<sup>th</sup> Avenue S.E.
- 5. <u>Storm Sewers</u>. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. The internal storm sewers will be privately maintained. Privately maintained detention facility will be constructed for the conveyance of storm water.

- 6. <u>Streets.</u> Cedar Lane Road is existing. A portion of 24<sup>th</sup> Avenue S.E. has been constructed. The remainder of 24<sup>th</sup> Avenue S.E. will be constructed with final platting.
- 7. <u>Water Mains.</u> There are existing twelve-inch (12") water mains adjacent to Cedar Lane Road and 24<sup>th</sup> Avenue S.E.

#### **PUBLIC DEDICATIONS:**

- 1. <u>Easements</u>. All required easements are dedicated to the City with final platting.
- 2. Rights-of-Way. Street rights-of-way will be dedicated to the City with final platting.
- **SUPPLEMENTAL MATERIAL**: Copies of a location map, preliminary plat and site plan are included in the Agenda Book.
- **STAFF COMMENTS AND RECOMMENDATION**: The owners are proposing commercial retail on four (4) proposed lots. The property consists of 5.77 acres. Staff recommends approval of the preliminary plat for St. James Centre Section 2.
- **ACTION NEEDED**: Recommend approval or disapproval of the preliminary plat for St. James Centre Section 2 to City Council.



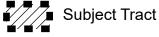


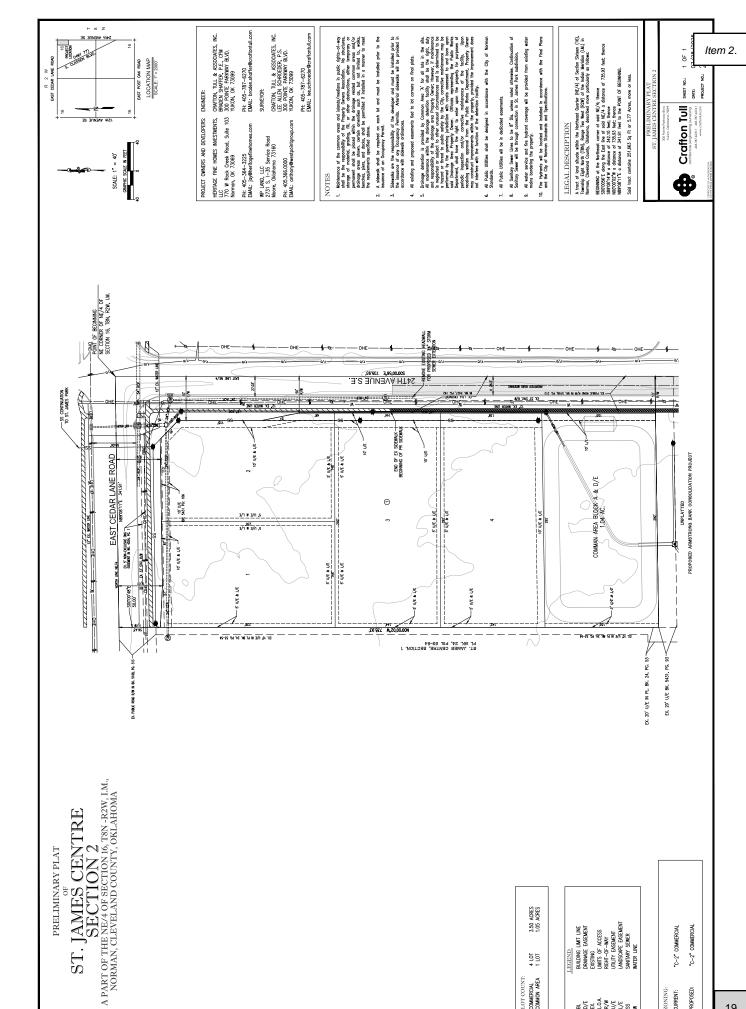
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



July 8, 2025

250 500 Ft.





"C-2" COMMERCIAL "C-2" COMMERCIAL

ZONING: CURRENT: PROPOSED:

4 LOT 1 LOT

COMMERCIAL COMMON AREA LOT COUNT:

#### PRELIMINARY DEVELOPMENT PLAN ST. JAMES CENTRE SECTION 2 A PART OF THE NE/4 OF SECTION 16, T8N, R2W, I.M. NORMAN, CLEVELAND COUNTY, OKLAHOMA LOCATION MAP 24TH AVENUE S.E. EAST LINE NE/4 - CONTINUATION ST. JAMES PARK ROAD COMMAN AREA BLOCK A & D/E CEDAR I EAST LOT 3 SCALE: 1"=20" S00°00'48"E 50.00' 5' U/E & L/E N001001021W 735.931 EX. 10' U/E N PL 8X. 24, PG. 53-54 D. IO JA B R. R. R. R. R. R. C. S. WAL-MART REAL ESTATE BUSINESS 20.33 AC. ST. JAMES CENTRE, SECTION. 1 PL BK. 24, Pg. 63-64 FROM THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORMED HIGHWAY SAND STREETS"; 2990: SINGLE UNIT TRUCK DESIGN VEHICLE PROJECT OWNERS AND DEVELOPERS: ENGINEER: SANITATION TRUCK TURNING RADIUS HERITAGE FINE HOMES INVESTMENTS, CRAFTON, TULL & ASSOCIATES, INC. BRADEN SHAFFER, P.E., CFM 770 W Rock Creek Road, Suite 103 300-POINTE PARKWAY BLVD. Norman, OK 73069 YUKON, OK 73099 SCALE: 1" = 30" PH: 405-364-3225 PH: 405-787-6270 EMAIL: braden.shaffer@craftontull.com EMAIL: igv@heritagefinehomes.com PRELIMINARY DEVELOPMENT PLAN ST. JAMES CENTRE SECTION 2 WP LAND, LLC 2731 S. I-35 Service Road Moore, Oklahoma 73160 SURVEYOR: PROJECT DATA: CRAFTON, TULL & ASSOCIATES, INC. LEE ALLEN SCHROEDER, P.S. 300 POINTE PARKWAY BLVD. YUKON, OK 73099 COMMERCIAL LOTS ACRES COMMERCIAL ACRES COMMON AREA PH: 405.366.0000 EMAIL: anthony@westpointgroup.com 3.51 1.04 Crafton Tull SHEET NO.: 1 OF 1 07/28/2025 DATE: PH: 405-787-6270 EMAIL: lee.schroeder@craftontull.com ACRES TOTAL 4.55 PROJECT NO.: 25602700

#### File Attachments for Item:

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-5: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY JAMES AND JACKIE PALESANO (JOHNSON & ASSOCIATES) FOR 1508 SHADYBROOK DRIVE, FOR 9.76 ACRES OF PROPERTY LOCATED AT 1508 SHADYBROOK DRIVE.



# CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** James and Jackie Palesano (Johnson and Associates)

**PRESENTER:** Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-5: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY JAMES AND JACKIE PALESANO (JOHNSON & ASSOCIATES) FOR 1508 SHADYBROOK DRIVE, FOR 9.76 ACRES OF PROPERTY LOCATED AT

1508 SHADYBROOK DRIVE.

ITEM: Consideration of a preliminary plat for <u>1508 SHADYBROOK DRIVE</u> (A REPLAT OF LOTS 5,6 &7, BLOCK 2, INDIAN SPRINGS ESTATES).

**LOCATION:** Located at 1508 Shadybrook Brook Drive. (Approximately ¼ mile east of 12<sup>th</sup> Avenue S.E. and ¼ mile north of Post Oak Road).

#### **INFORMATION:**

- 1. Owners. James and Jackie Palesano.
- 2. Developer. James and Jackie Palesano.
- 3. Engineer. Johnson and Associates.

#### **HISTORY:**

- 1. October 21, 1961. City Council adopted Ordinance No. 1318 annexing this property into the corporate city limits.
- 2. <u>January 23, 1962</u>. City Council adopted Ordinance No. 1339 placing this property into the A-2, Rural Agricultural District.
- 3. <u>January 14, 1971</u>. Planning Commission, on a vote of 8-0, recommended to City Council that this property be placed in the RE, Residential Estates District and moved from A-2, Rural Agricultural District.

- 4. <u>January 14, 1971.</u> Planning Commission, on a vote of 8-0, approved the preliminary plat for Indian Springs Estates.
- February 2, 1971. City Council adopted Ordinance No. 2369 placing this property in the RE, Residential Estates District and removing it from A-2, Rural Agricultural District.
- 6. <u>May 20, 1971.</u> Planning Commission, on a vote of 7-0, recommended to City Council the final plat for Indian Springs Estates be approved.

#### **HISTORY (CON'T):**

- 7. <u>June 29, 1971.</u> City Council approved the final plat for Indian Springs Estates.
- 8. <u>July 16, 1971.</u> The final plat for Indian Springs Estates was filed of record with the Cleveland County Clerk.

#### **IMPROVEMENT PROGRAM:**

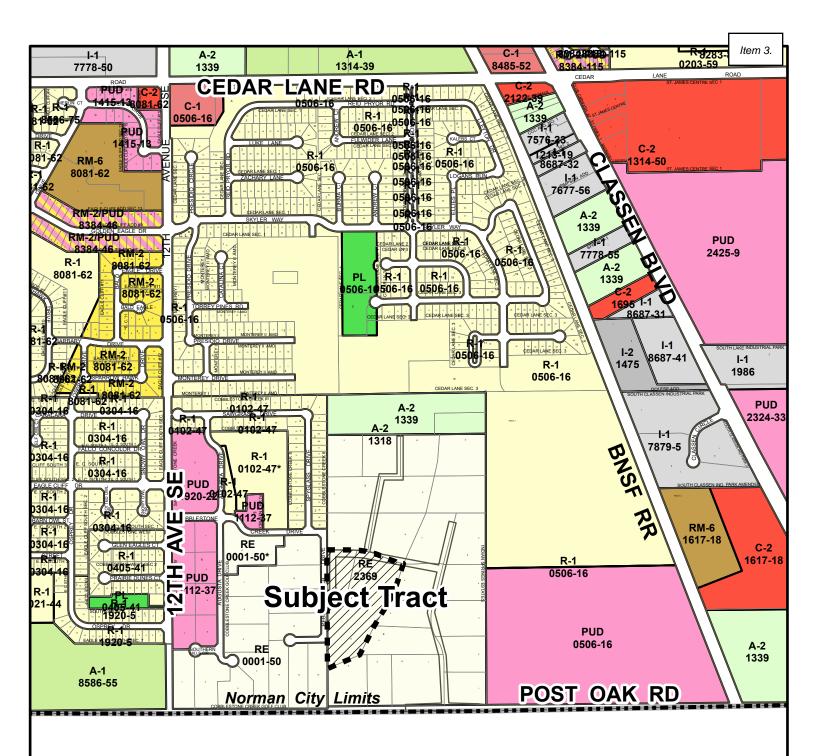
- 1. <u>Permanent Markers</u>. Permanent markers will be installed prior to filing of the final plat.
- 2. <u>Sanitary Sewers</u>. There are existing private sanitary systems on Lots 1 and 2. An individual septic system for Lot 3 will be installed in accordance with City and Oklahoma Department of Environmental Quality standards
- 3. <u>Water</u>. There are existing water wells serving Lots 1 and 2. An individual water well will be installed for Lot 3 in accordance with City and Oklahoma Department of Environmental Quality standards.

#### **PUBLIC DEDICATIONS:**

- 1. Easements. All required easements will be dedicated to the City on the final plat.
- 2. Rights-of-Way. Street right-of-way and private road easement are existing.
- **SUPPLEMENTAL MATERIAL:** Copies of a location map and preliminary plat are included in the Agenda Book.
- **STAFF COMMENTS AND RECOMMENDATION:** The owner is rearranging the configuration of the lots. As a result, he intends to build on the vacant Lot 3. Staff recommends approval of the preliminary plat for 1508 Shadybrook Drive, a Replat of Lots 5, 6 and 7, Block 2, Indian Springs Estates.
- **ACTION NEEDED:** Recommend approval or disapproval of the preliminary plat for 1508 Shadybrook Drive, a Replat of Lots 5, 6 and 7, Block 2, Indian Springs Estates to City Council.

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ACTION TAKEN:



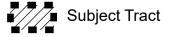
# **Location Map**

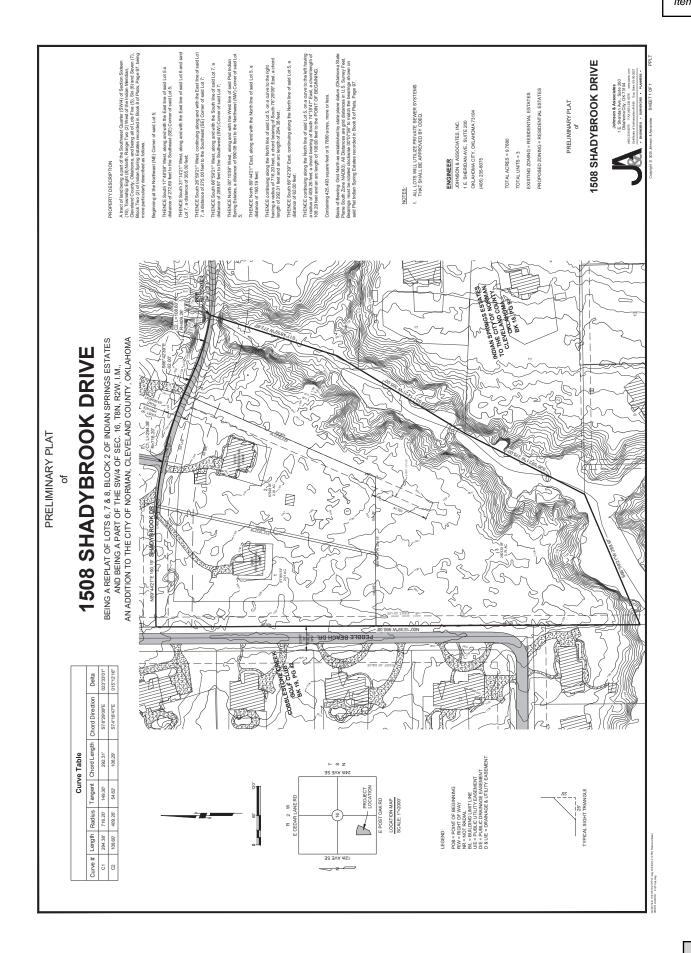


W E

July 8, 2025







#### File Attachments for Item:

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-4: 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 SOUTHWEST QUARTER (SW/4) OF SECTION 12, TOWNSHIP 9 NORTH (T9N), RANGE 3 WEST (R3W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-2, HEAVY INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NORTH OF W. TECUMSEH ROAD ON N. FLOOD AVENUE)



# CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Power Homes, LLC

**PRESENTER:** Justin Fish, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-4: 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 SOUTHWEST QUARTER (SW/4) OF SECTION 12, TOWNSHIP 9 NORTH (T9N), RANGE 3 WEST (R3W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-2, HEAVY INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NORTH OF W.

TECUMSEH ROAD ON N. FLOOD AVENUE)

APPLICANT/REPRESENTATIVE Power Homes, LLC

**LOCATION** Located north of W. Tecumseh Road on N.

Flood Avenue

WARD 8

CORE AREA No

**EXISTING ZONING** A-2, Rural Agricultural District and I-2, Heavy

**Industrial District** 

EXISTING LAND USE Job Center

PROPOSED ZONING SPUD, Simple Planned Unit Development

**District** 

PROPOSED LAND USE No Change

**REQUESTED ACTION**A-2, Rural Agricultural District, and I-2,

Heavy Industrial District, to a SPUD, Simple

Planned Unit Development

**BACKGROUND:** The subject property covers approximately 2.75 acres of land. The applicant is requesting a rezoning from A-2, Rural Agricultural District, and I-2, Heavy Industrial District, to a SPUD, Simple Planned Unit Development. The property will be developed as a mixed-use development, featuring commercial and industrial uses. A complete list of allowable uses can be found within the attached SPUD Narrative as Exhibit C.

#### PROCEDURAL REQUIREMENTS:

#### PRE-DEVELOPMENT: PD25-12 April 24, 2025

Questions about the development centered on concerns about building materials. A neighboring property owner stated their PUD guidelines do not allow for metal buildings, and they hope this development won't either. Onsite drainage and Water Quality Protection Zones (WQPZ) were also discussed.

#### **BOARD OF PARKS COMMISSIONERS:**

This development does not include residential development and does not require a trail easement. As such, the development is not required to go before the Board of Parks Commissioners.

#### **ZONING ORDINANCE CITATION:**

#### 36-510 SPUD, SIMPLE PLANNED UNIT DEVELOPMENTS

1. General Description. The Simple Planned Unit Development referred to as SPUD, is a special zoning district that provides an alternate approach to the conventional land use controls and to a PUD, Planned Unit Development to maximize the unique physical features of a particular site and produce unique, creative, progressive, or quality land developments.

The SPUD may be used for particular tracts or parcels of land that are to be developed, according to a SPUD Narrative and a Development Plan Map and contains less than five (5) acres.

The SPUD is subject to review procedures by Planning Commission and adoption by City Council.

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

Encourage efficient, innovative use of land in the placement and/or clustering of buildings in a development and protect the health, safety and welfare of the community.

Contribute to the revitalization and/or redevelopment of areas where decline of any type has occurred. Promote infill development that is compatible and harmonious with adjacent uses and would otherwise not be an area that could physically be redeveloped under conventional zoning.

Maintain consistency with the City's Zoning Ordinance, and other applicable plans, policies, standards and regulations on record.

Approval of a zone change to a SPUD adopts the Master Plan prepared by the applicant and reviewed as a part of the application. The SPUD establishes new and specific requirements for the amount and type of land use, residential densities, if appropriate, development regulations and location of specific elements of the development, such as open space and screening.

**STAFF ANALYSIS:** The development site is vacant; there is an abandoned building located on the tract to the south and a single-family dwelling located on a tract to the north. The proposed development will be like the recent developments seen in the surrounding area. The proposed development will bring in a larger volume of traffic than the subject property currently generates because the site is vacant.

The following information is outlined in the SPUD Narrative:

**USE:** The property will be developed as a mixed-use development, featuring a variety of uses including commercial and industrial uses. A complete list of the allowable uses can be found within the attached SPUD Narrative as Exhibit C.

**AREA REGULATIONS:** Buildings within this development will not have a required front, side, or rear setback. However, no building may encroach upon any public easements or rights-of-way.

**TRAFFIC ACCESS, CIRCULATION, PARKING AND SIDEWALKS:** One access point from 24<sup>th</sup> Court NW is proposed; this leads to an interior private drive providing access to each building. Parking will be provided as shown on the Site Development Plan found in the SPUD Narrative as Exhibit B. Sidewalks will be provided along the public street.

**SIGNAGE:** All signage will be constructed in accordance with the City of Norman sign regulations, as amended from time to time, under Section 28-505, Commercial Zone Sign Standards.

**LIGHTING:** The Property shall comply with Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

**SANITATION/UTILITIES:** Trash dumpsters will be located as depicted on the Site Development Plan or in locations approved by City sanitation services.

**LANDSCAPING / FENCING/WALLS:** Landscaping will be installed in accordance with the City of Norman landscaping regulations as amended from time to time, under Section 36-551, Landscaping Requirements for Off-Street Parking Facilities. Fencing is not required but may be installed.

**SITE PLAN:** The Site Development Plan proposes six new buildings with parking provided internally. The site was designed in order to follow requirements for both a plugged oil well and the Water Quality Protection Zone (WQPZ).

**EXTERIOR MATERIALS:** The exterior of the buildings within the development may be constructed of brick, stone, synthetic stone, wood, glass, high impact quality stucco or EIFS, masonry, metal accents, and/or metal exteriors with aggregate, sandblasted or textured coating finish. The applicant may file restrictive covenants against the property to more narrowly tailor architectural review within the development.

**OPEN SPACE:** A minimum of 20 percent (20%) of the Property will be preserved as open space. These areas of open space are depicted on the Green Space Site Plan found in the SPUD Narrative as Exhibit E

**HEIGHT:** The SPUD Narrative states there are no height limits for buildings in the development.

#### **ALTERNATIVES/ISSUES:**

**IMPACTS**: The SPUD Narrative proposes a mix of commercial and industrial uses that will be housed in six large buildings. The uses proposed in this SPUD align with other developments in the surrounding area. Engineered drainage solutions were required of the applicant because a large portion of the development site is located within the WQPZ.

#### OTHER AGENCY COMMENTS:

#### FIRE DEPARTMENT AND BUILDING PERMIT REVIEW:

Items regarding fire hydrants and fire/building codes will be considered at the building permit stage.

#### **ENGINEERING:**

Please see attached report from Engineering regarding the preliminary plat.

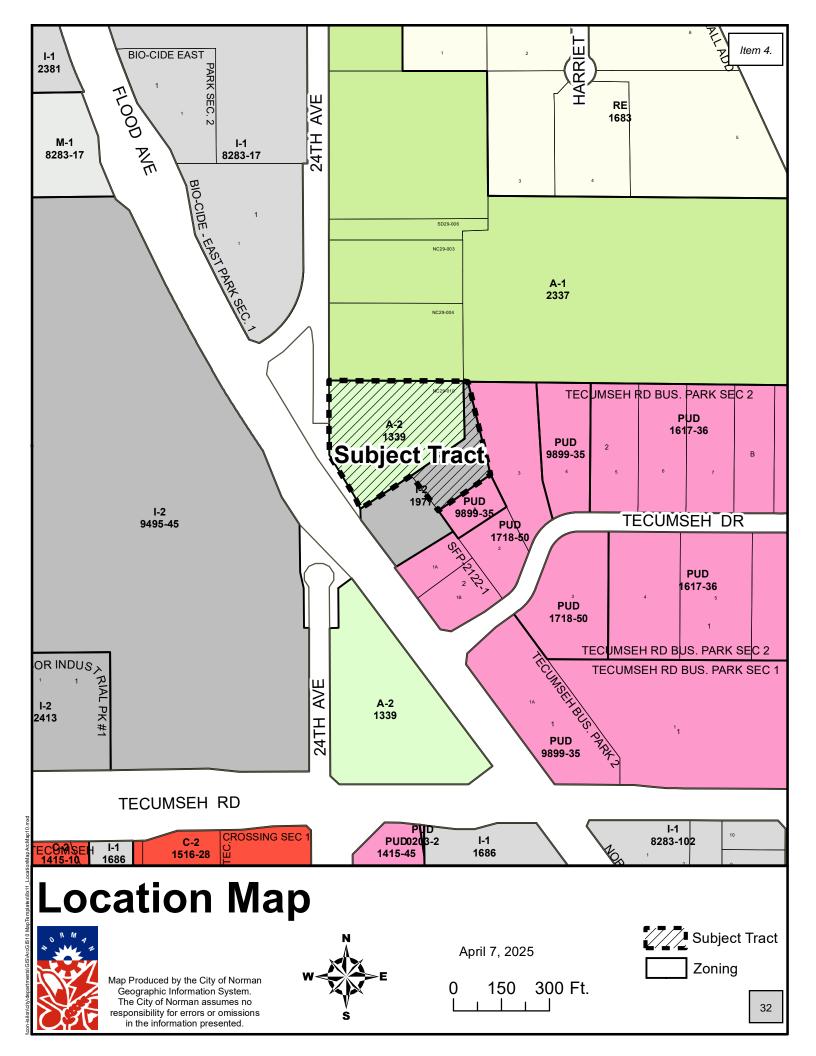
#### TRANSPORTATION ENGINEER:

Please see attached report from the Transportation Engineer.

