CITY OF NORMAN, OK
PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, November 12, 2026 at 5:30 PM

AGENDA

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

NOTICE: The requested rezoning items appearing on this Planning Commission Agenda were filed by the applicant at least 30 days ago. Legal notice for each rezoning item was published in The Journal Record 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 OCTOBER 8, 2026.

NON-CONSENT ITEMS

328 E Robinson

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4) (This item was postponed at the October 8, 2026, Planning Commission meeting.)

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

719 S Jenkins

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-18: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SEVENTY-ONE (71) AND SEVENTY-TWO (72), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (719 JENKINS AVE; WARD 4)

731 S Jenkins

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-19: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SIXTY-NINE (69) AND SEVENTY (70), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (731 JENKINS AVE; WARD 4)

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

ADJOURNMENT

File Attachments for Item:

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

PLANNING COMMISSION MEETING MINUTES OF OCTOBER 8, 2026.

CITY OF NORMAN, OK
PLANNING COMMISSION MEETING - AMENDED
Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, October 08, 2026 at 5:30 PM

MINUTES

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers at the Municipal Building, on Thursday, October 08, 2026 at 5:30 PM and notice of the agenda of the meeting was posted at the Norman Municipal Building at 201 West Gray, and on the City website at least 24 hours prior to the beginning of the meeting.

Secretary Parker called the meeting to order at 5:33 p.m.

ROLL CALL

PRESENT
Commissioner Cameron Brewer
Commissioner Douglas McClure
Commissioner Liz McKown
Secretary Kevan Parker
Commissioner Steven McDaniel
Commissioner Jim Griffith
Commissioner Maria Kindel

ABSENT
Chair Erica Bird
Vice Chair Michael Jablonski

STAFF PRESENT
Lora Hoggatt, Planning Services Manager
Anais Starr, Planner II
Logan Gray, Planner II
Greyson Williams, Planner II
Bailey LaChance, Admin Tech IV
Brandon Brooks, Development Engineer
Beth Muckala, Assistant City Attorney
David Riesland, Transportation Engineer
Bryce Holland, Multimedia Specialist

GUESTS PRESENT
James Maxwell, 2601 108th Ave. S.E., Norman, OK
DeAngelo Reyes, Pape-Dawson, 6105 Tennyson Pkwy, STE 210, Plano, TX
Karla Denton, 1130 N Porter Ave, Norman, OK

CONSENT ITEMS

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

Minutes

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

   PLANNING COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2026.

   ITEMS SUBMITTED FOR THE RECORD

   1. September 10, 2026 Planning Commission Meeting Minutes

Certificates of Survey

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

   ITEMS SUBMITTED FOR THE RECORD

   1. Staff Report
   2. Location Map
   3. Survey

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

   ITEMS SUBMITTED FOR THE RECORD

   1. Staff Report
   2. Location Map
   3. Survey

   Motion to approve all items on the consent docket made by Commissioner Kindel, Seconded by Commissioner McKown.

   Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

   The motion was approved.

NON-CONSENT ITEMS

Dollar General Preliminary Plat

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-4: A PRELIMINARY PLAT FOR 108TH AVE. BUSINESS ADDITION. (2403 108th Ave SE; WARD 5) (This item was postponed from the September 10, 2026, Planning Commission meeting.)

ITEMS SUBMITTED FOR THE RECORD

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

Staff Presentation

Brandon Brooks, Development Engineer, presented the staff report for the Dollar General Preliminary Plat project.

Applicant Presentation

Derek Harris, the applicant's representative, and John Silver, the applicant's builder, presented the Dollar General project.

Commissioner Kindel asked about the distance between the proposed Dollar General and the existing location near Little Axe and Highway 9, as well as the demand for an additional store in the area. Mr. Harris stated he was unsure of the distance. Mr. Silver indicated he believed there was sufficient demand.

Commissioner McKown asked whether the proposed Dollar General would offer fresh produce. Mr. Silver clarified the proposed location would be a standard Dollar General rather than a market store.

Commissioner McDaniel expressed concerns about the wastewater spray drifting onto neighboring properties that was brought up at the last meeting and asked about mitigation measures. Mr. Silver explained the spray heads would be located 15 feet from the property line, directed inward, and operated between 1:00 a.m. and 6:00 a.m. in accordance with DEQ standards. He added a six-foot fence would be installed along the property line to further reduce potential impacts.

Public Comment

James Maxwell, 2601 108th Ave S.E., Norman, OK (Protest)

Commission Discussion

Commissioner Kindel asked whether the applicant had obtained information from DEQ regarding neighboring well locations. Mr. Harris provided the Commissioners with a map identifying existing locations.