#### **UTILITIES:**

At building permit stage, turning movements showing sanitation truck ingress/egress will be necessary to determine if slight orientation modifications would be required.

**CONCLUSION:** Staff forwards this request for rezoning from A-2, Rural Agricultural District, and I-2, Heavy Industrial District, to a SPUD, Simple Planned Unit Development, and Ordinance O-2526-4, to the Planning Commission for consideration and recommendation to City Council.



### NORTH FLOOD BUSINESS PARK

# A SIMPLE PLANNED UNIT DEVELOPMENT NORMAN, OKLAHOMA

#### **APPLICANT:**

**POWER HOMES, LLC** 

#### APPLICATION FOR:

SIMPLE PLANNED UNIT DEVELOPMENT PRELIMINARY PLAT

Submitted June 2, 2025 Revised August 11, 2025

#### PREPARED BY:

RIEGER SADLER JOYCE LLC 136 Thompson Drive Norman, Oklahoma 73069

#### TABLE OF CONTENTS

#### I. INTRODUCTION

#### II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

- A. Location
- B. Existing Land Use and Zoning
- C. Elevation and Topography
- D. Drainage
- E. Utility Services
- F. Fire Protection Services
- G. Traffic Circulation and Access

#### III. DEVELOPMENT PLAN AND DESIGN CONCEPT

- A. Uses Permitted
- B. Area Regulations
- C. Additional Development Criteria

#### **EXHIBITS**

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

#### I. <u>INTRODUCTION</u>

Power Homes, LLC (the "Applicant") intends to rezone and preliminary plat the property that is more particularly described on <u>Exhibit A</u> (the "Property") to a Simple Planned Unit Development ("SPUD") in order to facilitate the development of a business park featuring commercial and industrial uses compatible with the neighboring properties. The Property contains approximately 3.65 acres and a conceptual site plan of the proposed development has been attached hereto as **Exhibit B**.

#### II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

#### A. Location

The Property is generally located north of West Tecumseh Road on North Flood Avenue, as is more particularly shown on the attached exhibits.

#### B. Existing Land Use and Zoning

The Property is undeveloped and is currently zoned A-2, Rural Agricultural, and I-2, Heavy Industrial. This request seeks to rezone the Property to a Simple Planned Unit Development.

#### C. Elevation and Topography

The Property contains elevations ranging from approximately 1145 to 1155. The Property is generally flat with gradual elevation change from the South to the North.

#### D. Drainage

The Applicant proposes stormwater and drainage management systems that will meet or exceed the City's applicable ordinances and regulations. A portion of the site is within the Lake Thunderbird Watershed Stream Planning Corridor therefore Water Quality Protection Zone (WQPZ) is required. Stormwater and drainage on the Property will be managed through engineered solutions including bio retention ponds. A drainage report will be provided to City Staff as part of the Preliminary Plat application.

#### 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, ordinances, and/or regulations.

#### **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 compliance with the Preliminary Site Development Plan, attached hereto as **Exhibit B**, subject to final design development and the changes allowed by Section 36-510 of the City of Norman's SPUD 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:

A complete list of the allowable uses for the Property is attached as **Exhibit C**.

#### **B. Area Regulations:**

**Building Setback:** There shall be no front, side, and rear yard building setbacks. Buildings may not encroach upon public easements, private easements, or rights-of-way.

**Height:** There shall be no height limit for any building or structure in the Property.

#### C. Additional Development Criteria:

#### 1. Exterior Materials

The exterior of the buildings constructed within the Property may be constructed of brick, stone, synthetic stone, wood, glass, high impact quality stucco or EIFS, masonry, metal accents, metal exteriors with aggregate, sandblasted or textured coating finish, and any combination thereof. The Applicant may file restrictive covenants against the Property to more narrowly tailor architectural review within the development.

#### 2. Sanitation

Trash dumpster will be located as depicted on the conceptual Site Development Plan or in locations as modified or approved by City sanitation services.

#### 3. Signage

All signs shall comply with the commercial sign standards of the City of Norman Sign Code, and as thereafter amended.

#### 4. Traffic access and circulation

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

#### 5. Open Space

The areas initially planned as green space are depicted on the conceptual greenspace exhibit attached hereto as **Exhibit E**. The current layout shows approximately 1.98 acres of greenspace. A minimum of 20% of the Property will be used as open space.

#### 6. Parking

Parking for the Property may be developed in compliance with the parking layout shown on the Site Development Plan, subject to final design development and the changes allowed under Section 36-510 of the City of Norman's SPUD Ordinance, as amended from time to time. The Property shall comply with Norman's applicable parking ordinances, as amended from time to time.

#### 7. Landscaping and Fencing

Landscaping shall be installed and maintained in order to meet or exceed the City of Norman's applicable landscaping requirements. Fencing, such as, by way of example and not limitation, wrought iron, stockade wood, composite, and other fencing types, is permissible but is not required within the Property. The Applicant may file restrictive covenants against the Property to more narrowly tailor architectural review of fencing within the development. Fencing placement and height shall comply with applicable City ordinances, as amended from time to time.

#### 8. Phasing

It is anticipated that the development of the Property will occur in multiple phases. Notwithstanding the foregoing, the actual timing, sequence, and number of future phases will be determined by market demand and absorption.

#### 9. Sidewalks

All sidewalks will be constructed in accordance with final development plans and the City of Norman's applicable standards and specifications.

#### 10. Lighting

All exterior lighting shall be installed in conformance with any applicable City of Norman Commercial Outdoor Lighting Standards, as such may be amended from time to time.

#### **EXHIBIT A**

#### Legal Description of the Property

A tract of land lying in the Southwest Quarter (SW/4) of Section 12, Township 9 North (T9N), Range 3 West (R3W) of the Indian Meridian (I.M.), Norman, Cleveland County, Oklahoma, and being more particularly described as follows:

COMMENCING at the Northwest corner of the Southwest Quarter (SW/4) of the SW/4; THENCE South 89°14'14" East along the North line of said SW/4 a distance of 33.00 feet to the POINT OF BEGINNING;

THENCE continuing South 89°14'14" East along said North line a distance of 421.60 feet;

THENCE South 14°26'36" East a distance of 292.12 feet;

THENCE South 52°56'45" West a distance of 205.00 feet;

THENCE North 35°19'26" West a distance of 129.80 feet;

THENCE South 58°21'10" West a distance of 187.15 feet;

THENCE North 15°25'26" West a distance of 41.50 feet to a point on a non-tangent curve;

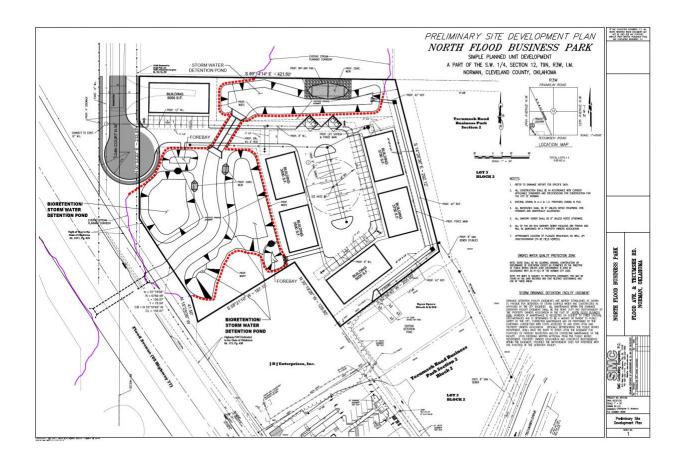
THENCE around a curve to the right having a radius of 6780.49 feet (said curve subtended by a chord which bears North 33°16'40" West, a distance of 156.07 feet) and an arc length of 156.07 feet;

THENCE North 00°03'20" East a distance of 233.83 feet to the POINT OF BEGINNING.

Said tract contains 3.65 acres, more or less.

### **EXHIBIT B**

### Preliminary Site Development Plan Full Size Documents Submitted to City Staff



### EXHIBIT C Allowable Uses

#### Allowable Commercial Uses:

- Art Gallery/Studio.
- Assembly Halls of non-profit corporations.
- Libraries.
- Museums.
- Music Conservatories.
- Office buildings and office uses.
- Trade schools and schools for vocational training.
- Churches and other places of worship.
- Short-term rentals.
- Antique shop.
- Appliance Store.
- Artist materials supply, or studio.
- Automobile parking lots.
- Automobile supply store.
- Baby shop.
- Bakery/Baked Goods store.
- Bank.
- Barber shop, or beauty parlor.
- Book or stationery store.
- Camera shop.
- Candy store.
- Catering establishment.
- Child Care / Day Care establishment.
- Clothing or apparel store.
- Coffee house or coffee shop.
- Commercial uses/shops/or services.
- Dairy products or ice cream store.
- Delicatessen store.
- Dress shop.
- Drug store or fountain.
- Dry Cleaning and Laundry Establishment.
- Dry goods store.
- Fabric or notion store.
- Florist/Flower Shop.
- Furniture Store.
- Gift Shop.

- Grocery or supermarket.
- Hardware store.
- Hotel or motel.
- Interior decorating store.
- Jewelry shop.
- Key shop.
- Leather Store and/or Leather Goods Store.
- Locksmith.
- Medical Marijuana Dispensary, as allowed by state law.
- Music, Radio, Electronics, Telephone, or Television Store.
- Outdoor Patio.
- Painting and decorating shop.
- Pet shop/or Small Animal Hospital.
- Pharmacy.
- Photographer's studio.
- Restaurant/Bar/Lounge/Tavern.
- Retail Shops or Stores.
- Retail spirits store/Liquor store.
- Spa or Similar Establishment.
- Smoke, Tobacco, Vape, or Similar Shop.
- Self-service laundry.
- Sewing machine sales.
- Sporting goods sales.
- Shoe store or repair shop.
- Sign Store/Printing Store.
- T-Shirt Printing or Similar Sales or Services.
- Tanning Spa or Tanning Establishment.
- Tailor shop.
- Theater (excluding drive-in theaters), Bowling Alley, Arcade, or Similar Establishments, including those that sell alcoholic beverages in compliance with state law.
- Tier I Medical Marijuana Processor, as allowed by state law.
- Tier II Medical Marijuana Processor, as allowed by state law.
- Toy store.

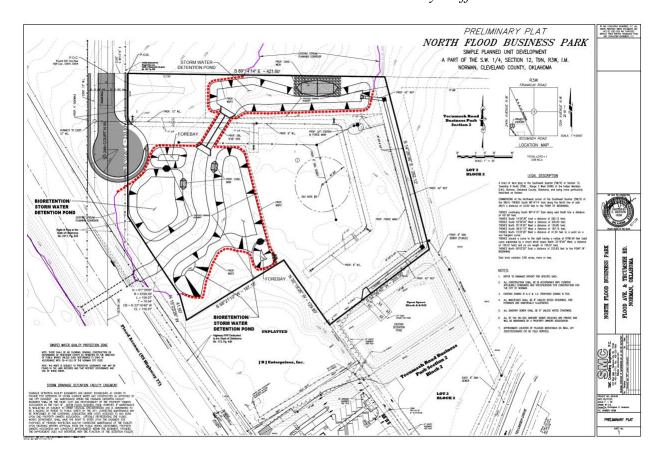
#### Allowable Industrial Uses:

- Self-Storage/Personal Storage.
- Warehouse buildings and warehouse uses.
- Automobile sales and service, but not including automobile or machinery wrecking establishments or junk yards.
- Boat sales and service.

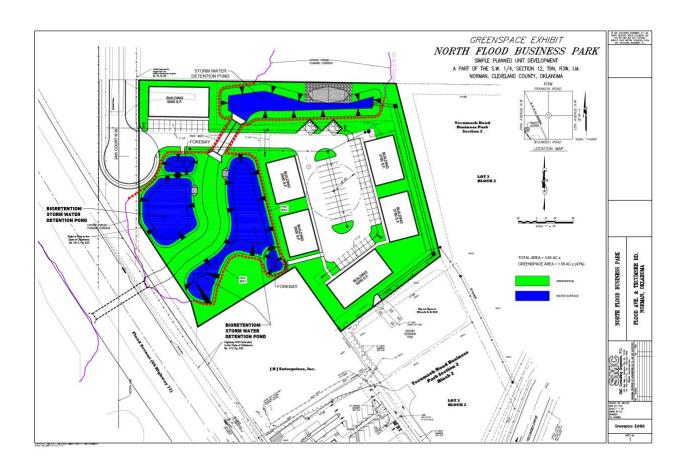
- Building materials sales yard, including the sale of rock, sand, gravel, and cement and the like as an incidental part of the main business. This shall not be construed as permitting a cement batch plant or transit mix plant.
- Contractor's equipment storage yard or yard for rental equipment of a type commonly used by contractors.
- Farm machinery or contractor's machinery storage yard.
- Mobile home and camper sales.
- Public utility service company yard or electric receiving or transforming station.
- Truck and farm implement sales and service.
- Truck terminal.
- Veterinary hospital.
- Kennel.
- Trade schools and schools for vocational training.
- Medical buildings and medical uses.

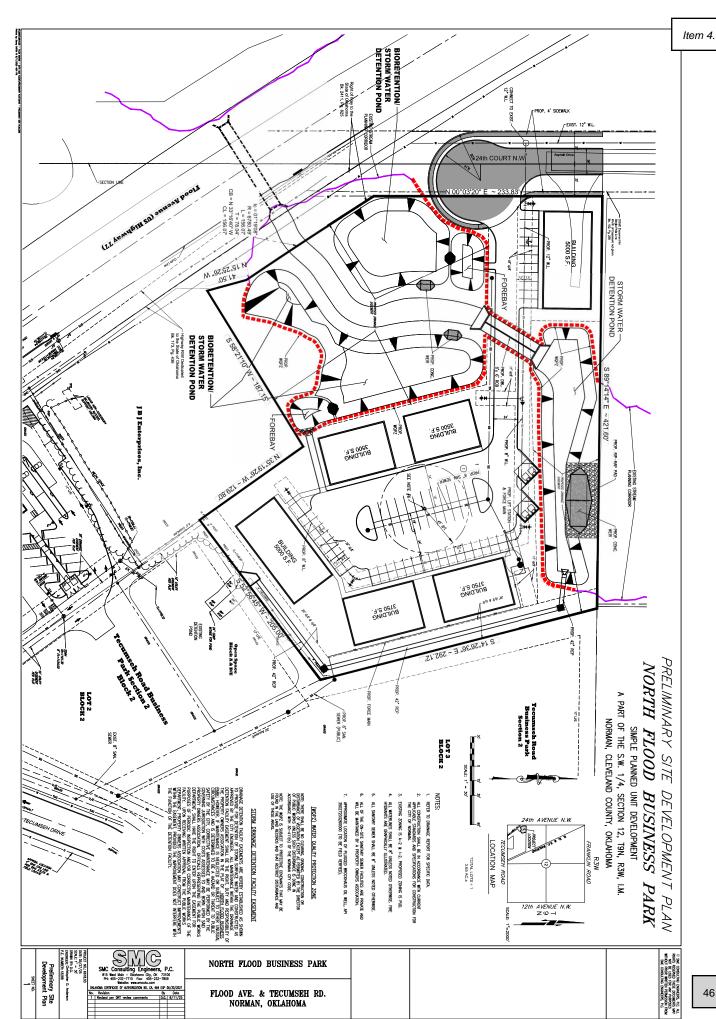
### **EXHIBIT D**

### Preliminary Plat Full Size Documents Submitted to City Staff



# EXHIBIT E Greenspace Plan Full Size Documents Submitted to City Staff







#### File Attachments for Item:

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-3: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY POWER HOMES, LLC. (SMC CONSULTING ENGINEERS, PC.) FOR NORTH FLOOD BUSINESS PARK, A SIMPLE PLANNED UNIT DEVELOPMENT, FOR 3.65 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF W. TECUMSEH ROAD ON N. FLOOD AVENUE.



### CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Power Homes, LLC (SMC Consulting Engineers, PC.)

**PRESENTER:** Ken Danner, Subdivision Development Manager

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-3: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY POWER HOMES, LLC. (SMC CONSULTING ENGINEERS, PC.) FOR NORTH FLOOD BUSINESS PARK, A SIMPLE PLANNED UNIT DEVELOPMENT, FOR 3.65 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF

W. TECUMSEH ROAD ON N. FLOOD AVENUE.

ITEM: Consideration of a Preliminary Plat for NORTH FLOOD BUSINESS PARK, A SIMPLE PLANNED UNIT DEVELOPMENT.

**LOCATION:** Generally located ¼ mile north of West Tecumseh Road and east of North Flood Avenue.

#### INFORMATION:

- 1. Owner. Power Homes, LLC.
- 2. <u>Developer</u>. Power Homes, LLC.
- 3. Engineer. SMC Consulting Engineers, PC.

#### **HISTORY:**

- 1. October 18, 1961. City Council adopted Ordinance No. 1312 annexing this property into the Norman Corporate City limits without zoning.
- 2. <u>December 19, 1961</u>. Planning Commission recommended to City Council that this property be placed in A-2, Rural Agricultural District.
- 3. <u>January 23, 1962</u>. City Council adopted Ordinance No. 1339 placing this property in A-2, Rural Agricultural District.

- 4.. <u>May 2, 1967.</u> Planning Commission recommend to City Council that a portion of this property be placed in I-2, Heavy Industrial District and removed from A-2, Rural Agricultural District.
- 5. <u>May 23, 1967</u>. City Council adopted Ordinance No. 1977 placing a portion of this property in I-2, Heavy Industrial District and removing it from A-2, Rural Agricultural District.
- August 14, 2025. The applicant has made a request to the Planning Commission placing this property in the that this property be placed in the SPUD, Simple Planned Unit Development and be removed from I-2, Heavy Industrial District and A-2, Rural Agricultural District.

#### **IMPROVEMENT PROGRAM:**

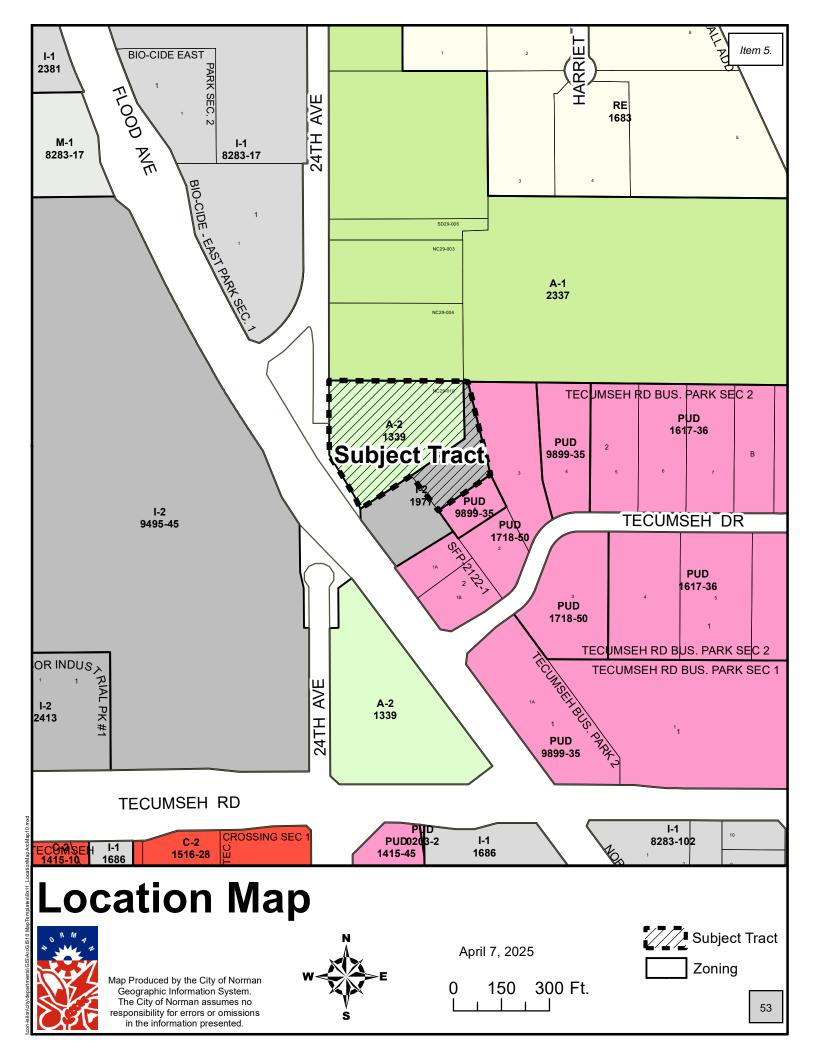
- 1. <u>Fire Protection</u>. Fire hydrants will be installed in accordance with approved plans. Their locations will be approved by the Fire Department.
- 2. <u>Permanent Markers</u>. Permanent markers will be installed prior to filing of a final plat.
- 3. <u>Sanitary Sewers</u>. A sanitary sewer main will be installed to serve the proposed lot in accordance with approved plans and City and Department of Environmental Quality standards.
- 4. Sidewalks. Sidewalks will be installed adjacent to the proposed cul-de-sac.
- 5. <u>Drainage</u>. There are existing drainage areas that will be improved and a new detention/retention pond installed to handle the stormwater runoff that will be generated by the new buildings and pavement in accordance with approved plans and city standards. Since this site is in the Lake Thunderbird watershed, dedicated Water Quality Protection Zone is required. Two (2) bioretention ponds will be installed for removal of pollutants and improve water quality in accordance with the WQPZ ordinance.
- 5. <u>Streets</u>. 24<sup>th</sup> Court N.W. will be constructed to City paving standards.
- 6. <u>Water Mains</u>. There is an existing 12" water main located adjacent to the proposed cul-de-sac. Interior water line will be installed to serve fire hydrants.

#### PUBLIC DEDICATIONS:

- 1. <u>Easements</u>. All required easements will be dedicated to the City with the final platting.
- 2. <u>Rights-of-Way.</u> Street right-of-way for is existing.

- 3. <u>WQPZ</u>. There is Water Quality Protection Zone on the property. Covenants will be required with final platting.
- **SUPPLEMENTAL MATERIAL:** Copies of a location map, preliminary site development plan and preliminary plat are included in the Agenda Book.
- **STAFF COMMENTS AND RECOMMENDATION:** The owner is proposing several businesses on a 3.65 acres and one lot. Staff recommends approval of the preliminary plat for North Flood Business Park, a Simple Planned Unit Development.
- **ACTION NEEDED:** Recommend approval or disapproval of the preliminary plat for North Flood Business Park, a Simple Planned Unit Development to City Council.

ACTION TAKEN:		
ACTION TAKEN:		



#### **City of Norman Predevelopment**

**April 24, 2025** 

**Applicant:** Power Homes, LLC

**Project Location:** North of W Tecumseh Road on N Flood Avenue

Case Number: PD25-12

**Time:** 5:30 PM

#### **Applicant/Representative:**

Rieger Sadler Joyce

#### **Attendees:**

**David Armstrong** 

#### **City Staff**

Destiny Andrews, Planner II Ken Danner, Subdivision Development Manager Beth Muckala, Assistant City Attorney

#### **Application Summary:**

Rezoning from A-2, Rural Agricultural District, to PUD, Planned Unit Development, with intentions to construct a six building business park.

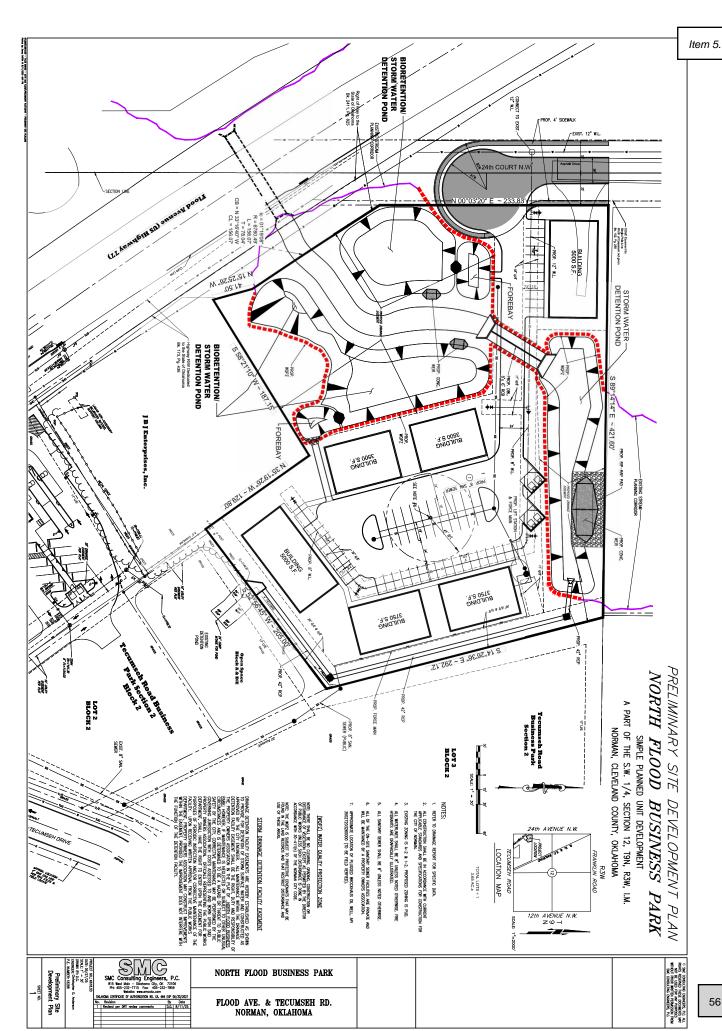
#### **Neighbor's Comments/Concerns/Responses**

Questions about the project centered on concerns about building materials.

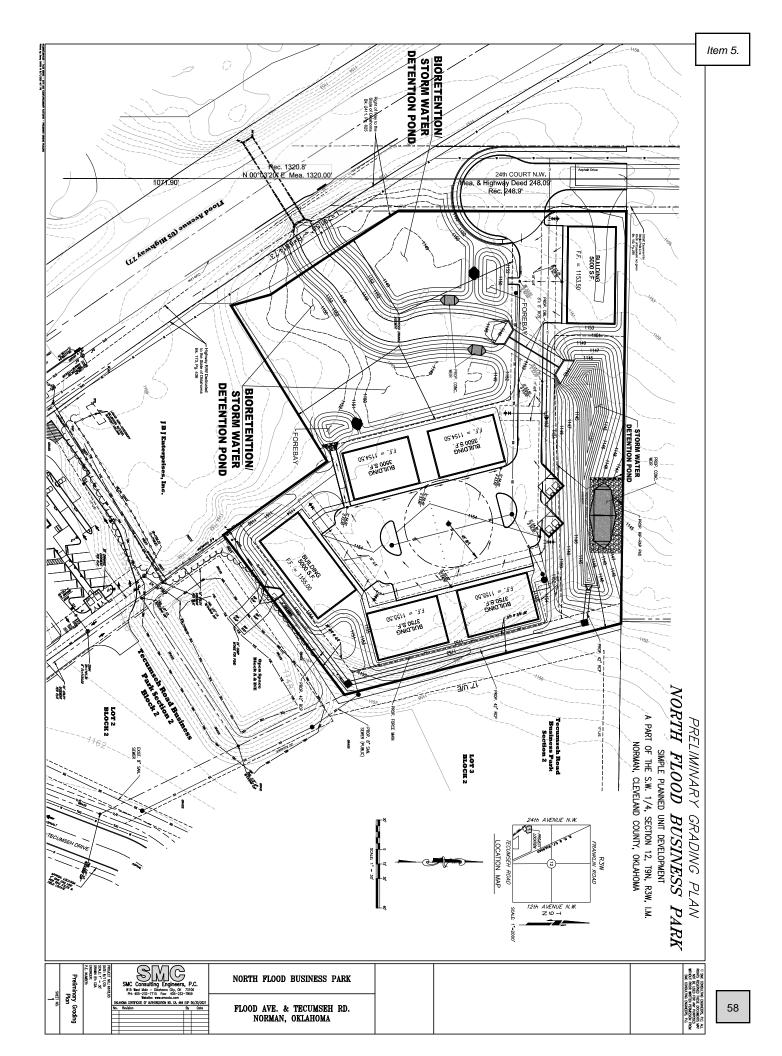
A neighboring property owner stated their PUD guidelines do not allow for metal buildings and that they hope this project won't either.

Onsite drainage and Water Quality Protection Zones (WQPZ) were also discussed.

The meeting ended at 5:44 PM with no further concerns.









#### File Attachments for Item:

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-8: 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 SPRING BROOK ADDITION 11 LT 1 BLK 1, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, AND TO GRANT SPECIAL USE FOR A BAR, LOUNGE, OR TAVERN; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3250 W. ROBINSON STREET)



### CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Cruise In Auto Spa West, LLC

**PRESENTER:** Kelly Abell, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-8: 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 SPRING BROOK ADDITION 11 LT 1 BLK 1, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, AND TO GRANT SPECIAL USE FOR A BAR, LOUNGE, OR TAVERN; AND PROVIDING FOR THE

SEVERABILITY THEREOF. (3250 W. ROBINSON STREET)

APPLICANT/REPRESENTATIVE Cruise in Auto Spa West LLC./Luke Greenfield

**LOCATION** 3250 W. Robinson

WARD 3

CORE AREA No.

**EXISTING ZONING** C-1, Local Commercial District

**EXISTING LAND USE**IMX, Interchange Mixed Use

CHARACTER AREA Suburban

**PROPOSED ZONING**C-2, General Commercial District, with Special Use

for a Bar, Lounge, or Tavern

PROPOSED LAND USE No Change

**REQUESTED ACTION** Rezoning from C-1, Local Commercial District, to C-2

General Commercial District, with Special Use for Bar,

Lounge or Tavern

**EXISTING CONDITIONS** 

**SIZE OF SITE:** 0.93 Acres

#### **SURROUNDING PROPERTIES**

	Subject Property	North	East	South	West
Zoning	C-1	R-1	C-1 and C-2	C-O and C-1	RM-6
Land Use	Interchange Mixed Use	Urban Medium	Interchange Mixed Use	Interchange Mixed Use	Interchange Mixed Use
Current Use	Commercial	Residential	Commercial	Commercial	Residential

#### **ZONING DESIGNATION**

#### C-1, Local Commercial District

This commercial district is intended for the conduct of retail trade and to provide personal services to meet the regular needs and for the convenience of the people of adjacent residential areas. It is anticipated that this district will be the predominately used commercial district in the community. Because these shops and stores may be an integral part of the neighborhood closely associated with residential, religious, recreational, and educational elements, more restrictive requirements for light, air, open space, and off-street parking are made than are provided in other commercial districts.

#### LAND USE DESIGNATION

#### **Interchange Mixed-Use**

Characterized by major community and regional commercial developments that are large in scale and have high traffic impact. Efficient, walkable pattern of development with variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level; neighborhood services are less common.

- Interchange Mixed-Use areas should be predominately non-residential with minimal residential uses at compatible densities.
- Gross densities in any single development should be greater than 18 units per acre.

#### CHARACTER AREA DESIGNATION

#### **Suburban Neighborhood Area**

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

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

#### PROCEDURAL REQUIREMENTS

#### PRE-DEVELOPMENT: PD25-17 July 24, 2025

Several neighbors were in attendance. Their concerns primarily focused on the proposed sale of beer and wine. The applicant explained they will obtain an ABLE license and limit each patron to a maximum of two to three drinks. Additionally, any alcohol purchased must be consumed within the designated lobby area inside the building. Alcoholic beverages will not be permitted outdoors or off the premises.

#### **BOARD OF PARKS COMMISSIONERS:**

This project is already platted and does not include residential development or require a trail easement; therefore, it is not subject to review by the Board of Parks Commissioners.

#### SUMMARY OF APPLICATION

The applicant requests a rezoning from C-1 to C-2 with Special Use for a Bar, Lounge or Tavern. The proposal includes refurbishing the interior of an existing 6,267 square-foot carwash facility to incorporate a lobby with a bar to serve beer and wine to the patrons while they wait for their vehicle. The interior will be redesigned to meet the operational specifications of Cruise-In Auto Spa. Additionally, the parking lot will be restriped to accommodate car wash entry and exit lanes, vacuum stations, and parking to prevent vehicles stacking into Robinson Street

#### **USE:**

The applicant intends for the property to be used as an Automobile Service Station with Special Use for a Bar, Lounge or Tavern. All other C-2 uses will be allowed by right.

#### LANDSCAPING:

This is an existing structure with off-street parking. The parking area will be repainted to accommodate the specifications of Cruise-In Auto Spa. While no additional landscaping is required under the City of Norman's zoning code, Cruise-In Auto Spa has voluntarily chosen to refresh the landscaping as part of the remodel.

#### SIGNAGE:

New signage will be installed and must comply with the City of Norman's Commercial Sign Regulations in Chapter 28.

#### LIGHTING:

Exterior light fixtures will be added as shown on the elevation plan and will be required to be full cut-off fixtures, per Section 36-549, Commercial Outdoor Lighting Standards.

#### **SANITATION/UTILITIES:**

The proposed project is an existing structure and already has connections in place for water and sewer. The dumpster's location will be approved by the City of Norman Sanitation Division.

#### **FENCING/WALLS:**

The proposed project will be required to install a six-foot opaque fence along the western property boundary to screen the commercial area from the adjacent residential area in accordance with Section 36-552, Fencing, Walls, and Screening.

#### **EXTERIOR MATERIALS:**

The proposed project is an existing structure and already complies with the exterior appearance regulation; all four walls are 80% brick and masonry.

#### **HEIGHT:**

The existing structure is a single-story commercial building. The proposed zoning district (C-2) does not impose height restrictions on any building.

#### **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 adverse comments.

#### CITY DEPARTMENTS/DIVISIONS

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

#### **COMMENTS, BY DEPARTMENT/DIVISION:**

Items italicized and blue in these sections represent City Staff analysis.

#### A.1. FIRE DEPARTMENT

Any pertinent items will be addressed during individual building permitting. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

#### A.2. BUILDING REVIEW

Building codes will be addressed at the building permit stage.

#### A.3. PUBLIC WORKS/ENGINEERING

As the project has no proposed subdivision or placement of utilities, Engineering has no comments.

#### A.4. TRANSPORTATION ENGINEER\*

The project is not proposing new access points; the City Transportation Engineer has no comments.

#### A.5. PLANNING

#### I. ZONING CODE CONSIDERATIONS

#### i. Purpose - 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 is requesting rezoning from C-1, Local Commercial District, to C-2 General Commercial District, with Special Use for a Bar, Lounge or Tavern. The rezoning will allow for a higher intensity of commercial use, including the proposed Automobile Service Station. The Special Use for Bar, Lounge, or Tavern allows the applicant to serve alcohol without concern of percentage of sales.

#### ii. Uses Permitted

The applicant intends for the property to be used as an Automobile Service Station with Special Use for a Bar, Lounge or Tavern. All other C-2 uses will be allowed by Right.

This use will be compatible with the surrounding commercial uses.

#### iii. Area Regulations

- 1. Front yard. All buildings shall be set back from any abutting street right-of-way at least (10) ten feet.
- Side yard. For uses other than dwelling, no side yard shall be required except on the side of a lot adjoining a residential zoning district in which case there shall be a side yard of not less than (5) five feet
- 3. Rear yard. Rear yard shall not be required for retail establishment; except where a rear lot line abuts upon a dwelling district and the commercial building is designed to be serviced from the rear, there shall be provided a rear yard of not less than 30 feet for lots without alleys and 20 feet for lots with alleys; and further, provided that in no case where the rear lot line abuts a dwelling district shall the commercial building be erected closer than three feet to the rear lot line.

The proposed project is an existing structure and there are not any proposed modifications to the site area regulations.

#### v. Height Regulations

1. C-2, General Commercial District, does not impose height restrictions on any building.

The proposed project is an existing one-story structure and is **consistent** with the current zoning district regulations for C-2, General Commercial District.

#### II. COMPREHENSIVE PLAN CONSIDERATIONS

#### **Character Area Policies**

#### i. General Policies

Non-residential Policies

- 1. New non-residential developments should use high quality building materials such as glass, brick, stone, wood or cementitious siding.
- 2. Require that loading areas be located to the rear and sides of buildings and screened from view.

- 3. Ensure that all sides of a parking garage that are visible from a public view are architecturally consistent with the buildings it serves.
- 4. Buildings in a corporate campus setting should have an internal pedestrian network between buildings.

The proposed zoning is for an existing structure with a loading area near the rear of the structure, which is **consistent** with the General Non-Residential Policies.

#### ii. CHARACTER AREA DESIGNATION Suburban Neighborhood Area

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

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

- 1. Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
- 2. Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
  - a) Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.
  - b) The open spaces created around drainageways should be connected when feasible to create wildlife corridors.
- 3. Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.
  - a) Prioritize preservation of existing mature street trees.
- 4. Promote a mix of housing types, including accessory dwelling units, and new, well-designed similarly scaled multi-unit residences to increase neighborhood density and income diversity.
  - a) Priority for higher density, mixed-income, and affordable housing opportunities should be assigned to locations with multi-modal transportation access and capacity.
  - b) Based on associated Land Use, housing typologies of all intensity levels are appropriate within the Suburban Character area.

#### 5. Encourage:

- a) More mixing of uses, including neighborhood services, job centers, and residential uses of similar intensities.
- b) Retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the life of this plan.
- c) Civic, cultural uses, entertainment establishments that will promote community interaction and public open space.
- 6. As streets move further from the center of the Core Neighborhood Character Area and parcel sizes and development patterns work against pedestrian circulation, focus should shift to vehicular safety, corridor appearance and traffic speeds while still providing basic access and safety for pedestrians and bicyclists. Transportation accommodation should:
  - a) Ensure interconnectivity between developments for local and collector streets.

- b) Provide access to trails with all new development, when feasible to integrate trail plans outlined in the Transportation and Park Master Plans into developments.
- c) Connect streets between land uses and include complete street approaches for undeveloped sites.
- d) Use the most recent Transportation Master Plan to fill pedestrian system gaps along streets, to trails, and within developments.
- e) Encourage network of multi-modal transportation options to neighborhood centers and local mixed-use developments.

The proposed project is **consistent** with policies because the building will be retrofitted for a new use. Screening will also be provided and maintained next to existing residential.

#### iii. Land Use Development Policies

#### i. Description and Context - Interchange Mixed-Use

Characterized by major community and regional commercial developments that are large in scale and have high traffic impact. Efficient, walkable pattern of development with variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level; neighborhood services are less common.

- a. Interchange Mixed-Use areas should be predominately non-residential with minimal residential uses at compatible densities.
- b. Gross densities in any single development should be greater than 18 units per acre.

While this project is not a large, mixed-use development, it is an efficient reuse of the structure and property. This makes the project **consistent** with the policies.

#### ii. Building Types

- Taller buildings (3+ stories), especially close to the Interstate itself, are appropriate.
- 2. All building sizes can be accommodated.
- 3. Buildings should be custom designed to be sensitive to the context of their site and the surrounding development and/or open space.
- 4. High density housing types are present. These uses can be mixed in with commercial but should be clearly incidental to commercial use and are not appropriate on the ground floor of a mixed-use building.
- 5. Single-use, medium density residential structures may be appropriate with extensive review along edges transitioning to residential areas.

The proposed project is **consistent** because all building sizes are allowed. No new structures are currently proposed.

#### iii. Site Design

- 1. Sites in this land use should be carefully planned to be attractive, especially from both Interstate-35 and potential turnpike corridors.
  - a) Building design, articulation, and landscaping should contribute to the attractiveness of sites from the major roadways.
  - b) Parking areas should be oriented away from sight lines from both Interstate-35 and potential Turnpike corridors.

- 2. The site layout should make it comfortable to walk throughout the area and experience the unique place.
- 3. Adjacent buildings and uses should be clearly integrated with thoughtful design such as cross-access, shared parking, driveway closures, and connected pathways.

  a) Special attention to pedestrian circulation from tenant to tenant is important.
- 4. Accommodates a wide variety of activities that support commercial uses.

  Components such as well-designed outdoor seating, landscaping, bike and pedestrian improvements, site lighting improvements, diversified tenant mix, and other placemaking opportunities must be incorporated into proposed developments.

The proposed project is **consistent** with Site Design Policies as the circular flow in the parking area, modified exterior, and refreshed landscaping will be an esthetic upgrade to the existing area.

#### iv. Transportation

1. Existing surface parking lots at these locations often present an opportunity to modify the circulation pattern, improve access, and add other benefits. New and redeveloped parking should be a secondary component, unless provided as public street parking, located in the rear, in alleys, screened from view of the right of way, and/or in large, shared parking facilities or decks. A highly connected multi-modal network is required to support the current and future needs of these important areas. Improving access for pedestrians and bicyclists will be a priority, including modernizing multi-modal infrastructure. Public transit accommodation should be integrated, if not already established.

The proposed project is **consistent** with Transportation Policy as entering and exiting the property is expected to manage traffic more efficiently as demonstrated on the site plan.

#### v. Utility Access

1. 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.

The proposed project is **consistent** with the Utility Access Policy as the project will utilize existing utilities.

#### vi. Public Space

1. Plazas, café seating, and other outdoor spaces of significance should be present. Traditional public parks are not appropriate. Private parks within housing developments are permissible. Pedestrian amenities and connections to regional trails are commonly integrated.

The proposal is **inconsistent** with public space policies; however, it is reuse of an existing structure and site design and not a new, greenfield development.

#### A.6. UTILITIES

#### I. AIM NORMAN PLAN CONFORMANCE

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

#### **II. SOLID WASTE MANAGEMENT**

i. Proposed development meets requirements for City streets and provides access for solid waste and recycling services, if ingress and egress are maintained.

#### III. WATER/WASTEWATER QUALITY

#### i. Water Availability

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

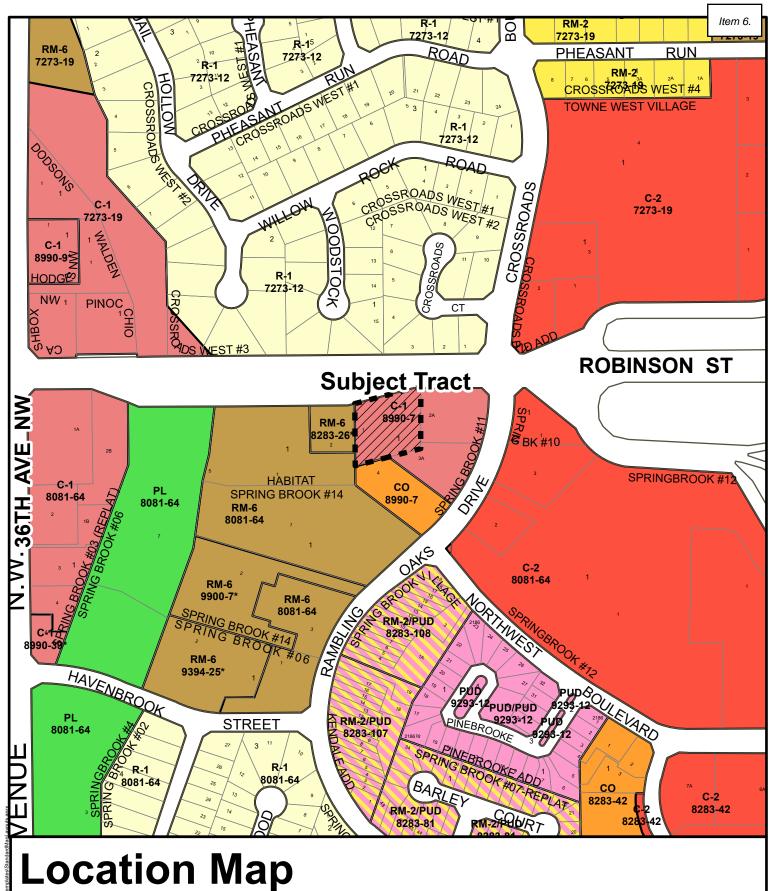
#### ii. Wastewater Availability

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

#### **ALTERNATIVES/ISSUES:**

**IMPACTS**: The proposed renovation of a 6,267 SF building to include a modern facade, refreshed landscaping, and a circular traffic flow are consistent in meeting the Character Area and Land Use Policies. The proposed project will utilize an existing building while reactivating the space.

<u>CONCLUSION:</u> Staff forwards this request for rezoning from C-1, Local Commercial District, to C-2, General Commercial District, with Special Use for a Bar, Lounge or Tavern, and Ordinance O-2526-8 to the Planning Commission for consideration and recommendation to City Council.