Motion to approve made by Commissioner McDaniel, Seconded by Commissioner Griffith.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Commissioner McDaniel, Commissioner Griffith
Voting Nay: Secretary Parker, Commissioner Kindel

Planning Commission recommended approval of PP-2627-4.

201 W Apache

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-1: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS ONE (1) AND TWO (2), IN BLOCK SEVEN (7), OF D.L. LARSH'S FIRST ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (201 W APACHE; WARD 4)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Supporting AIM Documents
3. Location Map
4. Narrative
5. Site Plan
6. Parking Agreement
7. Landscape Plan
8. Elevation Drawings
9. Protest Map & Letter

Staff Presentation

Anais Starr, Planner II, presented the staff report for the 201 W Apache project.

Commissioner McDaniel asked whether the road was subject to special fire regulations. Ms. Starr confirmed it was and stated the Fire Department had reviewed and approved the application.

Applicant Presentation

Kaitlyn Turner, the applicant's representative, presented the 201 W Apache project.

Ms. Turner presented a floor amendment to the CCPUD narrative specifying 28 off-site, two on-site, and five on-street parking spaces, for a total of 35 spaces.

Commissioner McDaniel asked about the lease term for the parking spaces. Ms. Turner confirmed it was 10 years.

Public Comment

There were no public comments.

Commission Discussion

There was no further commission discussion.

Motion to approve made by Commissioner Kindel, Seconded by Commissioner McKown.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

Planning Commission recommended approval of O-2627-1.

200 Vicksburg

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

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Vacation Documents
4. Survey
5. Utility Responses

Staff Presentation

There was no staff presentation for this item.

Applicant Presentation

Kaitlyn Turner, the applicant's representative, presented the 200 Vicksburg easement closure project.

Commissioner Kindel asked whether utility provider letters were required from all companies. Beth Muckala, Assistant City Attorney, explained utility providers are contacted through an internal review process and confirmed the required process had been followed. Even though the documentation from some utility providers was not included in the packet, that does not mean they were not contacted.

Public Comment

There were no public comments.

Commission Discussion

There was no further commission discussion.

Motion to approve made by Commissioner McKown, Seconded by Commissioner Kindel.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

Planning Commission recommended approval of O-2627-10.

211 W Symmes

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-11: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS FIVE (5), SIX (6) AND SEVEN (7), IN BLOCK EIGHT (8), OF D. L. LARSH'S FIRST ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM CCFBC, CENTER CITY FORM BASED CODE, AND PLACE THE SAME IN A CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (211 W SYMMES; WARD 4)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Supporting AIM Documents
3. Location Map
4. Narrative
5. Site Plan
6. Parking Agreement
7. Protest Map & Letter

Staff Presentation

Anais Starr, Planner II, presented the staff report for the 211 W Symmes project.

Commissioner Brewer sought clarification on who the parking lease was with. Ms. Starr stated the applicant had that information and will include it in his presentation.

Applicant Presentation

Peter Petromilli, the applicant's representative, presented the 211 W Symmes project.

Mr. Petromilli confirmed the parking lease is with First Baptist Church.

Commissioner Kindel sought clarification on if the Church is requiring the lease be for 10 years and if that was why he is requesting that change. Mr. Petromilli confirmed that was correct.

Commissioner Brewer asked about the change from a 20-year to a 10-year parking lease. Mr. Petromilli explained the original plan involved leasing property owned by

their group, which would have required demolition to create additional parking. He stated the church made parking spaces available under a 10-year lease agreement.

Public Comment

There were no public comments.

Commission Discussion

There was no further commission discussion.

Motion to approve made by Commissioner Kindel, Seconded by Commissioner Griffith.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

Planning Commission recommended approval of O-2627-11.

3060 Classen Blvd

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

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-12: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND BEING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA FROM A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN A PUD, PLANNED UNIT DEVELOPMENT OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3060 CLASSEN BLVD; WARD 7)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Supporting AIM Documents

4. Narrative
5. Site Plan
6. Greenspace Exhibit
7. Pre-Development Notes

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

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Site Plan
4. Preliminary Plat
5. Review Form
6. Pre-Development Notes

Staff Presentation

Logan Gray, Planner II, presented the staff report for the 3060 Classen Blvd project.

Applicant Presentation

Libby Smith, the applicant's representative, presented the 3060 Classen Blvd project.