Map Produced by the City of Norman

Geographic Information System. The City of Norman assumes no

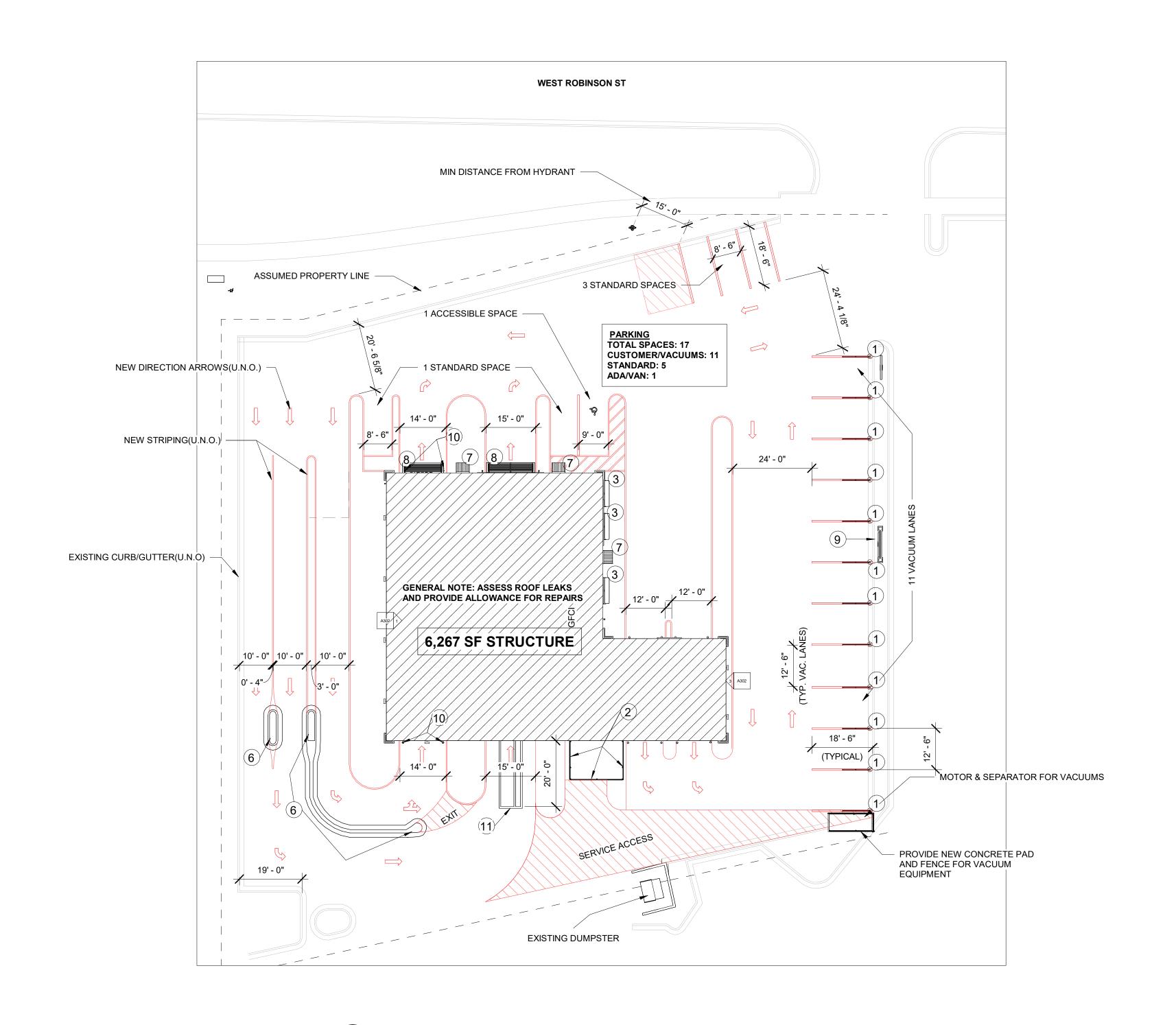
responsibility for errors or omissions in the information presented.

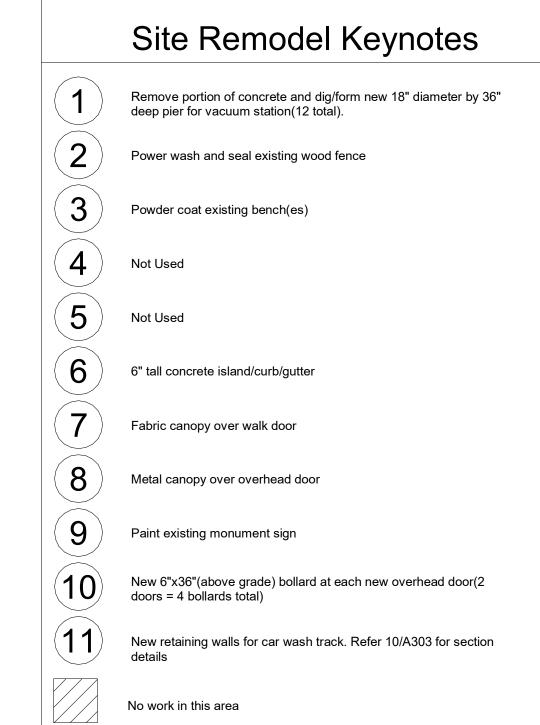


July 8, 2025

300 Ft. 150









# Permit Set

Sun Construction Services 1000 S Main St. PO Box 1289 Noble Ok 73068 Telephone: 405 872-3397

Revision Schedule				
<b>#</b>	Description	Date		
	•			

## Cruise-In Auto Spa West Side

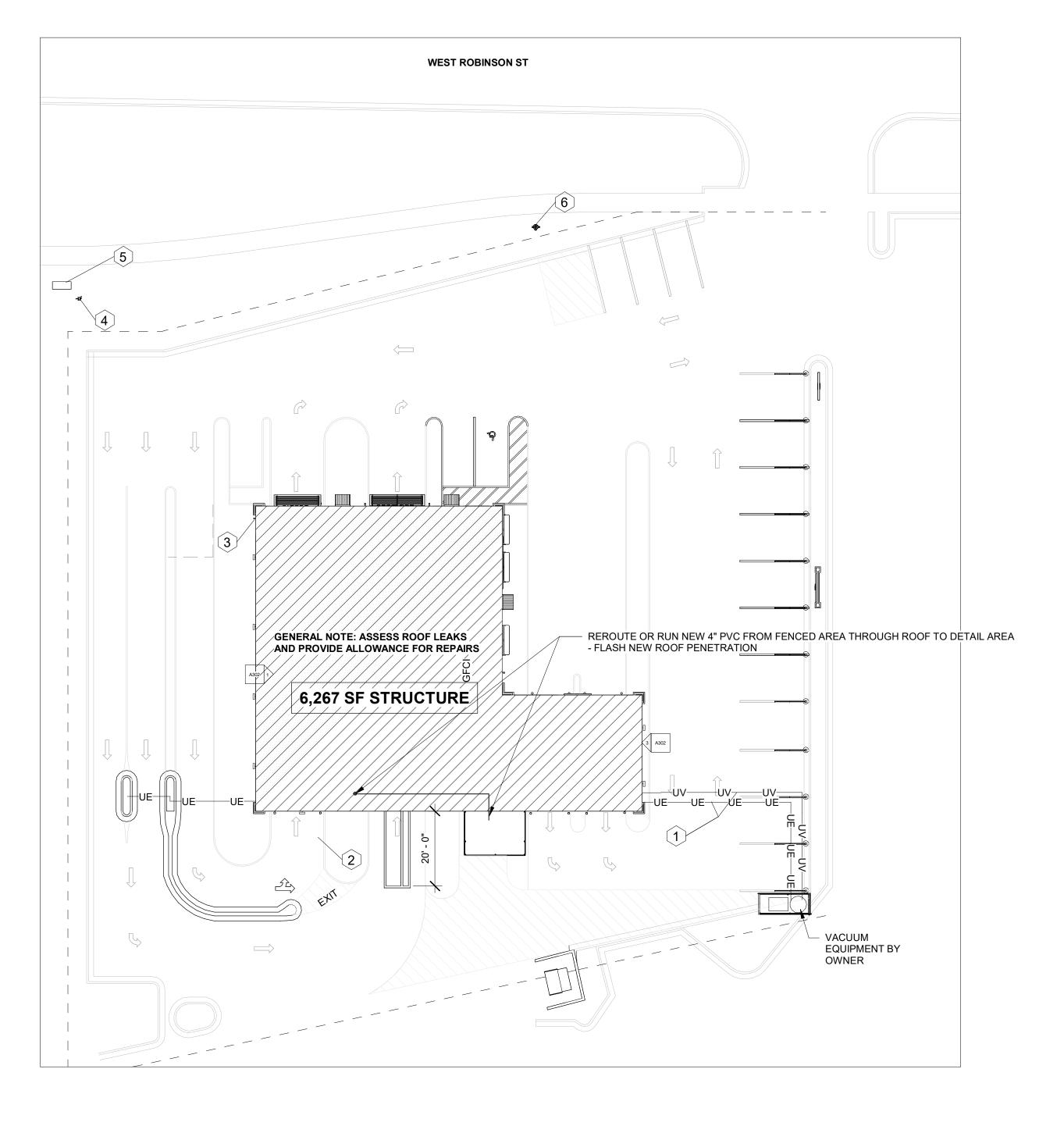
Site Plan

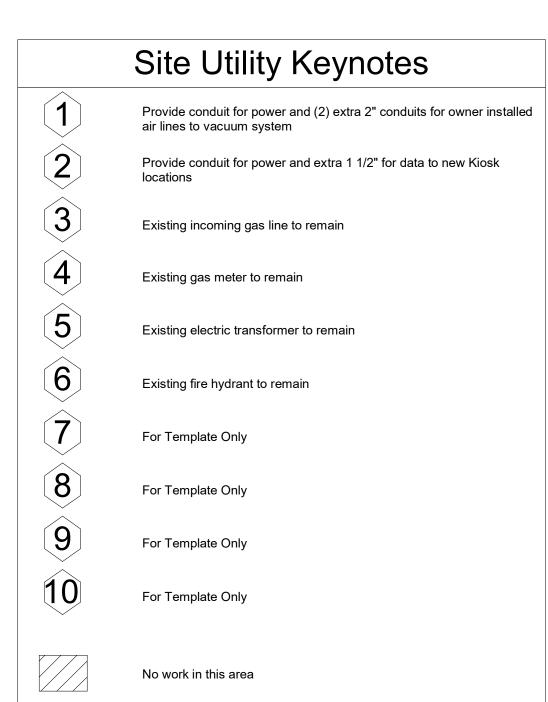
<b>Λ100</b>		
© 2016 Sun Construction Services - All Rights Reserved		
Drawn by:	SCS	
Revision:	7.8.25	
Date:	2.21.25	

A TUU

As indicated

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# Permit Set

Sun Construction Services 1000 S Main St. PO Box 1289 Noble Ok 73068 Telephone: 405 872-3397

Revision Schedule		
	Description	Date

Cruise-In Auto Spa West Side

Site Utilities Plan

Date:	2.21.25	
Revision:	7.8.25	
Drawn by:	SCS	
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	_	

A100.1

As indicated



#### **City of Norman Predevelopment**

July 24, 2025

**Applicant:** Cruise in Auto Spa West, LLC.

Project Location: 3250 W Robinson

Case Number: PD25-17

**Time:** 5:30 p.m.

#### **Applicant Representative:**

Luke Greenfield Daniel Steger

#### Attendees:

Thais Reimmuth
Lawerence Crymes
Philip DeFatta
Erica Byrd
Bree Montoya

#### **City Staff:**

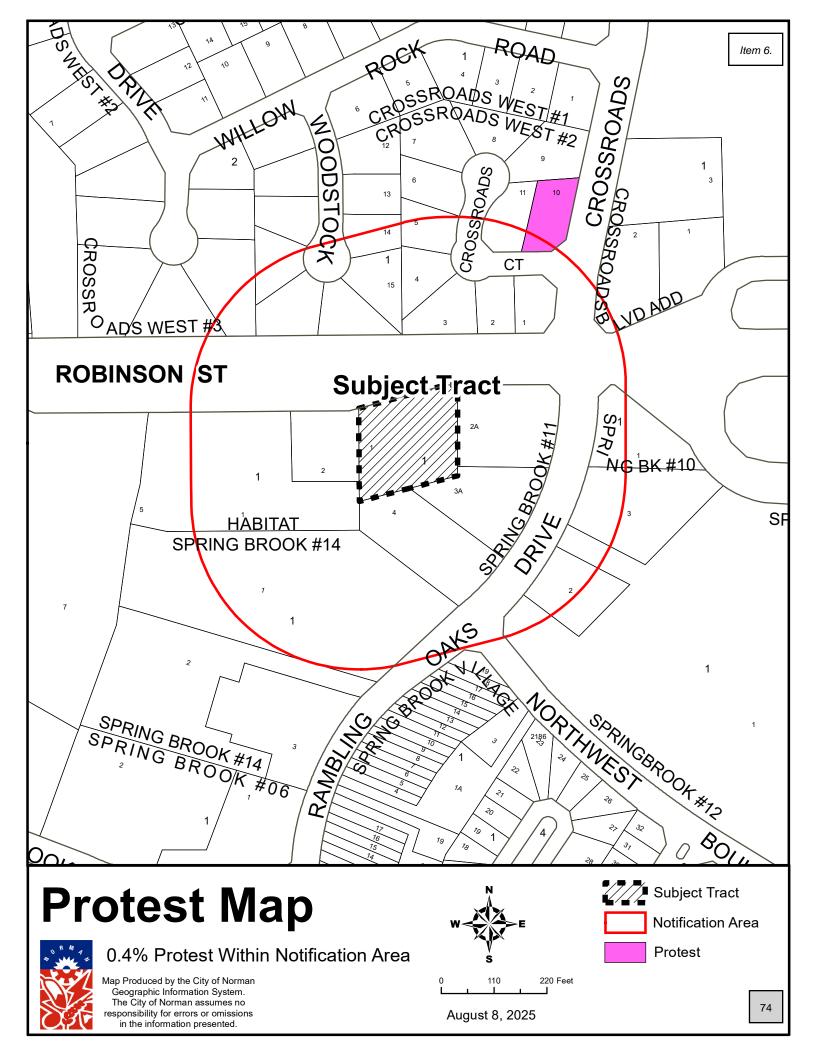
Kelly Abell, Planner I Beth Muckala, City Attorney

#### **Application Summary:**

The applicant requests rezoning from C-1, Local Commercial District, to C-2 General Commercial District, with a Special Use for a Bar, Lounge, or Tavern, with plans to refurbish the interior of an existing 6,267 square foot carwash facility, to include a lobby area with a bar to serve beer and wine to the patrons while they wait for their car services to be completed. The proposed project will redesign the interior of the structure to meet the specifications of Cruise In Auto Spa car wash lanes, and the parking area will be repainted to accommodate entry and exit of the car wash lanes, vacuum area and parking so to not allow stacking of vehicles into Robinson Street.

#### Neighbors' Comments/Concerns/Responses:

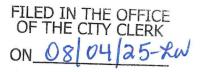
Several neighbors were in attendance. Their concerns primarily focused on the proposed sale of beer and wine. The applicant explained they will obtain an ABLE license and limit each patron to a maximum of two to three drinks. Additionally, any alcohol purchased must be consumed within the designated lobby area inside the building. Alcoholic beverages will not be permitted outdoors or off the premises.



#### FROM THE DESK OF Thais Reimmuth-----

July 29, 2025

Planning and Community Development City of Norman 225 N. Webster Avenue Norman, Oklahoma 73069



RE: Notice of Request for Special Use Cruise In Auto Spa West LLC 3250 W. Robinson Street.

#### Ladies and Gentlemen:

This is my letter of objection to the subject change from C-1 to C-2 for the purpose of serving beer and wine at the car wash establishment.

Since title to my residence is in the name of a trust of which I am the trustee, a copy of the certificate of authorization for me to "speak" in this matter is attached hereto pursuant to your instructions.

My thoughts are as follows:

- 1) If you purchased this property as a result of a foreclosure of the previous car wash entity, is the only idea that you would be successful is if you made these beverages available to your patrons?
- 2) The location inside your proposed renovated premises would be the only "waiting" room, which would include mothers and children who are not likely to be partakers and those whom we customarily "protect" from entering an establishment which does serve these beverages.
- 3) The usual and customary time for a patron to wait for his/her vehicle to be tended to is approximately 30/40 minutes. Correct? If that is so, is it not possible that those who desire to imbibe simply cannot wait until they get back into their car and drive off. This is not exactly the personality I would think that you would want to encourage in front of mothers and children, and those who do not care to partake. Perhaps a back door to a back room would be better served.
- 4) I am advised that the "only" items that would be served are beer, in cans, opened by the attendant, and wine, ostensibly served in a glass or paper cup. Either one of these

"opened containers" could be taken inside the vehicle if the vehicle is ready before the consumption is completed. Does Oklahoma have an "open container" law? Will others on the road be thrilled at this decision?

- 5) I'm also advised that young folks would be carded to be sure they are of age. Accidents don't care what age the driver or a victim is. They happen at 10:00 a.m. or 10:00 p.m. I see that it is not so much that the patron cannot wait until they get home as it is in the interest of the "car wash" facility to make a sale.
- 6) I have seen the Slippery Slope effect in my prior life. "Just let me get my toe in the door opines the salesman, I'll make my mark." And the devil take the hindmost.

Your consideration of the thoughts expressed herein regarding this matter and in future like-minded requests will be most appreciated.

Sincerely,

Thaïs Reimmuth 1211 Crossroads Court Norman, OK 73072

Enclosure: as stated

#### File Attachments for Item:

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-5: 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 EAST HALF (E/2) OF SECTION NINE (9) AND THE WEST HALF OF SECTION TEN (10), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN BOULEVARD AND CEDAR LANE ROAD)



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** St. James Park, LLC

**PRESENTER:** Justin Fish, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-5: 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 EAST HALF (E/2) OF SECTION NINE (9) AND THE WEST HALF OF SECTION TEN (10), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN

BOULEVARD AND CEDAR LANE ROAD)

APPLICANT/REPRESENTATIVE St. James Park, LLC

**LOCATION** Near the northeast corner of the intersection

of Classen Boulevard and East Cedar Lane

Road

WARD 5

CORE AREA No

**EXISTING ZONING**R-1, Single-Family Dwelling District

**EXISTING LAND USE DESIGNATION** Urban Low

CHARACTER AREA Suburban

**PROPOSED ZONING**PUD, Planned Unit Development

PROPOSED LAND USE No Change

#### REQUESTED ACTION

R-1, Single-Family Dwelling District, to a PUD, Planned Unit Development

#### **EXISTING CONDITIONS**

SIZE OF SITE

95.08 Acres

#### SURROUNDING PROPERTIES

	Subject Property		East	South	West	
Zoning	R-1	R-1	R-1 & PUD	C-2 & PUD	R-1, PL, RM-6, & RO	
Land Use	Urban Low	Urban Low & Urban Living Center	Urban Low	Commercial & Urban High	Urban Living Center	
Current Use	Vacant	Residential & Vacant	Residential & Vacant	Commercial & Residential	Residential	

#### **ZONING DESIGNATION**

#### R-1, Single-Family Dwelling District

This residential district is intended for single-family detached development, including accessory dwelling units and other accessory structures. Other uses compatible with single-family residential development are also allowed. Developments in this zoning district should have access to City services and be located in the urbanized area.

#### LAND USE DESIGNATION

#### **Urban Low**

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

- Low-intensity areas will be predominately residential over non-residential uses at compatible densities and scales.
- Gross densities in any single development should.

#### CHARACTER AREA DESIGNATION Suburban Neighborhood Areas

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

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

#### PROCEDURAL REQUIREMENTS

#### PRE-DEVELOPMENT

PD25-18

July 24, 2025

Resident inquired as to the size of home proposed to be constructed for the site. The applicant representative explained the details of the proposed development are not known at this time. A question was asked regarding proposed drainage in this area. The applicant responded they are expanding the existing off site detention pond and adding flumes to the development site. The applicant representative further explained the site will be required to meet the City of Norman's Engineering & Design Criteria. Lastly, the attending neighbors asked questions regarding street connections and if there would be cut through traffic. The applicant representative stated the proposed development will feature smaller streets and an indirect connection to 24th Ave SE. The applicant representative stated the proposed development would have street connections to several existing streets in the South Lake Addition and St. James Park Section 5. There will also be two access points into the site off East Cedar Lane Road. One entering Area 1 of the development and one entering Area 2 of the development.

#### **BOARD OF PARKS COMMISSIONERS**

August 7, 2025

The Board unanimously approved (7/0) renewing the public parkland decision for this development, with an increase in land requirement located adjacent to the existing parkland along Southlake Boulevard.

#### **SUMMARY OF APPLICATION:**

#### **USE:**

The Property will be developed as a residential development that mirrors the uses found in the R-1 Single-Family Dwelling District, but with the allowance for lots of varying sizes that normally would not be permissible under standard R-1 zoning. A complete list of the allowable uses can be found within the attached PUD Narrative as Exhibit D.

#### **AREA REGULATIONS:**

The development is divided into two areas, each of which will comply with different Area Regulations. Area 1 is comprised of larger lots and will have a required 25-foot front yard setback, a 5-foot side yard setback, and a 10-foot rear yard setback. Additionally, these lots will have a minimum size of 6,000 square feet, a minimum width of 40 feet, and a maximum impervious coverage limit of 75% of the total lot area.

Area 2 is comprised of smaller lots. These lots have the same setback requirements as found in Area 1 but will have a minimum lot width of 30 feet at the front setback line and a minimum lot size of 3,500 square feet.

The PUD Narrative states there is a maximum building height of two stories, however, buildings in Area 1 may be constructed at three stories if the side yards are increased by an additional 5 feet.

#### **OPEN SPACE:**

Approximately 2.35 acres of the Property will be preserved as open space. These areas of open space are depicted on the Green Space Site Plan found in the PUD Narrative as Exhibit E. In addition to the open space included in this development, residents will have access to the open space of the connected St. James Park neighborhood.

#### TRAFFIC ACCESS, CIRCULATION, PARKING AND SIDEWALKS:

There are two proposed access points to the development site off East Cedar Lane Road. This access point uses the existing private road that connects the property to 24<sup>th</sup> Ave NW. Parking may be featured as part of some common space amenities. Sidewalks and trails will be provided as shown on the Preliminary Site Development Plan found in the PUD Narrative as Exhibit B.

#### LANDSCAPING / FENCING/WALLS:

Landscaping will be installed in accordance with the City of Norman landscaping regulations as amended from time to time, under Section 36-551, Landscaping Requirements for Off-Street Parking Facilities.

#### SIGNAGE:

All signage will be constructed in accordance with the City of Norman sign regulations, as amended from time to time, under Section 28-508, Low Density Residential Zone Sign Standards.

#### **NEAREST PUBLIC PARK:**

The nearest park to the proposed development site is South Lakes Park. This park will be accessible through a street connection shown on the Preliminary Plat attached to the PUD Narrative as Exhibit C. The proposed street connection would join the development on the south side to South Lake Boulevard.

#### **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 adverse comments.

#### CITY DEPARTMENTS

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

#### **COMMENTS, BY DEPARTMENT/AGENCY**

Items italicized and blue in these sections represent City Staff analysis.

#### A.1. FIRE DEPARTMENT

Items regarding fire hydrants and fire code will be considered at the building permit stage.

#### A.2. BUILDING REVIEW

Items regarding building code will be considered at the building permit stage.

#### **A.3. PUBLIC WORKS/ENGINEERING**

Please see attached report from Engineering regarding the proposed Preliminary Plat.

#### A.4. TRANSPORTATION ENGINEER

Please see the attached report from the Transportation Engineer.

#### A.5. PLANNING

#### i. ZONING CODE CONSIDERATIONS

#### i. Purpose - PUD, Planned Unit Development

- i. 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:
  - 1. A maximum choice in the types of environment and living units available to the public.
  - 2. 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.
  - 3. Maximum enhancement and minimal disruption of existing natural features and amenities.
  - 4. 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.
  - 5. More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
  - 6. 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

The applicant is seeking a change in zoning districts to allow for a single-family development with lots of varying sizes. The current zoning of R-1 requires a minimum lot width of 50' and a

minimum lot size of 6,000 square feet. While the development proposes lots that meet or exceed these width requirements, it also proposes lots that do not.

#### ii. Uses Permitted

The Property will be developed as residential development, featuring a variety of lot sizes. The uses within the development mirror those found within the R-1 District. A complete list of the allowable uses for the Property can be found within the attached PUD Narrative as EXHIBIT D.

This PUD proposes uses similar to those found within the R-1 District.

#### iii. Area Regulations

- 1. Lots within Areas 1 and 2 of the development will have a 25-foot front yard, a 5-foot side yard, and a 10-foot rear yard building setback
- 2. Lots within Area 1 of the development have a minimum width of 40 feet. Lots within Area 2 of the development have a minimum width of 30 feet.
- 3. Lots in Area 1 of the development will have a minimum lots size of 6,000 square feet, while lots in Area 2 of the development will have a minimum lot size of 3,500 square feet.

The Area Regulations for this development mirror those found in the R-1, Single-Family Dwelling District. Where this development deviates from the R-1 District are the required minimum lot widths, required minimum lot size square footage and the required rear yard setback.

#### iv. Height Regulations

- 1. In Area 1 of the development the maximum building height shall be two stories. A building three stories in height may be constructed if the side yards are increased an additional five feet.
- 2. In Area 2 of the development the maximum building height shall be two stories.

The building height requirements for the proposed development are **consistent** with current zoning district regulations for R-1, Single-Family Dwelling District.

#### **COMPREHENSIVE PLAN CONSIDERATIONS**

#### **Character Area Policies**

#### i. General Policies

#### Residential Policies

- 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.
- 2. 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.

The proposed development is **consistent** with General Residential Policies in that development will feature various lot sizes and Accessory Dwelling Units.

#### ii. Character Area Policies - Suburban Neighborhood Areas

- 1. Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
- 2. Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
  - a. Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.
  - b. The open spaces created around drainageways should be connected when feasible to create wildlife corridors.
- 3. Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.
  - a. Prioritize preservation of existing mature street trees.
- Promote a mix of housing types, including accessory dwelling units, and new, welldesigned similarly scaled multi-unit residences to increase neighborhood density and income diversity.
  - a. Priority for higher density, mixed-income, and affordable housing opportunities should be assigned to locations with multi-modal transportation access and capacity.
  - b. Based on associated Land Use, housing typologies of all intensity levels are appropriate within the Suburban Character area.

#### 5. Encourage:

- a. More mixing of uses, including neighborhood services, job centers, and residential uses of similar intensities.
- b. Retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the life of this plan.
- c. Civic, cultural uses, entertainment establishments that will promote community interaction and public open space.
- 6. As streets move further from the center of the Core Neighborhood Character Area and parcel sizes and development patterns work against pedestrian circulation, focus should shift to vehicular safety, corridor appearance and traffic speeds while still providing basic access and safety for pedestrians and bicyclists. Transportation accommodations should:
  - a. Ensure interconnectivity between developments for local and collector streets.
  - b. Provide access to trails with all new development, when feasible to integrate trail plans outlined in the Transportation and Park Master Plans into developments.
  - c. Connect streets between land uses and include complete street approaches for undeveloped sites.
  - d. Use the most recent Transportation Master Plan to fill pedestrian system gaps along streets, to trails, and within developments.
  - e. Encourage network of multi-modal transportation options to neighborhood centers and local mixed-use developments.

The proposed development is consistent with the Suburban Neighborhood Area policies because the development includes Assessory Dwelling Units, a higher density residential area, the ability to connect to existing City utilities and connects to existing streets.

#### iii. Land Use Development Policies

i. Description and Context - Urban Low (UL)

- An efficient, walkable pattern of lower-density urban development. Moderate to high building spacing and separation of uses, with further distances between destinations and fewer shared amenities.
  - a. Low-intensity areas will be predominately residential over non-residential uses at compatible densities and scales.
  - Gross densities in any single development should be greater than 3 units per acre.

The proposed development is **consistent** with the Urban Low Land Use policy. The development will have a gross density of 3.9 units per acre and is entirely residential.

#### ii. Building Types - New Development

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

The proposed development is comprised entirely of single-family dwellings on lots of varying sizes and is **consistent** with the Land Use policies.

#### iii. Site Design

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

The Site Development Plan attached to the PUD Narrative as Exhibit B shows several street connections from the proposed development to the existing streets of the nearby neighborhoods of South Lake and St. James Park. These connections to existing streets strengthen neighborhood connectivity. The development also proposes a variety of lot sizes. For these reasons the proposed development is **consistent** with the Land Use policies.

#### iv. Transportation

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

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

The proposed development is **consistent** with the Land Use policy because it provides access to bicycle lanes along East Cedar Lane Road, connections to neighboring communities, and access to the nearby commercial uses.

#### v. Utility Access

1. 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.

The proposed development is **consistent** with the Land Use policies as it has existing water access and the ability to expand nearby sewer services.

#### vi. Public Space

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

Approximately 2.35 acres of the development will be preserved as open space. Proposed open space is shown on the Open Space Plan found in the PUD Narrative as Exhibit E. These open spaces may include amenities such as trails and sidewalks. For this reason, the development is **consistent** with Land Use policies.

#### vii. Locational Criteria

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

The development is **inconsistent** with the Locational Criteria for the Urban Low Land Use policy because the development proposes lower-intensity residential uses along East Cedar Lane Road, which is an arterial street.

#### iv. Neighborhood and/or Special Area Plans

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

#### A.6. UTILITIES

#### i. AIM NORMAN PLAN CONFORMANCE

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

#### ii. SOLID WASTE MANAGEMENT

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

### iii. WATER/WASTEWATER QUALITY

i. Water Availability

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

#### ii. Wastewater Availability

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

#### **ALTERNATIVES/ISSUES:**

**IMPACTS**: The development site is vacant and surrounded by residential uses to the north, east, and west. Commercial uses are located to the south of the development site across East Cedar Lane Road. The proposed development will bring in a larger volume of traffic than the subject property currently experiences because the subject property is vacant. The PUD Narrative proposes a single-family development with varying lot sizes split into two Development Areas, which are shown on Exhibit B of the PUD Narrative.

The proposed development is consistent with the AIM Norman Comprehensive Plan because it proposes a single-family development featuring a variety of lot sizes, connections to existing neighborhoods, and access to existing City utilities. The development is not consistent with the Locational Criteria for the Urban Low Land Use policy because it proposes lower-intensity residential uses along East Cedar Lane Road, which is an arterial street

<u>CONCLUSION:</u> Staff forwards this request for rezoning from R-1, Single-Family Dwelling District, to a PUD, Planned Unit Development, and Ordinance O-2526-5, to the Planning Commission for consideration and recommendation to City Council.

### St. James Park

# A PLANNED UNIT DEVELOPMENT NORMAN, OKLAHOMA

#### **APPLICANT:**

St. James Park, L.L.C.

#### APPLICATION FOR:

PLANNED UNIT DEVELOPMENT PRELIMINARY PLAT

Submitted July 1, 2025 Revised August 8, 2025

#### PREPARED BY:

RIEGER SADLER JOYCE LLC 136 Thompson Drive Norman, Oklahoma 73069

#### TABLE OF CONTENTS

#### I. INTRODUCTION

Background and Intent

#### II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

- A. Location
- B. Existing Land Use and Zoning
- C. Elevation and Topography
- D. Drainage
- E. Utility Services
- F. Fire Protection Services
- G. Traffic Circulation and Access

#### III. DEVELOPMENT PLAN AND DESIGN CONCEPT

- A. Uses Permitted
- B. Area Regulations
- C. Miscellaneous Development Criteria

#### **EXHIBITS**

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

#### I. <u>INTRODUCTION</u>

St. James Park, L.L.C. (the "**Applicant**") seeks to rezone a tract of property, containing approximately 95.08 acres, located in Ward 5 of the City of Norman. More particularly, the site is located north of East Cedar Lane Road, generally located a short distance east of the Northeast corner of the intersection of S. Classen Boulevard and E. Cedar Lane Road, more particularly described on the attached **Exhibit A** (the "**Property**").

The Applicant intends to use this Planned Unit Development ("**PUD**") to put forth the parameters for which the Property may be developed over time. The Property is currently zoned R-1, Single-Family Dwelling. This PUD will allow for the Property to develop as a single-family residential development featuring a variety of lot sizes.

#### II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

#### A. Location

The Property lies on the North side of East Cedar Lane Road, generally located near the Northeast corner of the intersection of Classen Boulevard and Cedar Lane Road.

#### **B.** Existing Land Use and Zoning

The Property is currently zoned R-1, Single-Family Dwelling.

The Southeast and Southwest corners of the Classen Boulevard and Cedar Lane Road intersection are zoned C-2, General Commercial. The Northwest corner of the same intersection is currently zoned C-1, Local Commercial. The Northeast corner of the same intersection is zoned RM-2, Two-Family Dwelling through a PUD Overlay. To the South of the Property is the Armstrong Bank Planned Unit Development and C-2, General Commercial.

The residential subdivision to the North of the Property is zoned R-1, Single-Family Dwelling, and the abutting properties to the East are zoned PUD, Planned Unit Development with Single-Family dwellings. The properties to the Southeast of the Property, across E. Cedar Lane Road, are zoned PUD, Planned Unit Development where multi-family residential dwellings are located.

#### C. Elevation and Topography

The Property consists of unimproved land and is generally flat.

#### D. Drainage

A drainage report has been provided by the Applicant to City Staff as part of the Preliminary Plat application. There are no floodplain or water quality protection zone (WQPZ) areas on the property.

#### **D.** Utility Services

The necessary utility services for this project are already located in close proximity to the Property. The Applicant shall extend such utility services to the Property, 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. <u>DEVELOPMENT PLAN AND DESIGN CONCEPT</u>

The Property is planned to accommodate a single-family residential development. The Property shall be developed in general compliance with the preliminary site development plan, attached hereto, subject to final revisions or adjustments allowed by the City of Norman's PUD ordinance. The Exhibits attached hereto, and as submitted on behalf on the Applicant, are incorporated herein by reference and further depict the development criteria for the Property.

#### A. Uses Permitted:

The allowable uses for the Property shall mirror those uses that are allowed in the City of Norman's R-1, Single-Family Dwelling zoning district. A complete list of the allowable uses for the Property is attached as **Exhibit D**.

#### **B.** Area Regulations:

#### 1. Area 1 – Single-Family District; Large Lots

The lots within Area 1, as depicted on the Site Development Plan, attached hereto as **Exhibit B**, shall comply with the following regulations:

**Front Yard**: The minimum depth of the front yard setback shall be twenty-five (25') feet. Each lot shall have a minimum width of forty feet (40') at the front setback line and shall abut the street for a minimum distance of thirty feet (30').

**Side Yard**: The minimum depth of the side yard setback shall be five (5') feet provided that roof overhangs shall be allowed to encroach upon the side yard setback by two (2') feet.

**Rear Yard**: The minimum depth of the rear yard setback shall be ten (10') feet.

**Density and Lot Size**: The maximum lot coverage for all structures, as well as impervious area, shall be no more than seventy-five percent (75%) of the total lot area. The minimum lot size shall be six thousand (6,000) square feet.

**Height**: The maximum building height shall be two stories, provided that a three-story building may be constructed if the side yards are increased an additional five (5') feet.

#### 2. Area 2 – Single-Family District; Small Lots

The lots within Area 2, as depicted on the Site Development Plan, attached hereto as **Exhibit B**, shall comply with the following regulations:

**Front Yard**: The minimum depth of the front yard setback shall be twenty-five (25') feet. Each lot shall have a minimum width of thirty (30') feet at the front setback line and shall abut the street for a minimum distance of thirty feet (30').

**Side Yard**: The minimum depth of the side yard setback shall be five (5') feet provided that roof overhangs shall be allowed to encroach upon the side yard setback by two (2') feet.

**Rear Yard**: The minimum depth of the rear yard setback shall be ten (10') feet.

**Density and Lot Size**: The maximum lot coverage for all structures, as well as impervious area, shall be no more than seventy-five percent (75%) of the total lot area. The minimum lot size shall be three thousand five hundred (3,500) square feet.

**Height**: The maximum building height shall be two stories.

#### C. Miscellaneous Development Criteria

#### 1. Site Plan

The Site Development Plan for the Property is concurrently submitted with this PUD and shall be incorporated herein as an integral part of the PUD. The development of the property shall be constructed as presented thereon, subject to final design development and changes allowed by the City of Norman's PUD Ordinance, as may be amended from time to time.

#### 2. Open Space/Common Area

Approximately 2.35 acres of open space and green space areas are located throughout the Property, as shown on the Green Space Exhibit, attached hereto as **Exhibit E**. In addition to the common open space contained within this plat, residents will have access to the common areas and amenities of prior sections of the St. James neighborhood.

#### 3. Signage

The entrance to the Property may contain entryway signage and associated walls, fences, and decorative features, in order to identify the addition. The signage may be lighted and landscaped with appropriate vegetation and planter boxes designed so as not to interfere with traffic sight lines. The maximum square footage shall comply with Chapter 28 of the City of Norman's Code of Ordinances for low density residential.

#### 4. Traffic access/circulation/parking and sidewalks

Access to the Property shall be permitted in the manner depicted on the attached Site Development Plan. The Property shall comply with the City of Norman standards to allow for emergency access and fire access as necessary, as such standards may be amended from time to time. Sidewalks will be required adjacent to all public and private streets within the Property. Vehicular maneuvering shall be permitted within the streets and/or rights-of-way, as some common area amenities may feature parallel or similar parking spaces.

#### 5. Landscaping

Landscaping shall be provided in conformity to Section 36-551 of the City of Norman's Zoning Ordinance, as may be amended from time to time.

#### 6. Phasing

It is anticipated that the Property will be developed in multiple phases. The actual timing and number of development phases will be determined by various factors outside of the Applicant's control, including, but not limited to, market demand and absorption rates.

#### **EXHIBIT A**

#### Legal Description of the Property

A tract of land situate within the East Half (E/2) of Section Nine (9) and the West Half of Section Ten (10), Township Eight North (T8N), Range Two West (R2W) of the Indian Meridian, Norman, Cleveland County, Oklahoma; being more particularly described by metes and bounds as follows:

Beginning at the Southeast corner of the Southeast Quarter (SE/4) of said Section 9; thence

S89°06'32"W along the South line of said SE/4 a distance of 1600.39 feet; thence

N00°53'11"W a distance of 215.00 feet; thence

S89°06'50"W a distance of 6.73 feet; thence

N00°53'10"W a distance of 115.00 feet; thence

S89°07'32"W a distance of 31.40 feet; thence

N00°53'10"W a distance of 114.94 feet to a point on a non-tangent curve to the right; thence

4.78 feet along the arc of said curve having a radius of 185.48 feet, subtended by a chord of 4.78

feet which bears N88°22'32"E; thence

N89°06'50"E a distance of 20.51 feet; thence

N00°53'10"W a distance of 165.00 feet; thence

N89°06'50"E a distance of 616.61 feet; thence N00°05'20"W a distance of 8.16 feet; thence

N89°54'40"E a distance of 115.00 feet; thence

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N00°05'20"W a distance of 362.05 feet; thence

N31°32'12"E a distance of 87.67 feet to a point on a non-tangent curve to the right; thence

29.96 feet along the arc of said curve having a radius of 466.62 feet, subtended by a chord of

29.95 feet which bears N56°34'41"W; thence

N35°25'06"E a distance of 115.05 feet to a point on a non-tangent curve to the right; thence

145.19 feet along the arc of said curve having a radius of 328.49 feet, subtended by a chord of

144.01 feet which bears N41°58'13"W, to a point; thence

N29°19'06"W a distance of 466.34 feet; thence

S71°19'15"W a distance of 389.78 feet; thence

N18°43'45"W a distance of 134.68 feet; thence

N18°43'45"W a distance of 169.99 feet to a point of curvature to the left; thence

149.70 feet along the arc of said curve having a radius of 970.99 feet, subtended by a chord of

149.55 feet which bears N23°08'45"W; thence

N27°35'13"W a distance of 490.87 feet: thence

N27°36'45"W a distance of 128.24 feet to a point of curvature to the right; thence

525.67 feet along the arc of said curve having a radius of 730.79 feet, subtended by a chord of

514.41 feet which bears N07°00'20"W; thence

S78°21'28"E a distance of 24.89 feet; thence

N88°40'25"E a distance of 436.43 feet: thence

S27°34'08"E a distance of 514.32 feet; thence

N62°25'23"E a distance of 133.73 feet: thence

S27°34'37"E a distance of 11.87 feet; thence

N62°25'23"E a distance of 160.81 feet; thence

S27°34'37"E a distance of 32.90 feet; thence

S27°35'18"E a distance of 250.21 feet: thence

```
S62°24'42"W a distance of 201.88 feet; thence
```

S27°04'21"E a distance of 174.48 feet; thence

N62°55'39"E a distance of 23.10 feet; thence

S72°04'21"E a distance of 35.36 feet; thence

S27°04'21"E a distance of 185.00 feet: thence

S17°55'39"W a distance of 35.36 feet; thence

S23°43'34"E a distance of 60.10 feet; thence

S27°04'21"E a distance of 117.70 feet; thence

N62°55'39"E a distance of 334.38 feet to a point on a non-tangent curve to the right; thence

31.39 feet along the arc of said curve having a radius of 505.00 feet, subtended by a chord of

31.38 feet which bears N08°03'03"W; thence

N89°57'16"E a distance of 50.33 feet; thence

N42°16'17"E a distance of 33.67 feet; thence

S87°19'43"E a distance of 106.06 feet; thence

S00°01'42"E a distance of 73.38 feet; thence

S29°22'57"E a distance of 406.65 feet; thence

N89°53'52"E a distance of 74.40 feet to a point on a non-tangent curve to the right; thence

67.04 feet along the arc of said curve having a radius of 700.00 feet, subtended by a chord of

67.01 feet which bears S08°03'01"W; thence

S10°47'38"W a distance of 31.92 feet to a point of curvature to the left; thence

140.52 feet along the arc of said curve having a radius of 799.97 feet, subtended by a chord of

140.34 feet which bears S05°45'42"W, to a point; thence

S45°38'22"W a distance of 7.06 feet; thence

S00°05'57"E a distance of 70.00 feet; thence

S45°48'10"E a distance of 35.83 feet to a point on a non-tangent curve to the right; thence

9.05 feet along the arc of said curve having a radius of 780.00 feet, subtended by a chord of 9.05

feet which bears S02°49'57"E: thence

N86°50'07"E a distance of 60.00 feet; thence

N44°38'30"E a distance of 34.22 feet; thence

S88°32'48"E a distance of 91.24 feet; thence

S46°40'41"E a distance of 37.23 feet; thence

N83°08'38"E a distance of 50.00 feet; thence

S06°48'41"E a distance of 87.33 feet; thence

N89°32'09"E a distance of 551.21 feet; thence

N00°27'51"W a distance of 39.97 feet; thence

N89°32'09"E a distance of 338.63 feet to a point on a non-tangent curve to the left; thence

23.63 feet along the arc of said curve having a radius of 53.00 feet, subtended by a chord of

23.44 feet which bears S18°40'59"E; thence

S00°30'08"W a distance of 198.07 feet; thence

S59°58'26"W a distance of 120.87 feet; thence

S29°58'26"W a distance of 1048.75 feet; thence

S29°58'26"W a distance of 57.51 feet to a point on the South line of the Southwest Quarter

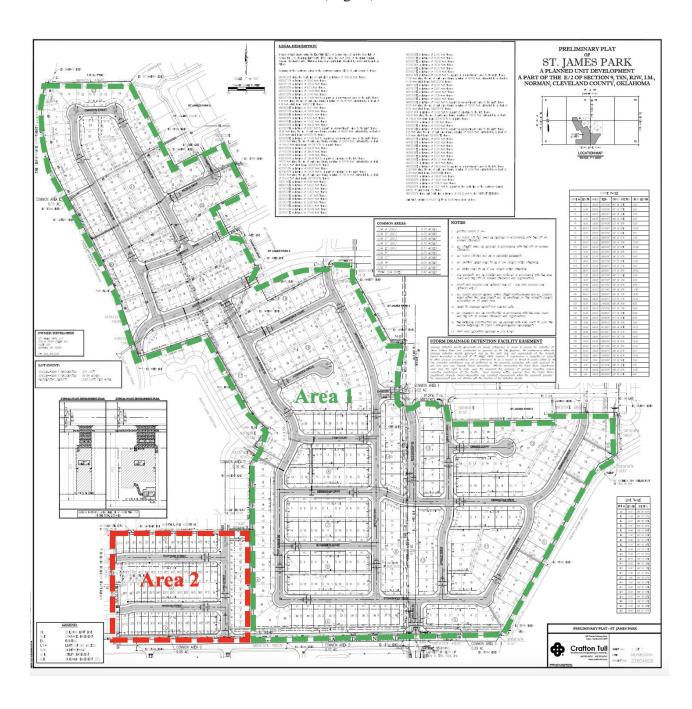
(SW/4) of said Section 10; thence

N89°37'25"W along said South line a distance of 436.32 feet to the POINT OF BEGINNING.

Said tract contains 4,141,537 Sq Ft or 95.08 Acres, more or less.