Commissioner Parker asked about access across the railroad tracks and the future use of that area of the property. Ms. Smith explained the development would stop at the railroad tracks and would not utilize the 28-foot strip of land. She stated it is currently used by the single-family residence to access Classen Boulevard. She added the property may be sold in the future and the proposed development would not have access to Classen Boulevard.

Commissioner McDaniel sought clarification on if the development will preserve the existing trees where appropriate. Ms. Smith confirmed that was correct.

Public Comment

There were no public comments.

Commission Discussion

Commissioner Brewer asked about the differences between the Transit Oriented Development and Urban Medium Land Use designations. Mr. Gray explained Transit Oriented Development is intended to encourage high-density, mixed-use development near potential future commuter rail stops. He noted the proposed development would have approximately nine residential units per acre, compared to the 18 units per acre called for under the Transit Oriented Development designation.

Motion to approve made by Commissioner Brewer, Seconded by Commissioner Griffith.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

Planning Commission recommended approval of R-2627-53, O-2627-12, and PP-2627-5.

328 E Robinson

11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Supporting AIM Documents
3. Location Map
4. Site Plan
5. Pre-Development Notes
6. Protest Map & Letters

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

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Site Plan
4. Review Form
5. Pre-Development Notes

Staff Presentation

Greyson Williams, Planner II, presented the 328 E Robinson project.

Commissioner Brewer asked about the property's future land use designation. Mr. Williams confirmed it was designated Mixed Use and noted, although the property falls within the Porter Corridor and Central Norman Overlay Districts, neither applies to the proposed development.

Applicant Presentation

DeAngelo Reyes, the applicant's representative, presented the 328 E Robinson project.

Commissioner McKown sought clarification on the operating hours of the business. Mr. Reyes stated he was unsure. Commissioner McClure stated he believed they were open until 9 p.m. seven days a week.

Commissioner Brewer asked whether the Robinson Street driveway would allow both ingress and egress. Mr. Reyes confirmed it would and explained a variance was necessary to accommodate the proposed driveway layout.

Commissioner Parker asked about stormwater management. Mr. Reyes explained the site would drain toward the north and southeast driveways, with the western portion draining toward the northwest and southwest corners and Crawford Street. Brandon Brooks, Development Engineer, explained an oversized underground detention system would direct stormwater to an existing inlet on Robinson Street due to limitations with the existing storm sewer infrastructure.

Public Comment

Karla Denton, 1130 N Porter Ave, Norman, OK (protest)

Commission Discussion

Commissioner McDaniel asked about access between Robinson Street and Hayes Street and whether right-turn-only restrictions had been considered. David Riesland, Transportation Engineer, explained staff had requested removal of an additional driveway and relocation of the proposed driveway to meet engineering standards. He noted right-turn-only signage is difficult to enforce.

Commissioner Kindel questioned the necessity of the driveway, expressing concerns about cut-through traffic between Robinson Street and Hayes Street. Mr. Riesland stated the applicant would need to address its necessity.

Commissioner Kindel expressed safety concerns regarding the driveway alignment with McDonald's. Mr. Riesland explained the original location would create conflicting left-turn movements and the applicant could not accommodate staff's recommended alignment with the shared Dunkin' and Taco Mayo entrance.

Commissioner McKown asked whether driveway access from Robinson Street was required by the Zoning Ordinance. Mr. Riesland stated it was not. Commissioner McKown expressed concerns about cut-through traffic and questioned whether the driveway could be eliminated. Mr. Reyes explained the layout resulted from City requirements and site constraints but deferred further details to the design engineer.

Commissioner Kindel asked whether the through driveway was necessary for trash truck access. Mr. Brooks explained the City's Utilities Engineer had reviewed the dumpster location and access, considering truck maneuverability and travel distances.

Mr. Williams noted eliminating the Robinson Street entrance would direct traffic through nearby residential areas along Crawford and Hayes Streets.

Commissioner Brewer asked about the grassy area along Crawford Street and whether the development could shift west to provide additional buffering. Mr. Reyes explained the grassy area resulted from shifting the site east to meet driveway alignment requirements.

Commissioner Brewer suggested shifting the development west while maintaining the Robinson Street driveway to improve buffering and reduce cut-through traffic. Mr. Reyes stated this would require additional pavement and move the Hayes Street driveway closer to the intersection.

Commissioner Kindel suggested relocating the building and eliminating the easternmost Hayes Street driveway to discourage cut-through traffic. Mr. Reyes stated he could not confirm the feasibility of those changes without consulting the design engineer.