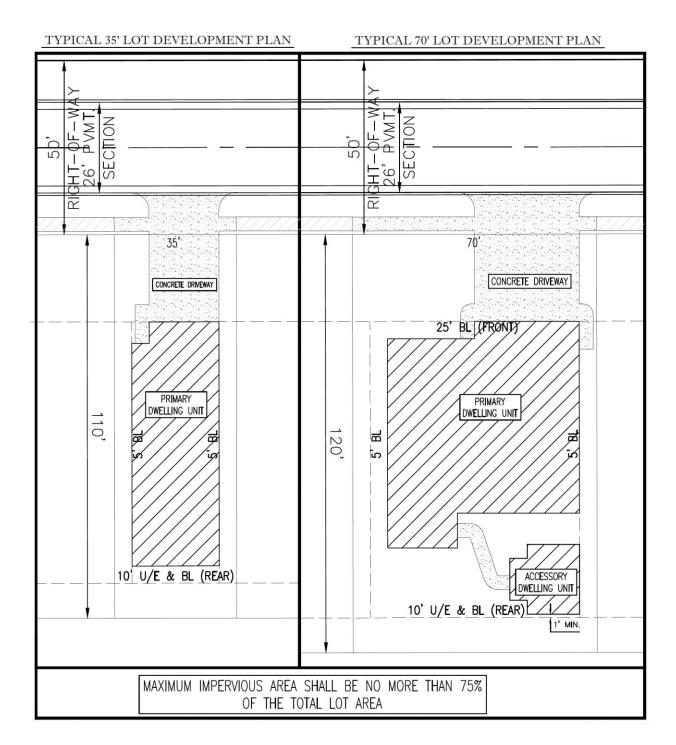
#### **EXHIBIT B**

# Preliminary Site Development Plan Full Size Documents Submitted to City Staff (Page 1)



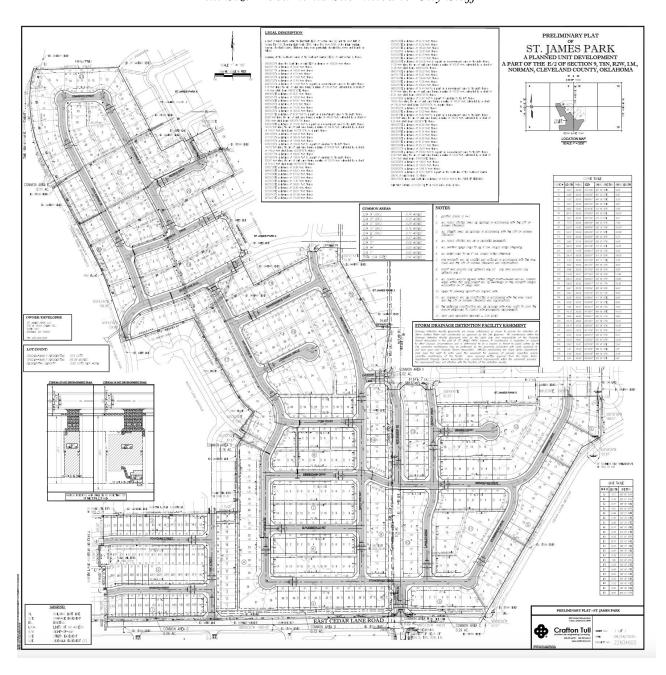
#### **EXHIBIT B**

Typical Lot Layout
Full Size Documents Submitted to City Staff
(Page 2)



#### **EXHIBIT C**

### Preliminary Plat Full Size Documents Submitted to City Staff



### **EXHIBIT D**

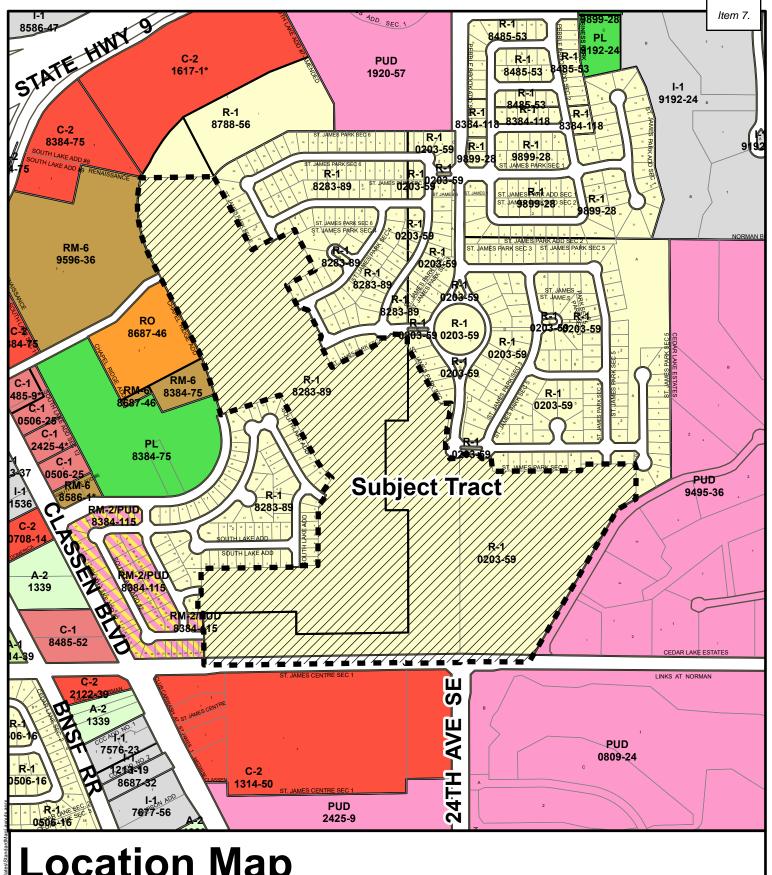
#### Allowable Uses

- Detached single family dwellings;
- Family day care home;
- General purpose farm or garden;
- Home occupations;
- Municipal recreation or water supply;
- Accessory buildings;
- Model homes and/or Sales Office
- Short-term rentals; and
- Accessory Dwelling Units (only allowable in Area 1).

### **EXHIBIT E**

# Green Space Exhibit Full Size Documents Submitted to City Staff





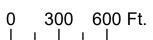
# **Location Map**

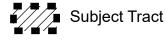


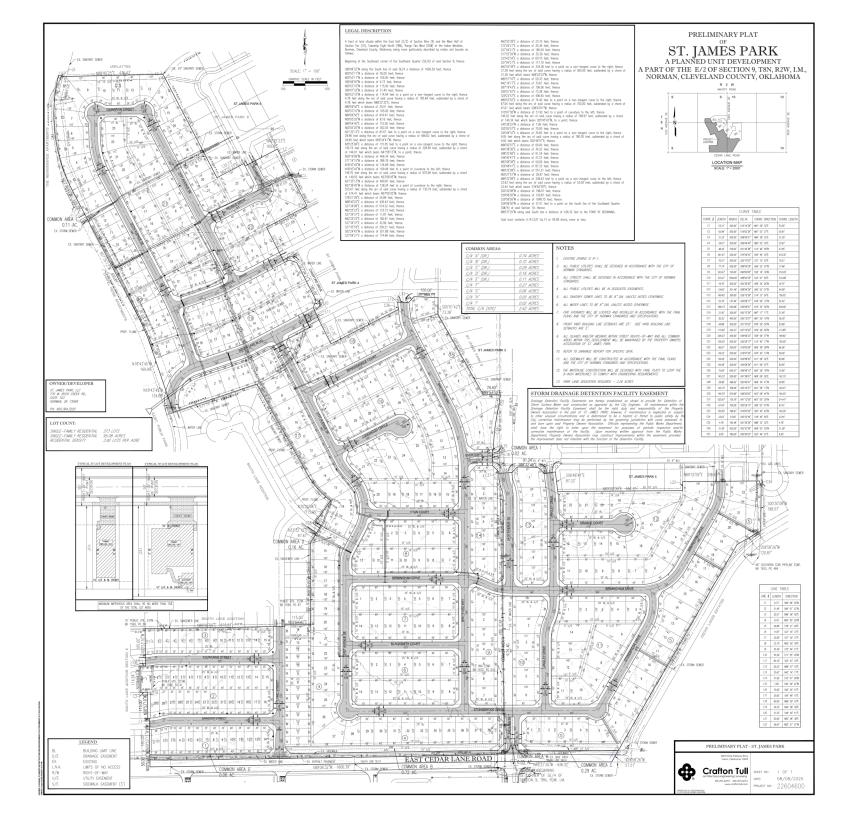
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



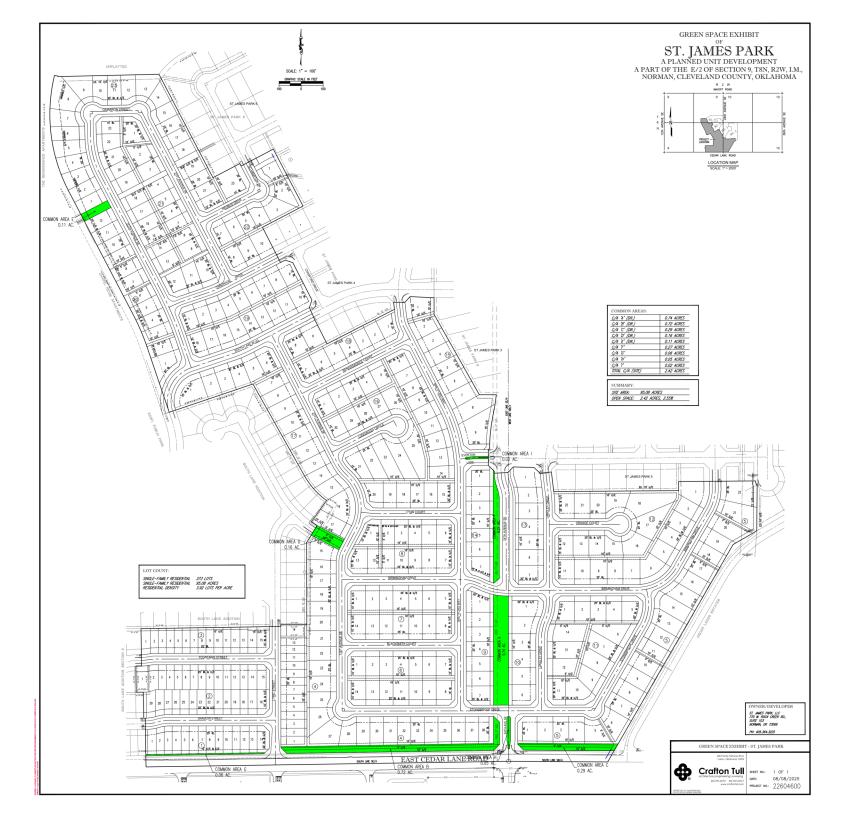
July 9, 2025











#### File Attachments for Item:

8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-6: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY ST. JAMES PARK, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES PARK ADDITION, A PLANNED UNIT DEVELOPMENT, FOR 95.08 ACRES OF PROPERTY GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN BOULEVARD AND CEDAR LANE ROAD.



### CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** St. James Park, LLC (Crafton Tull & Associates, Inc.)

**PRESENTER:** Ken Danner, Subdivision Development Manager

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-6: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY ST. JAMES PARK, LLC (CRAFTON TULL & ASSOCIATES, INC.) FOR ST. JAMES PARK ADDITION, A PLANNED UNIT DEVELOPMENT, FOR 95.08 ACRES OF PROPERTY GENERALLY LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN

BOULEVARD AND CEDAR LANE ROAD.

ITEM: Consideration of a Preliminary Plat for <u>ST. JAMES PARK ADDITION</u>, <u>A PLANNED UNIT DEVELOPMENT</u>.

**LOCATION:** Generally located one-quarter mile east of Classen Boulevard on the north side of Cedar Lane Road.

#### INFORMATION:

- 1. Owner. St. James Park, LLC.
- 2. <u>Developer</u>. St. James Park, LLC.
- 3. Engineer. Crafton Tull & Associates, Inc.

#### **HISTORY:**

- 1. October 21, 1961. City Council adopted Ordinance No. 1318 annexing this property into the Norman Corporate City limits without zoning.
- 2. <u>December 12, 1961</u>. City Council adopted Ordinance No. 1322 placing this property in the A-2, Rural Agricultural District.
- 3. <u>September 12, 1967</u>. City Council adopted Ordinance No. 1987 placing a portion of this property in I-1, and removing it from A-2, Rural Agricultural District.

- February 27, 1968. City Council adopted Ordinance No. 2033 placing a portion of this property in I-1, Light Industrial District and removing it from A-2, Rural Agricultural District.
- 5. <u>July 8, 1968</u>. City Council adopted Ordinance No. 2177 placing a portion of this property in I-1, Light Industrial District and removing it from A-2, Rural Agricultural District.
- 6. <u>April 7, 1983</u>. The Norman Board of Parks Commissioners, on a vote of 7-0, recommended park land dedication for South Lake Addition.
- 7. April 14, 1983. Planning Commission, on a vote 7-0, recommended to the City Council that a portion of this property be placed in R-1, Single-Family Dwelling District and RM-2, Low Density Apartment District and removed from I-1, Light Industrial District.
- 8. <u>April 14, 1983.</u> Planning Commission, on a vote 7-0, approved the preliminary plat for South Lake Addition.
- May 10, 1983. City Council adopted Ordinance No. O-8283-89 placing a portion of this property in R-1, Single-Family Dwelling District and removing it from I-1, Light Industrial District.
- 10. May 12, 1983. Planning Commission, on a vote of 8-0, recommended to City Council that a portion of this property be placed in RM-2, Low Density Apartment District with permissive use for a Planned Unit Development and removed from RM-2, Low Density Apartment District.
- 11. May 12, 1983. Planning Commission, on a vote of 9-0, approved the revised preliminary plat for South Lake Addition Addition.
- 12. <u>June 7, 1983.</u> City Council adopted Ordinance No. O-8283-91 placing a portion of this property in RM-2, Low Density Apartment District with permissive use for a Planned Unit Development, and removing it from RM-2, Low Density Apartment District.
- 13. <u>April 11, 1985</u>. Planning Commission, on a vote of 8-1, recommended to City Council that a portion of this property be placed in RM-2, Low Density Apartment District with a revised site development plan for a Planned Unit Development and removed from RM-2, Low Density Apartment District with permissive use for a Planned Unit Development.
- 14. <u>April 11, 1985</u>. Planning Commission, on a vote of 9-0, approved the revised preliminary plat for South Lake Addition.
- 15. May 7, 1985. City Council adopted Ordinance No. O-8485-72 placing a portion of this property in RM-2 with a revised site development plan for a Planned Unit

- Development, and removing it from RM-2 with permissive use for a Planned Unit Development zoning classification.
- 16. <u>June 5, 2003</u>. The Norman Board of Parks Commissioners recommended park land requirements.
- 17. <u>June 12, 2003</u>. Planning Commission, on a vote of 6-0, postponed the request to place this property in R-1, Single Family Dwelling District and remove it from I-1, Light Industrial District and RM-2, Low Density Apartment District for one (1) month.
- 18. <u>June 12, 2003</u>. Planning Commission, on a vote of 6-0, postponed the preliminary plat for St. James Park Addition for one (1) month.
- 19. <u>July 10, 2003</u>. Planning Commission, on a vote of 7-0, recommended to City Council that a portion of this property be placed in R-1, Single-Family Dwelling District and removed from I-1, Light Industrial District and RM-2, Low Density Apartment District.
- 20. <u>July 10, 2003</u>. Planning Commission, on a vote of 7-0, recommended to City Council the approval of the preliminary plat for St. James Addition.
- 21. <u>August 26, 2003</u>. City Council adopted Ordinance No. O-0203-59 placing a portion this property in R-1, Single-Family Dwelling District and removing it from I-1, Light Industrial Dwelling District and RM-2, Low Density Apartment District.
- 22. <u>August 26, 2003</u>. City Council approved the preliminary plat for St. James Park Addition.
- 23. <u>August 26, 2008</u>. Approvals of the preliminary plat for St. James Park Addition became null and void in accordance with the City Code.
- 24. <u>February 14, 2013</u>. Planning Commission, on a vote of 8-0, recommended to City Council that the revised preliminary plat for St. James Park Addition be approved.
- 25. <u>February 20, 2013</u>. City Council approved the revised preliminary plat for St. James Park Addition.
- 26. <u>August 14, 2025</u>. The applicant has made a request to the Planning Commission to recommend to City Council that this property be placed in the PUD, Planned Unit Development and removed from R-1, Single-Family Dwelling District.

#### **IMPROVEMENT PROGRAM:**

- 1. <u>Fire Hydrants</u>. Fire hydrants will be installed in accordance with approved plans. Their locations been reviewed by the Fire Department.
- 2. <u>Permanent Markers</u>. Permanent markers will be installed prior to acceptance of street improvements.

- 3. <u>Sanitary Sewers</u>. Sanitary sewer mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality Standards. Existing sanitary sewers that are in conflict with the proposed residential lots will be relocated.
- 4. <u>Sidewalks</u>. Sidewalks will be constructed on each lot prior to occupancy. Sidewalks will be installed adjacent to common areas.
- 5. <u>Storm Sewers</u>. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Privately-maintained detention facilities will be utilized. The owners have provided documents that state the property to the east of this property will accept storm water and will provide some detention.
- 6. <u>Streets</u>. Streets will be constructed in accordance with approved plans and City paving standards. Cedar Lane Road is existing.
- 7. <u>Water Mains</u>. Water mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards. There are existing twelve inch (12") water mains adjacent to Cedar Lane Road and 24<sup>th</sup> Avenue S.E.. There are existing water mains that may be abandoned or relocated with the design of this preliminary plat.

#### **PUBLIC DEDICATIONS:**

ACTION TAICEN.

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

**SUPPLEMENTAL MATERIAL:** Copies of a location map and revised preliminary plat are included in the Agenda Book.

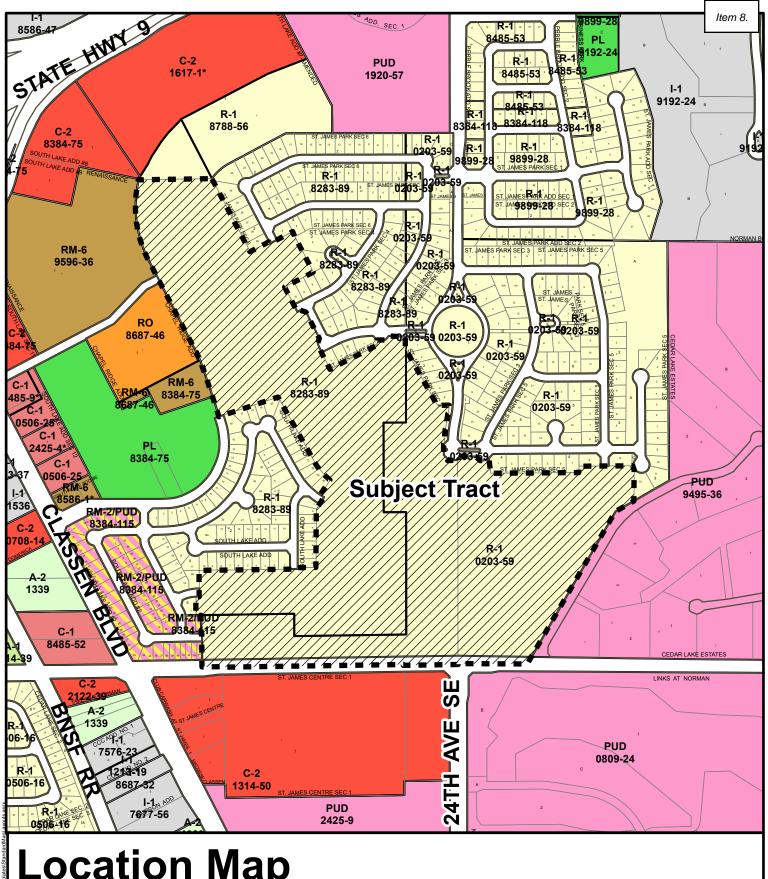
#### STAFF COMMENTS AND RECOMMENDATION:

Twenty-fourth Avenue S.E. is designated as a collector street through this property.

The owners proposed to develop this entire tract as single family development. The property consists of 95.08 acres and 373 residential lots within a PUD. Many of the open space "Blocks" adjacent to and parallel to Cedar Lane Road will also be used as utility easements and will be maintained by the Home Owners Association. Staff recommends approval of the preliminary plat for St. James Park Addition.

**ACTION NEEDED:** Recommend approval or disapproval of the preliminary plat for St. James Park Addition, a Planned Unit Development to City Council.

ACTION	I ANEIN.				



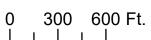
## **Location Map**

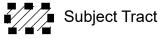


Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



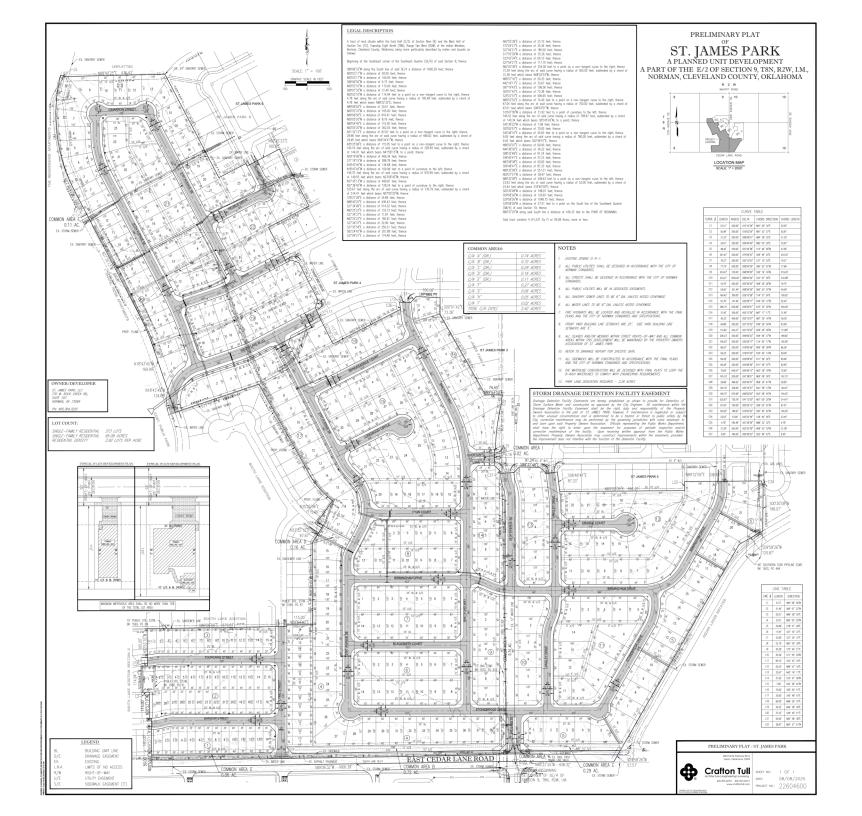
July 9, 2025



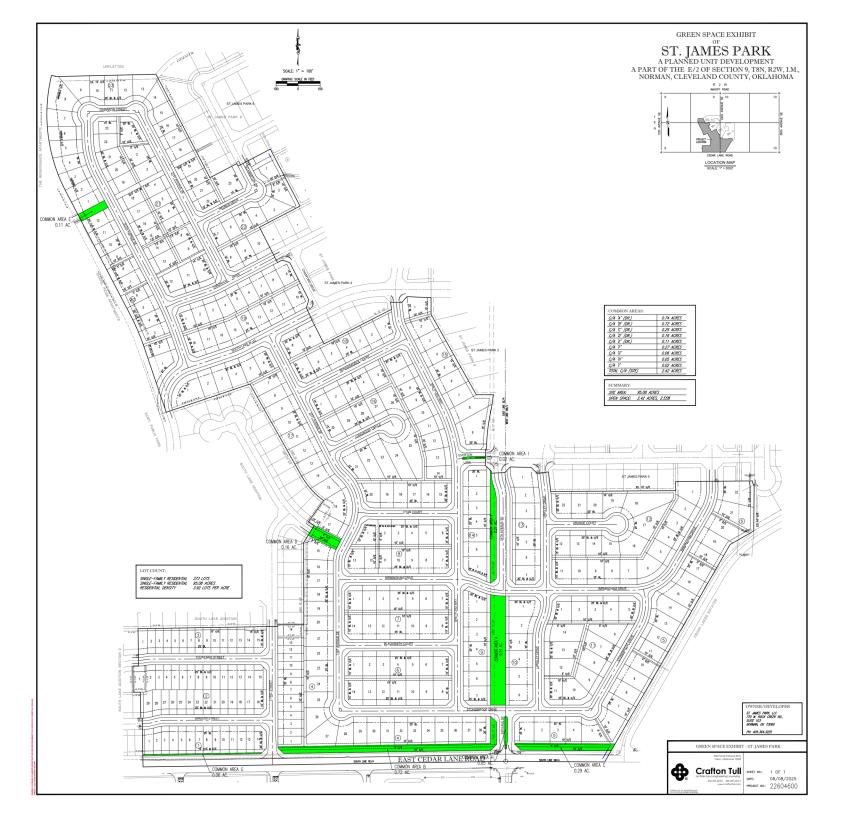


109





Item 8.



#### St. James Park Preliminary Plat

The proposed residential development is a sequential phase of the St. James Park residential subdivision. This proposed final phase is to contain 373 single-family residential lots. This development will be located north of Cedar Lane Road with access provided by two, new full-access public street connections at Lyric Street and at 24<sup>th</sup> Avenue SE. The site is expected to generate 261 AM peak hour trips, 351 PM peak hour trips, and 3,517 trips on an average weekday. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic study was prepared for the application by Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACK- GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
Cedar Lane Road	4	4,700	2,286	6,986	22,000	21.36	31.75

The proposed development will take access to/from two new full-access public street intersections, Lyric Street and 24<sup>th</sup> Avenue SE, north of Cedar Lane Road. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are a number of traffic impact fees to be paid with the filing of the Final Plat for improvements in the area that were originally identified in the Destin Landing Traffic Study. In total, these traffic impact fees total \$23,559.49. These fees will increase once the developer provides a construction cost estimate for the preferred alternate at one key intersection adjacent to the site. These fees are broken down to improvements at the following:

- 1. \$7,332 for improvements at the US 77 intersection with Cedar Lane Road
- 2. \$3,628.45 for improvements at the US 77 intersection with Post Oak Road
- 3. \$4,581.63 for improvements at the SH 9 intersection with 36<sup>th</sup> Avenue SE
- 4. \$8,017.42 for improvements to Cedar Lane Road east of Black Locust Court
- 5. Traffic impact fees will need to be calculated for the intersection of Cedar Lane Road with 24<sup>th</sup> Avenue SE once the developer provides a construction cost estimate for the preferred alternative at this intersection.

#### CITY OF NORMAN Development Review Form Transportation Impacts

**DATE:** July 14, 2025

STAFF REVIEW BY: David Riesland, P.E.

NO

PROJECT TYPE: Residential

City Transportation Engineer

PROJECT NAME: St. James Park Preliminary Plat

Owner: St. James Park, LLC Developer's Engineer: Crafton Tull Developer's Traffic Engineer: TEC

#### **SURROUNDING ENVIRONMENT (Streets, Developments)**

The property surrounding this proposed development is low density residential in nature. State Highway 9 is located to the north of the site and Cedar Lane Road is located to the south with both providing primary east-west movement of traffic in the area. 24<sup>th</sup> Avenue SE, located through the site, provides for north-south movement of traffic.

#### ALLOWABLE ACCESS:

The proposed development is take access from two new intersections along Cedar Lane Road at Lyric Street and at 24th Avenue SE.

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

<u>Cedar Lane Road</u>: 4 lanes, Speed Limit - 40 mph. No sight distance problems. No median. 24<sup>th</sup> Avenue SE: 2 lanes, Speed Limit—25 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: YES  $\blacksquare$  NO  $\Box$ 

Proposed number of access points for the development is in compliance with what is allowed in the subdivision regulations.

#### TRIP GENERATION

Time Period	Total	In	Out
Weekday	3,517	1,759	1,758
A.M. Peak Hour	261	65	196
P.M. Peak Hour	351	221	130

	TRANSPORTATION	<b>IMPACT</b>	STUDY REC	DUIRED?	YES
--	----------------	---------------	-----------	---------	-----

Being above the threshold for when a traffic impact study is required, a traffic impact study was prepared by Traffic Engineering Consultants, Inc. The development will take access from two new full-access public street intersections from the north side of Cedar Lane Road at Lyric Street and at 24<sup>th</sup> Avenue SE.

RECOMMENDATION:	APPROVAL	DENIAL	□ N/A	☐ STIPULATIONS	
KECUIVIIVI EINDA I IUN:	AFFRUVAL	DENIAL	I IN/A	I I STIPULATIONS	- 1 1

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

The proposed residential development is a sequential phase of the St. James Park residential subdivision. This proposed final phase is to contain 373 single-family residential lots. This development will be located north of Cedar Lane Road with access provided by two, new full -access public street connections at Lyric Street and at 24<sup>th</sup> Avenue SE. The site is expected to generate 261 AM peak hour trips, 351 PM peak hour trips, and 3,517 trips on an average weekday. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic study was prepared for the application by Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

The proposed development will take access to/from two new full-access public street intersections, Lyric Street and 24<sup>th</sup> Avenue SE, north of Cedar Lane Road. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are a number of traffic impact fees to be paid with the filing of the Final Plat for improvements in the area that were originally identified in the Destin Landing Traffic Study. In total, these traffic impact fees total \$23,559.49. These fees will increase once the developer provides a construction cost estimate for the preferred alternate at one key intersection adjacent to the site. These fees are broken down to improvements at the following:

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#### **City of Norman Predevelopment**

Item 8.

**Applicant:** St. James Park L.L.C.

**<u>Project Location</u>**: Near the Northeast corner of the intersection of Classen Boulevard

and East Cedar Lane Road

Case Number: PD25-18

**Time:** 5:30 p.m.

#### **Applicant Representative:**

Sean Rieger

#### Attendees:

Ron Rollins

Sheila Rollins

Lisa Summers

Ryan Ponto

Marissa Landes

Paul Warren

Juile Warren

Peggy Lee

Chuck Kokosa

Ricky Pope

Holi Pope

Dianna Hunter

#### City Staff:

Justin Fish, Planner I Landon Gum, Public Works Engineering

#### **Application Summary:**

The applicant submitted a request for a preliminary plat for Charleston Ridge, for 95.08 acres of property located Near the Northeast corner of the intersection of Classen Boulevard and East Cedar Lane Road. This is accompanied by a request for a rezoning from R-1, Single-Family Dwelling District, to PUD, Planned Unit Development. The proposed development is divided into two areas both consisting of Single-Family dwellings of varying lot and building types that match up closely to those found in standard R-1 zoning. The rezoning is required for the applicant to be able to create lots that are less than 50' wide.

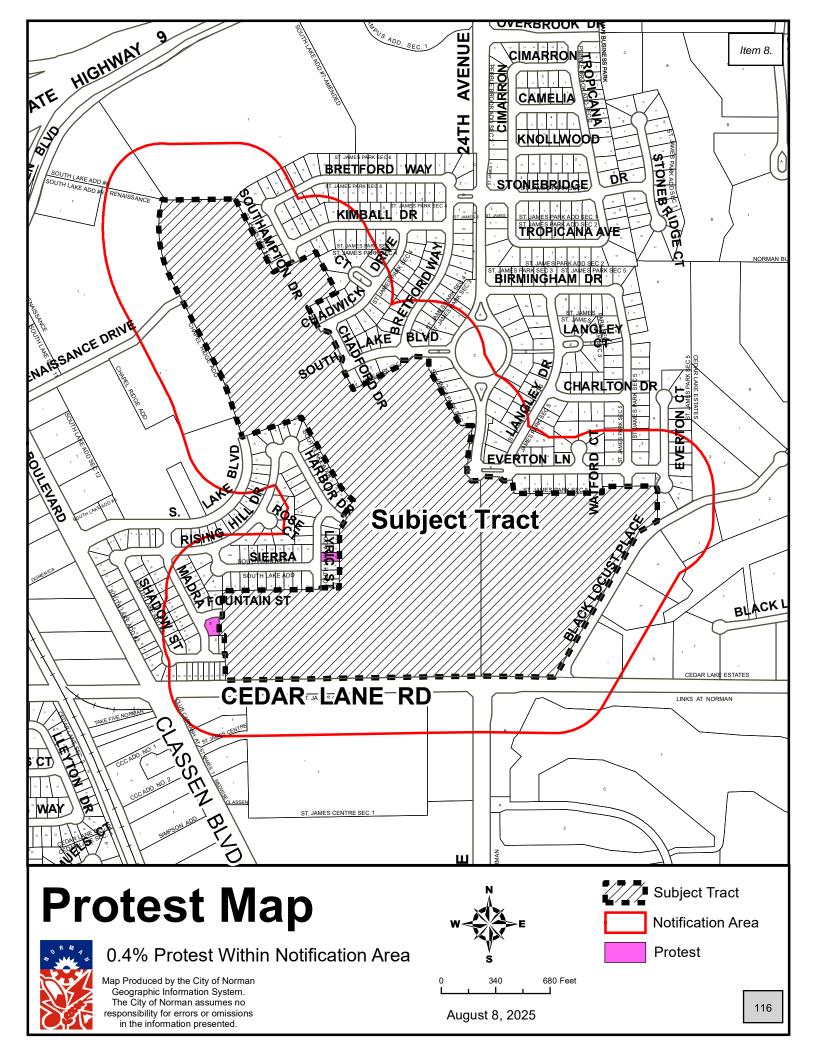
#### Neighbor's Comments/Concerns/Responses:

After the applicant presentation several of the attending neighbors had questions revolving around the proposed development. The applicant was asked if they knew what the square footage of the homes would be. The applicant representative responded saying that those details are not know at this time. The applicant was then asked what

#### **City of Norman Predevelopment**

July 24, 2025

would be done about the drainage in this area. The applicant responded that they are expanding off site detention pond, adding flumes to the development site, and are required to meet the City of Norman's Engineering & Design Criteria. Lastly, the attending neighbors asked questions about street connections and cut through traffic. Addressing the questions about cut through traffic the applicant representative stated the proposed development will feature smaller streets, and created an indirect connection to 24<sup>th</sup> Ave SE. The applicant representative stated the proposed development would have street connections to several existing streets in the South Lake Addition and St James Park Section 5. There will also be two access points into the site off of East Cedar Lane Road.



OF THE CITY CLERK
ON 08/04/25-LW

#### August 1, 2025

Dear Planning Commission,

My name is Lisa Summars. I have lived in South Lake Development for over 41 years. I am writing in protest to the rezoning from R-1 to PUD in this area.

I disagree with the zoning due to the following:

#### 1. Increased Density

- Traffic congestion: More residents mean more cars, increasing local traffic and possibly straining existing roads.
- Parking problems: Some PUDs may not allocate enough private parking, pushing overflow onto the nearby public and private streets.
- Noise: Higher density brings more activity and noise.

#### 2. Strain on Infrastructure

- Utilities: Water, sewage and electrical systems will be pushed to capacity.
- Public Services: Schools, fire departments and law enforcement may be stretched thin if the area sees a significant population increase.

#### 4. Property Value Concerns

- Uncertainty: if the PUD is poorly managed or declines quality, it will hurt property values for adjacent homeowners.
- Rental saturation: Some PUDs allow high numbers of rentals or short-term Airbnb type units, which will lower nearby home values and stability. How will the city ensure the PUDs are not low-quality Airbnb or VRBO rentals?

#### 5. Loss of Community Character

 Commercial encroachment: If the PUD includes retail or mixed-use development, it will change the residential character of this area.

#### 6. Environmental Impact

 Stormwater runoff: Denser development with more impervious services can lead to more drainage and flooding issues. I am concerned that the rezoning of the property near the South Lake addition will negatively affect the area, as outlined in the bullets above. As a long-term resident of Norman, and the South Lake area, I am invested in the positive growth of my community. I agree with the recent development of retail space near the area, with the development of Dunkin Donuts and several other food chains, because the east side of Norman has long needed business development. However, I have not seen, or been provided, studies citing the need for more single-developed homes or PUD. I urge the city to provide more information on the development – its specific type, the builder, occupancy rate, and more – to sway my negative decision of the development. I encourage the city to reconsider rezoning the area from R-1 to PUD.

Yours,

Lisa Summars

Homeowner in South Lake Addition

Justin Roberts 2000 Fountain St. Norman, OK 73071

FILED IN THE OFFICE OF THE CITY CLERK

ON 7-31-25

7/28/2025

Dear Norman City Council,

I am a resident of the South Lake neighborhood in Norman and am writing to formerly protest the proposed rezoning of the area north of Cedar Lane by St James Park neighborhood.

As a tax payer to the city of Norman and a resident of South Lake, I have three issues with more development in this area:

- With any new development in a given area comes an increase in property taxes in the surrounding area of the new development. Norman already has some of the highest property taxes in the state and they continue to go up every year. I simply do not wish to pay even more property taxes because of something I and many residents never wanted or asked for.
- The Planned Urban Development that is being considered I feel will only negatively impact the property values in South Lake and surrounding areas, especially if the units are bought and turned into rental properties. Rental properties, in general, can negatively affect surrounding areas when the properties are not well maintained due to absentee landlords, tenant abuse or general misuse of the property. If anything, the area needs to remain designated as R1.
- All of the homes in this neighborhood, including my own, that face the field that
  is north of Cedar Lane are offered a degree of privacy due to the area being
  vacant. The residents with homes facing that field will potentially have increased
  out of pocket costs to maintain the same level of privacy they had prior to the
  proposed rezoning and development. It may not even be possible to regain the

same level or privacy once it's lost. Myself and many neighbors that I've spoken to agree that one of the biggest positive aspects of the neighborhood is the rural feeling and general calmness and quietness that comes with an area with little development. The new developments in the surrounding area have already disrupted that to a degree and I and many residents simply do not wish for any further disruption.

I ask that city council will take these points I've made into consideration and keep more development out of our quite literal backyard.

Respectfully,

Justin Roberts

#### File Attachments for Item:

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-6: 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 SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1751 E. IMHOFF ROAD)



### CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Coleraine Capital Group, Inc.

PRESENTER: Kelly Abell, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-6: 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 SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP EIGHT NORTH (T8N), RANGE TWO WEST (R2W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR

THE SEVERABILITY THEREOF. (1751 E. IMHOFF ROAD)

#### File Attachments for Item:

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-7: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY COLERAINE CAPITAL GROUP, INC. (CRAFTON TULL & ASSOCIATES, INC.) FOR 32.50 ACRES OF PROPERTY LOCATED AT 1751 E. IMHOFF ROAD.



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** Coleraine Capital Group, Inc (Crafton Tull & Associates, Inc.)

**PRESENTER:** Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-7: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY COLERAINE CAPITAL GROUP, INC. (CRAFTON TULL & ASSOCIATES, INC.) FOR 32.50 ACRES OF PROPERTY LOCATED AT 1751 E. IMHOFF

ROAD.

#### File Attachments for Item:

11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-7: 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 NORTHEAST QUARTER (NE/4) OF SECTION TWO (2), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE I-1, LIGHT INDUSTRIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (5451 HUETTNER DRIVE)



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** High Flyer Holdings, Inc.

**PRESENTER:** Kelly Abell, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-7: 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 NORTHEAST QUARTER (NE/4) OF SECTION TWO (2), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE I-1, LIGHT INDUSTRIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF.

(5451 HUETTNER DRIVE)

APPLICANT/REPRESENTATIVE High Flyer Holdings Inc./Johnson and

**Associates** 

**LOCATION** 5451 Huettner Drive

WARD 8

CORE AREA No

**EXISTING ZONING**PUD, Planned Unit Development

EXISTING LAND USE Job Center

CHARACTER AREA Corridor

PROPOSED ZONING I-1, Light Industrial District

PROPOSED LAND USE No change

**REQUESTED ACTION**Rezoning from PUD, Planned Unit

Development, to I-1, Light Industrial District

#### **EXISTING CONDITIONS**

**SIZE OF SITE:** 6.18 Acres

#### SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	PUD	I-1	A-2	I-1	A-2
Land Use	Job Center	Job Center	Urban High	Job Center	Civic
Current Use	Undeveloped	Industrial	Undeveloped	Industrial	Civic

#### **ZONING DESIGNATION**

#### **PUD, Planned Unit Development**

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

- (1) A maximum choice in the types of environment and living units available to the public.
- (2) 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.
- (3) Maximum enhancement and minimal disruption of existing natural features and amenities.
- (4) 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.
- (5) More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.

Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development

shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

#### LAND USE DESIGNATION

#### Job Center

Emphasis on concentration of high-quality jobs. Vital to the long-term health of the city, these activities have special considerations to aid in maximizing their benefits to the community, including accommodation for freight traffic, above average utility usage (water, electric, natural gas), and temporary outdoor storage for materials awaiting transport. Most activities within this land use occur inside a building or under purpose-built cover. These locations are conducive to larger scale manufacturing, warehousing, and research/technology campuses.

Residential uses are typically not appropriate. Multi-unit residential uses can be mixed into corporate campuses or employee-provided housing arrangements. Adjacent residential uses may be appropriate

#### CHARACTER AREA DESIGNATION Corridor Area

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 on the highway; on-site parking; and large setbacks 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.

#### PROCEDURAL REQUIREMENTS

#### PRE-DEVELOPMENT

PD25-19

July 24, 2025

No neighbors attended this meeting.

#### **BOARD OF PARKS COMMISSIONERS**

This project does not include residential development and does not require a trail easement. As such, the project is not required to go before the Board of Parks Commissioners.

#### **SUMMARY OF APPLICATION**

The applicant is requesting to rezone from PUD, Planned Unit Development, to, I-1 Light Industrial District, to develop a 6.18-acre industrial park. The proposed site will include six industrial lots with approximately 1.15 acres of common area, including a private drainage system.

**USE:** The proposed site will be an industrial park with I-1, Light Industrial District, uses allowed.

#### TRAFFIC ACCESS, CIRCULATION, PARKING AND SIDEWALKS:

The development is located along Huettner Drive between I-35 and the BNSF Railroad. Access will be provided from Huettner Drive onto Huettner Court, a public street. No public sidewalks or trails are proposed. Parking is proposed for each lot as shown on the site plan.

#### LANDSCAPING:

Landscaping will be provided in accordance with Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, which may be amended from time to time.

#### SIGNAGE:

Signage will comply with the City of Norman's applicable sign regulations in Chapter 28. Signs will be addressed at the building permit phase.

#### LIGHTING:

Outdoor and exterior lighting will be addressed at the building permit stage and will be provided in accordance with Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

#### **SANITATION/UTILITIES:**

The proposed project does not show dumpster locations on the site plan, however it will comply with the City of Norman's applicable rules, ordinances, and regulations for sanitation services. The applicant will connect to the City of Norman's water and sewer systems.

#### **FENCING/WALLS:**

Fencing and screening, if provided, will comply with Section 36-552, Fencing, Walls, and Screening.

**EXTERIOR MATERIALS:** Exterior materials for the project will meet Section 36-547, Exterior Appearance. Any façade abutting a zoning district other than industrial will be required to have 80% masonry.

#### **HEIGHT:**

The I-1 Area Regulations restrict building height to a maximum of three stories or 45 feet.

#### **NEAREST PUBLIC PARK:**

Ruby Grant Park is 0.61 miles from the proposed development site. Ruby Grant is located at the SE corner of Franklin Road and 36<sup>th</sup> Avenue NW.

#### **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 adverse comments.

#### **CITY DEPARTMENTS**

- 1. Fire Department
- 2. Building Permitting Review

- 3. Public Works/Engineering
- 4. Transportation Engineer
- 5. Planning
- 6. Utilities

#### **COMMENTS, BY DEPARTMENT/AGENCY**

Items italicized and blue in these sections represent City Staff analysis.

#### A.1. FIRE DEPARTMENT

Additional information would be required to determine fire hydrant and fire lane requirements related to the proposed buildings. These items will be addressed during individual building permitting. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

#### A.2. BUILDING REVIEW

Building codes will be addressed at the building permit stage.

#### A.3. PUBLIC WORKS/ENGINEERING

Please see the attached report.

#### A.4. TRANSPORTATION ENGINEER

Please see the attached report from the Transportation Engineer.

#### A.5. PLANNING

#### i. ZONING CODE CONSIDERATIONS

#### I-1, Light Industrial District

#### i. Purpose

The I-1, Light Industrial District, is intended for light manufacturing, processing, assembly, and office/warehouse uses that operate with minimal noise, odor, dust, or glare, and are confined within enclosed buildings. The district aims to support industrial operations which generate moderate traffic but do not produce the heavy traffic associated with more intensive or hazardous industrial uses. This district serves as a transitional zone between general commercial, multi-family residential areas, and heavier industrial zones, prioritizing activities that are non-disruptive to nearby properties.

The applicant is proposing to create an industrial park totaling 6.18 acres, including six industrial lots, with approximately 1.15 acres of common area, a private drainage system, and 269,000 sq. ft. of buildings.

#### ii. Uses Permitted

The permitted uses for the I-1 District are listed in Section 36-529. The uses include typical industrial and manufacturing uses. They are split into two categories: those which can be conducted outdoors and those which must be conducted in an enclosed space.

Specific uses from the I-1, Light Industrial District, will be requested at the time of development.

#### iii. Area Regulations

1. Front yard.

A 25-foot front building setback line shall be established. Across the entire front of all new lots (and the street side of any corner lot) a minimum ten-foot landscape strip shall be installed, which may not be encroached upon by parking or outdoor storage. One eight-foot-tall shade (canopy) tree per 20 feet of lot frontage and one three-gallon shrub per five feet of building frontage shall be installed within this landscape strip. Clustering of these required plantings may be allowed, if approved by the City Forester or his designee. Such planting should be covered by the three-year maintenance bond required when new landscaping is installed with the parking lot on the same tract. All species are to be approved by the City Forester. Signs may be installed in any required landscape area. 2. Side yard.

For uses other than dwelling, no side yard shall be required except on the side of a lot adjoining a residential zoning district in which case there shall be a side yard of not less than five feet. The street side corner setback shall be 15 feet.

3. Rear yard.

Whenever the rear yard adjoins a residential zoning district, the minimum building setback for principal and accessory buildings shall be 30 feet, unless a rear alley is provided.

The proposed six industrial lots will each be required to meet the front, side, and rear area regulations during the building permit stage.

#### iv. Height Regulations

 Height regulations. Where a lot adjoins a dwelling district, the building shall not exceed three stories or 45 feet in height, unless it is set back one foot from all yard lines for each foot of additional height above 45 feet.

The proposed Industrial Park will meet the height regulations, and no structure will exceed three stories in height or be taller than 45 feet in height.

#### **COMPREHENSIVE PLAN CONSIDERATIONS**

#### **Character Area Policies**

#### i. General Policies

Non-Residential Policies

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

Exterior materials for the project will meet Section 36-547, Exterior Appearance. Any façade abutting a zoning district other than industrial will be required to have 80% masonry.

#### ii. Character Area Policies - Corridor Areas

- 1. 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.
- 2. Use screening, with natural materials, when possible, to lessen noise pollution and visual clutter from existing and future uses along the corridor.
- 3. Promote circulation and manage access to keep traffic flowing by:
  - a. Including access along and into properties for vehicles, public transit, pedestrians, and bicyclists during street and interchange improvements.
  - b. Projects should not create fragmented parcels or impede on- and off-site circulation through, to reduce restriction of future development.
  - c. 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.
  - d. Requiring shared entrances, cross-access, and avoiding multiple access points for new commercial developments at major intersections.
- 4. Commercial developments should offer both internal and external pedestrian connections, especially between hotels, restaurants, and retail services.
  - a. Connections to the corridors and through developments should improve safety for those walking, bicycling, or using mobility devices.
- 5. 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.
- 6. Add density through development of sites behind properties directly facing streets.
- 7. Retrofit or mask existing strip development or other unsightly features, as necessary.
- 8. Explore requiring that stormwater management and detention have a lower impact than historic stormwater conditions for all new or redevelopment along corridors.

The proposed project is **inconsistent** with the Corridor Area policies because it does not provide mixed-uses or connection to other developments. The proposed project is **consistent** with the screening policy.

#### iii. Land Use Development Policies

#### i. Description and Context - Job Center (JC)

- 1. Emphasis on concentration of high-quality jobs. Vital to the long-term health of the city, these activities have special considerations to aid in maximizing their benefits to the community, including accommodation for freight traffic, above average utility usage (water, electric, natural gas), and temporary outdoor storage for materials awaiting transport. Most activities within this land use occur inside a building or under a purpose-built cover. These locations are conducive to larger scale manufacturing, warehousing, and research/technology campuses.
- 2. Residential uses are typically not appropriate. Multi-unit residential uses can be mixed into corporate campuses or employee-provided housing arrangements. Adjacent residential uses may be appropriate.

The proposed industrial park is **consistent** with the Job Center policies because residential uses are not proposed. The proposed buildings appear to meet the first policy.

#### ii. Building Types

1. Appropriate and common structures are mid-rise offices, large warehouse-type structures, and other buildings that support the primary function, for example a gate house.

The proposed building types are **consistent** on the site plan, shown with larger square footage, warehouse-type structures. The structures range in size from 5,100 sq. ft. to 9,500 sq. ft.

#### iii. Site Design

- 1. Relatively simple site layouts are appropriate.
- 2. Primarily providing employee parking, although parking lots may seem small compared to the building.
- 3. Attention should be paid to appropriate landscaping designed to screen or buffer sites.
- 4. Building design, articulation, and landscaping should contribute to the attractiveness of sites from the major roadways.
- 5. Industrial uses with high external effects like noise and odor must mitigate anticipated adverse impacts on adjacent land uses. Adjacent residential uses are not appropriate in this context.
- 6. Includes access to sidewalks, trails, and side paths from entrances to streets with transit services and/or potential transit service

The site plan is **consistent** with the Site Design policies due to the simple layout consisting of proposed larger structures, smaller parking areas, and landscaping.

#### iv. Transportation

Clear and simple access to the highway network is important to activities - both for the
movement of goods and for employees, many of whom live in neighboring cities or
counties. As the area intensifies, an evaluation for extending/expanding transit service
would be appropriate. Convenient access and/or integration with trail connections.

Access to the industrial park will be provided from Huettner Court. There is one point of access onto each of the proposed six lots; this is **consistent** with the transportation policy.

#### v. Utility Access

1. 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.

Proposed water and sewer lines will be extended to the site as part of the Preliminary Plat as shown on the attached site plan. This is **consistent** with the Utility Access policy.

#### vi. Public Space

1. Plazas/gathering areas designed for employees to relax and socialize are appropriate. Publicly owned parks are unlikely.

The proposed project is **not consistent** with the Public Space Policy because there are no areas for socializing or gathering shown on the site plan.

#### vii. Neighborhood and/or Special Area Plans

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

#### A.6. UTILITIES

#### I. AIM NORMAN PLAN CONFORMANCE

i. The proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.

#### II. SOLID WASTE MANAGEMENT

i. The proposed development meets requirements for City streets and provides access for solid waste and recycling services

#### III. WATER/WASTEWATER QUALITY

#### i. Water Availability

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

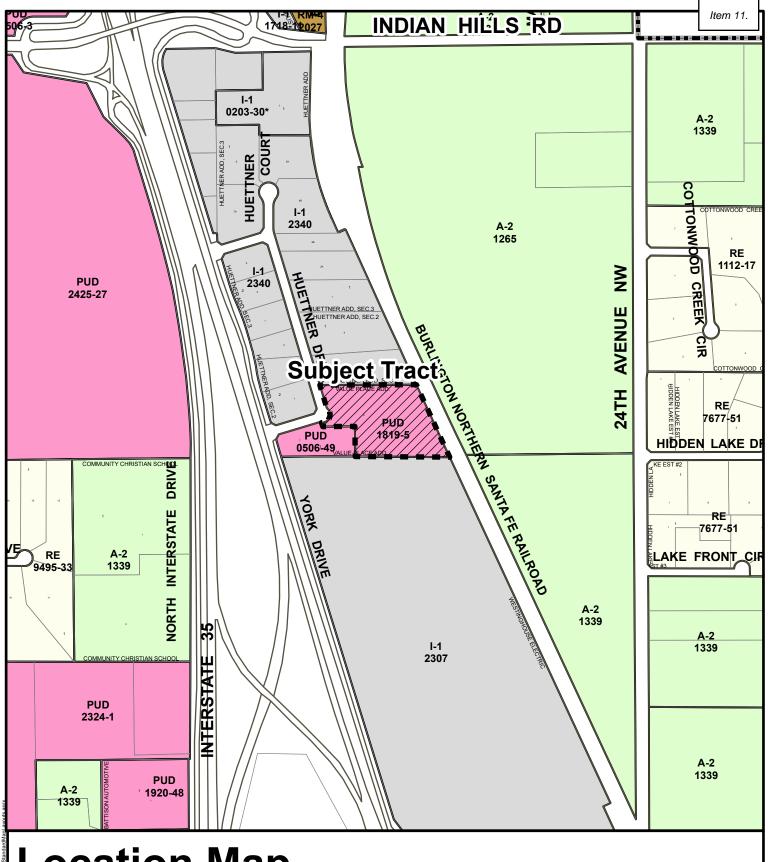
#### ii. Wastewater Availability

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

#### **ALTERNATIVES/ISSUES:**

**IMPACTS**: The proposed industrial park development with large square footage structures, a private drainage area, and simple site designs is consistent in meeting the functional and characteristic policy guidelines. Furthermore, access to a regional highway network enhances connectivity to the industrial area.

**CONCLUSION:** Staff forwards this request for rezoning from PUD, Planned Unit Development, to I-1 Light Industrial District, as Ordinance O-2526-7 to the Planning Commission for consideration and recommendation to City Council.



# **Location Map**

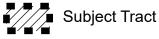


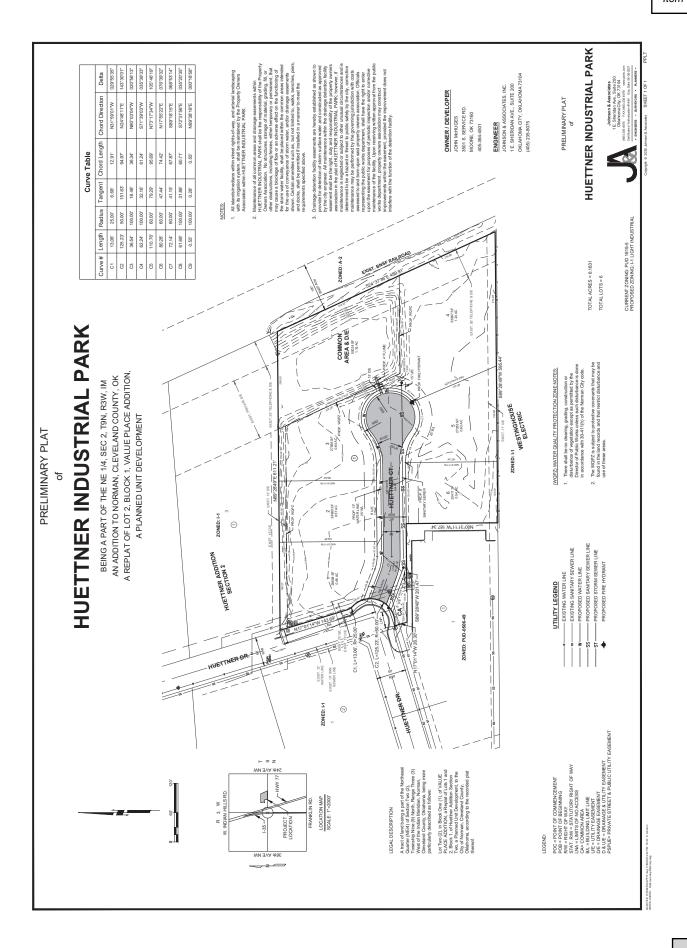
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



July 8, 2025







136



# 5451 Huettner Dr.







#### File Attachments for Item:

12. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-8: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HIGH FLYER HOLDINGS, INC. (JOHNSON & ASSOCIATES, PC.) FOR HUETTNER INDUSTRIAL PARK, (A REPLAT OF LOT 2, BLOCK 1, VALUE PLACE ADDITION) FOR 6.18 ACRES OF PROPERTY LOCATED AT 5451 HUETTNER DRIVE.



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/14/2025

**REQUESTER:** High Flyer Holdings, Inc. (Johnson & Associates, PC.)

**PRESENTER:** Ken Danner, Subdivision Development Manager

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION,

AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-8: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HIGH FLYER HOLDINGS, INC. (JOHNSON & ASSOCIATES, PC.) FOR HUETTNER INDUSTRIAL PARK, (A REPLAT OF LOT 2, BLOCK 1, VALUE PLACE ADDITION) FOR 6.18 ACRES OF PROPERTY LOCATED

AT 5451 HUETTNER DRIVE.

ITEM: Consideration of a Preliminary Plat for <u>HUETTNER INDUSTRIAL PARK, (a Replat of LOT 2, BLOCK 1, VALUE PLACE ADDITION)</u>.

**LOCATION:** Generally located at 5451 Huettner Drive (One-half mile south of Indian Hills Road and east of York Drive).

#### **INFORMATION:**

- 1. Owner. High Flyer Holdings, Inc.
- 2. <u>Developer</u>. High Flyer Holdings, Inc.
- 3. Engineer. Johnson & Associates.

#### **HISTORY:**

- 1. October 18, 1960. Planning Commission recommended to City Council that this property be placed into the A-2, Rural Agricultural District.
- 2. <u>November 22, 1960</u>. City Council adopted Ordinance No. 1265 placing this property in the A-2, Rural Agricultural District.
- 3. October 8, 1970. Planning Commission, on a vote of 8-0, recommended to City Council that this property be placed in I-1, Light Industrial District and removed from A-2, Rural Agricultural District.

- 4. November 3, 1970. City Council adopted Ordinance No. 2340 placing this property in I-1, Light Industrial District and removing it from A-2, Rural Agricultural District.
- 5. <u>June 11, 1998</u>. Planning Commission, on a vote of 9-0, approved the preliminary plat for Huettner Addition.
- 6. <u>July 13, 2000</u>. Planning Commission, on a vote of 7-0, recommended to City Council that the final plat for Huettner Addition, Section Two, be approved.
- 7. <u>September 28, 1999</u>. City Council approved the final plat for Huettner Addition, Section Two.

#### **HISTORY:**

- 8. October 18, 1999. The final plat for Huettner Addition, Section Two, was filed of record with the Cleveland County Clerk.
- 9. March 9, 2006. Planning Commission, on a vote of 7-0, recommended to City Council that the preliminary plat for Value Place Addition (a Replat of Lots 1 and 2, Block 1, Huettner Addition, Section Two) be approved.
- 10. <u>April 25, 2006</u>. City Council approved the preliminary plat for Value Place Addition (a Replat of Lots 1 and 2, Block 1, Huettner Addition, Section Two).
- 11. <u>July 13, 2006</u>. Planning Commission, on a vote of 6-0, approved the final plat for Value Place Addition (a Replat of Lots 1 and 2, Block 1, Huettner Addition, Section Two).
- 12. August 8, 2006. City Council approved the final plat for Value Place Addition.
- 13. October 3, 2006. The final plat for Value Place Addition was filed of record with the Cleveland County Clerk.
- 14. <u>September 11, 2015</u>. Planning Commission, on a vote of 8-0, recommended to the City Council that the preliminary plat of a Replat for Lot 2, Block 1, Value Place Addition be approved with alley waiver.
- 15. October 27, 2015. City Council approved the preliminary plat for a Replat of Lot 2, Block 1, Value Place Addition.
- 16. <u>August 14, 2025</u>. The applicant has made a request to the Planning Commission to remove this property from PUD, Planned Unit Development and place it into I-1, Light Industrial District.

#### **IMPROVEMENT PROGRAM:**

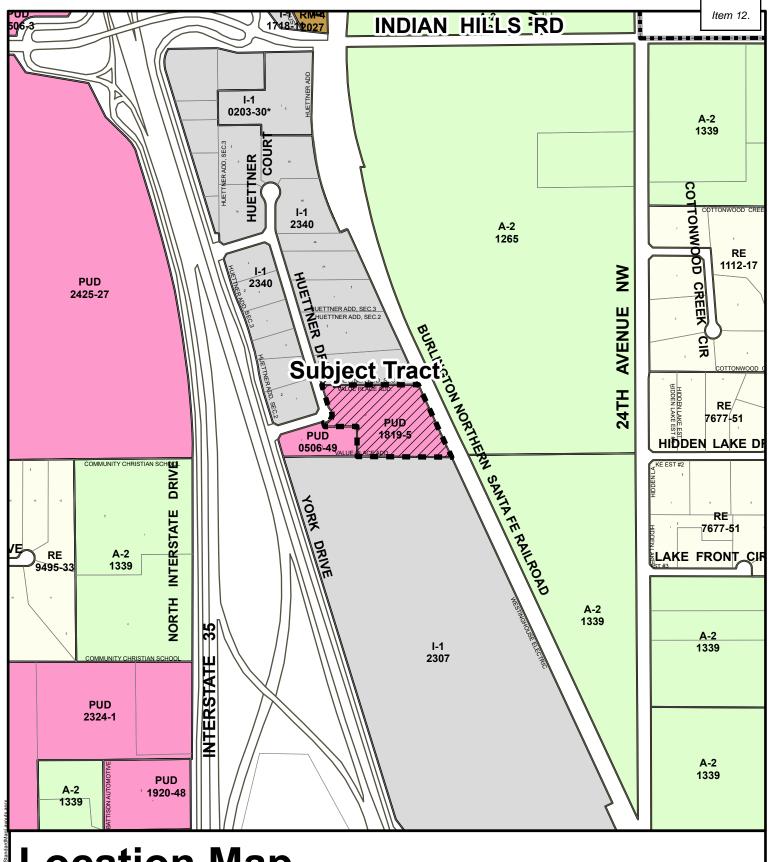
- 1. <u>Alleys</u>. The engineer for the owner has made a request to waive the alley requirements. Adequate circulation has been provided with the site plan without the use of alleys.
- 2. <u>Fire Hydrants.</u> Fire hydrants will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards. Their locations have been approved by the Fire Department.
- 3. <u>Permanent Markers</u>. Permanent markers will be installed prior to filing the final plat.
- 4. <u>Sanitary Sewers</u>. A sanitary sewer main will be installed to serve all of the proposed lots in accordance with approved plans and City and Department of Environmental Quality standards.
- 5. <u>Sidewalks</u>. Sidewalks are not required in industrial zoned properties adjacent to interior streets.
- 6. <u>Drainage</u>. Storm water will be conveyed to an existing privately-maintained detention facility to control discharge into Little River.
- 7. <u>Streets</u>. Huettner Circle will be constructed in accordance with approved plans and City paving standards.
- 8. <u>Water</u>. Water lines will be installed in accordance with approved plans and City and State Department of Environmental Quality standards.

#### **PUBLIC DEDICATIONS:**

- 1. Easements. All required easements will be dedicated to the City on the final plat.
- 2. <u>Rights-of-Way.</u> Street rights-of-way will be dedicated to the City on the final plat.
- 3. <u>WQPZ</u>. There is Water Quality Protection Zone on a portion of the property. There are no plans to build structures within this area. Covenants will be required with final platting.
- **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 approximately 6.18 acres with six (6) proposed industrial lots. The engineer has requested waiver of the alley requirements. Staff recommends approval of the request to waive alley requirements based on the fact adequate circulation has been provided for delivery, sanitation and emergency vehicles. Also, staff recommends approval of the preliminary plat for Huettner Addition, a Replat of Lot 2, Block 1, Value Place Addition.

**ACTION NEEDED:** Recommend approval or disapproval of the request to waive alley requirements and approval or disapproval of the preliminary plat for Huettner Addition, a Replat of Lot 2, Block 1, Value Place Addition to City Council.

<b>ACTION TAKEN:</b>	



## **Location Map**

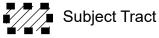


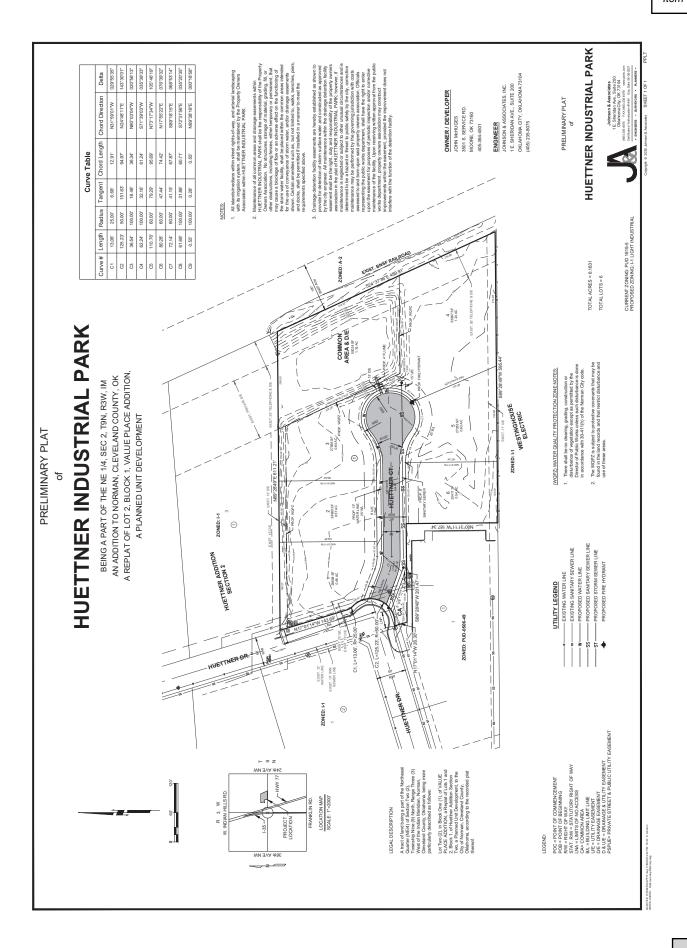
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



July 8, 2025







144



# 5451 Huettner Dr.

Conceptual Site Plan





#### **Huettner Industrial Park Preliminary Plat**

The proposed industrial development is proposed to be constructed on six acres of land which will allow the development of slightly over \$269,000 square feet of industrial park space. This development will be located along Huettner Drive between I-35 and the BNSF Railroad. Access will be provided between Huettner Drive and North Interstate Drive/York Drive. The site is expected to generate 92 AM peak hour trips, 92 PM peak hour trips, and 908 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 Johnson & Associates. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACK- GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
N. Interstate Dr/York Dr	2	2,000*	904	2,904	17,100	11.70	16.98

<sup>\*</sup> Estimated

The proposed development will utilize existing access to Huettner Drive. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are no traffic impact fees to be collected in the area.

#### CITY OF NORMAN Development Review Form Transportation Impacts



**DATE:** July 14, 2025

**STAFF REVIEW BY:** David Riesland, P.E.

City Transportation Engineer

PROJECT TYPE: Industrial Park

PROJECT NAME: <u>Huettner Industrial Park Preliminary Plat</u>

Owner: High Flyer Holdings, Inc.
Developer's Engineer: Johnson & Associates
Developer's Traffic Engineer: Johnson & Associates

#### **SURROUNDING ENVIRONMENT (Streets, Developments)**

The property surrounding this proposed development is industrial in nature. The BNSF Railroad is located to the east of the property. N. Interstate Drive/York Drive and I-35 are located to the west of the site and provide primary north-south movement of traffic in the area. Indian Hills Road, located north of the site, provides for east-west movement of traffic.

#### **ALLOWABLE ACCESS:**

The proposed development is utilizing existing access to Huettner Drive.

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

N. Interstate Drive/York Drive: 2 lanes (existing), Speed Limit - 50 mph. No sight distance problems. No median.

ACCESS MANAG	EMENT CODE	COMPLIANCE:
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YES	NO	L
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Proposed number of access points for the development is in compliance with what is allowed in the subdivision regulations.

#### TRIP GENERATION

Time Period	Total	In	Out
Weekday	908	454	454
A.M. Peak Hour	92	75	17
P.M. Peak Hour	92	20	72

TRANSPORTATION IMPACT STUDY REQUIRED?	YES $\square$	NO	
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Being below the threshold for when a traffic impact study is required, a traffic impact memorandum was submitted by Johnson & Associates on behalf of the applicant to document the trip generation characteristics for the site. The development will utilize one existing access point located along Huettner Drive.

RECOMMENDATION:	APPROVAL	DENIAL	$\square$ N/A	☐ STIPULATIONS	
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Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The proposed industrial development is proposed to be constructed on six acres of land which will allow the development of slightly over \$269,000 square feet of industrial park space. This development will be located along Huettner Drive between I-35 and the BNSF Railroad. Access will be provided between Huettner Drive and North Interstate Drive/York Drive. The site is expected to generate 92 AM peak hour trips, 92 PM peak hour trips, and 908 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 Johnson & Associates. No traffic operational issues are anticipated due to the development.

The proposed development will utilize existing access to Huettner Drive. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are no traffic impact fees to be collected in the area.

#### **City of Norman Predevelopment**

July 25, 2025

Applicant: Johnson and Associates/Mark W. Zitzow

**Project Location:** 5451 Huettner Drive

Case Number: PD25-19

Time: 5:30 p.m.

#### **Applicant Representative:**

Tony Palesano Jessica Bloye Mitchell Moore Adam Ross

#### **Attendees:**

No neighbors were in attendance.

#### **City Staff:**

Kelly Abell, Planner I

#### **Application Summary:**

The applicant is requesting to rezone from 0-1819-5, PUD, Planned Unit Development, to, I-1 Light Industrial District, with a preliminary plat, to develop a 6.18-acre Industrial Park. The proposed site will include six (6) industrial lots with approximately 1.15 acres of common area, with a detention pond. The site development plan includes six (6) lots. (1) .69 acre with a proposed structure of 6450sf. (2).50 acre with a proposed structure of 9200 sf. (3) .67 acre with a proposed structure of 9500sf. (4) 1.23 acre, with a proposed structure of 5100 sf. (5) .52 acre with a proposed structure of 6,325 sf. (6) .54 acre with a proposed structure of 5100 sf.

#### Neighbor's Comments/Concerns/Responses:

No neighbors were present for this meeting.