Commissioner Kindel asked whether staff had concerns with the proposed modifications. Mr. Brooks explained relocating the building would affect stormwater drainage, grading, underground detention, and trash truck maneuverability.

Commissioner Parker asked about the underground detention system's location and whether the development could shift west to provide additional buffering. Mr. Brooks explained detention would be located beneath the parking lot north of the building and relocating the development would require a revised drainage report and additional review.

Commissioner McDaniel expressed concerns about the Commission redesigning the project and suggested postponement to address traffic and neighboring property impacts. He stated he would have difficulty supporting the current layout.

Commissioner McClure expressed concerns about neighboring businesses, potential site modifications, and the need for additional information. He stated he also could not support the current layout.

Commissioner Kindel emphasized the Commission's support for new businesses while stressing the importance of considering impacts on neighboring properties.

Commissioner Griffith encouraged the applicant to work with Boomer Veterinary Hospital to address its concerns and explore a compromise. He expressed support for postponement.

Commissioner Brewer supported the proposed business but encouraged adjustments to address site layout concerns.

Commissioner McKown emphasized supporting both new and existing businesses and encouraged the applicant to reconsider the layout.

Commissioner McDaniel encouraged the applicant to address the neighboring business's concerns and reconsider the driveway configuration to prevent cut-through traffic.

Commissioner Brewer asked about the applicant's willingness to postpone. Mr. Reyes explained postponement would delay the project but allow time to address concerns. Commissioner Brewer clarified the Commission's vote was a recommendation to City Council and postponement would require the item to return to the Commission.

Commissioner Kindel emphasized considering impacts on both Boomer Veterinary Hospital and the surrounding neighborhood, particularly regarding cut-through traffic.

Commissioner Parker suggested shifting the development west to improve buffering and expressed concerns about property boundary surveys and communication with Boomer Veterinary Hospital. He supported postponement to allow these issues to be addressed.

Motion to postpone to the November 12, 2026 Planning Commission meeting made by Commissioner Kindel, Seconded by Commissioner McKown.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Secretary Parker, Commissioner McDaniel, Commissioner Griffith, Commissioner Kindel

The motion to postpone was approved.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

Lora Hoggatt, Planning Services Manager, thanked everyone who came and participated in the Development Code open houses. She stated the website to submit suggestions for changes to the Development Code is still active at normandevcode.com.

ADJOURNMENT

The meeting was adjourned at 7:09 p.m.

Passed and approved this _____ day of _____, 2026

File Attachments for Item:

2.

CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4) (This item was postponed at the October 8, 2026, Planning Commission meeting.)

CITY OF NORMAN, OK

STAFF REPORT

MEETING DATE: 10/08/2026

REQUESTER: RJR Investments, LLC

PRESENTER: Greyson Williams, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-13: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE NORTH 65 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5), THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE THE SAME IN C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (328 E ROBINSON; WARD 4) (This item was postponed at the October 8, 2026, Planning Commission meeting.)

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

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

SUMMARY:

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

EXISTING CONDITIONS:

SIZE OF SITE: 0.64 acres

SURROUNDING PROPERTIES

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

ZONING DESIGNATION

R-3, Multi-Family Dwelling District

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

LAND USE DESIGNATION

Mixed-Use

See attached Mixed-Use Land Use Category document.

CHARACTER AREA DESIGNATION
Core Neighborhood Areas
See attached Core Neighborhood Character Area document.

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

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-25 September 24, 2026

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

REVIEW COMMENTS:

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

CITY DEPARTMENTS

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

FIRE DEPARTMENT

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

BUILDING REVIEW

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

PUBLIC WORKS/ENGINEERING

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

TRANSPORTATION ENGINEER

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

PLANNING*

ZONING CODE CONSIDERATIONS

C-2, General Commercial District
This commercial district is intended for the conduct of personal and business services and the general retail business of the community. People living in the community and in the surrounding trade territory require direct and frequent access. Traffic generated by the uses will be primarily passenger vehicles and only those trucks and commercial vehicles required for stocking and delivery of retail goods.

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

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

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Character Area Policies

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

Core Neighborhood Character Area Policies

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

Mixed-Use (MX) Land Use Policies

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

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

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

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

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

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

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

The proposal meets requirements for City streets and provides access for solid waste services.

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

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

CONCLUSION:

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

UPDATE: Staff, applicant, neighbor, and property owner met Friday October 30th to discuss the proposed development per Planning Commissioner's recommendation.

Attachment:

328 E Robinson AutoZone AIM Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

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

GOALS

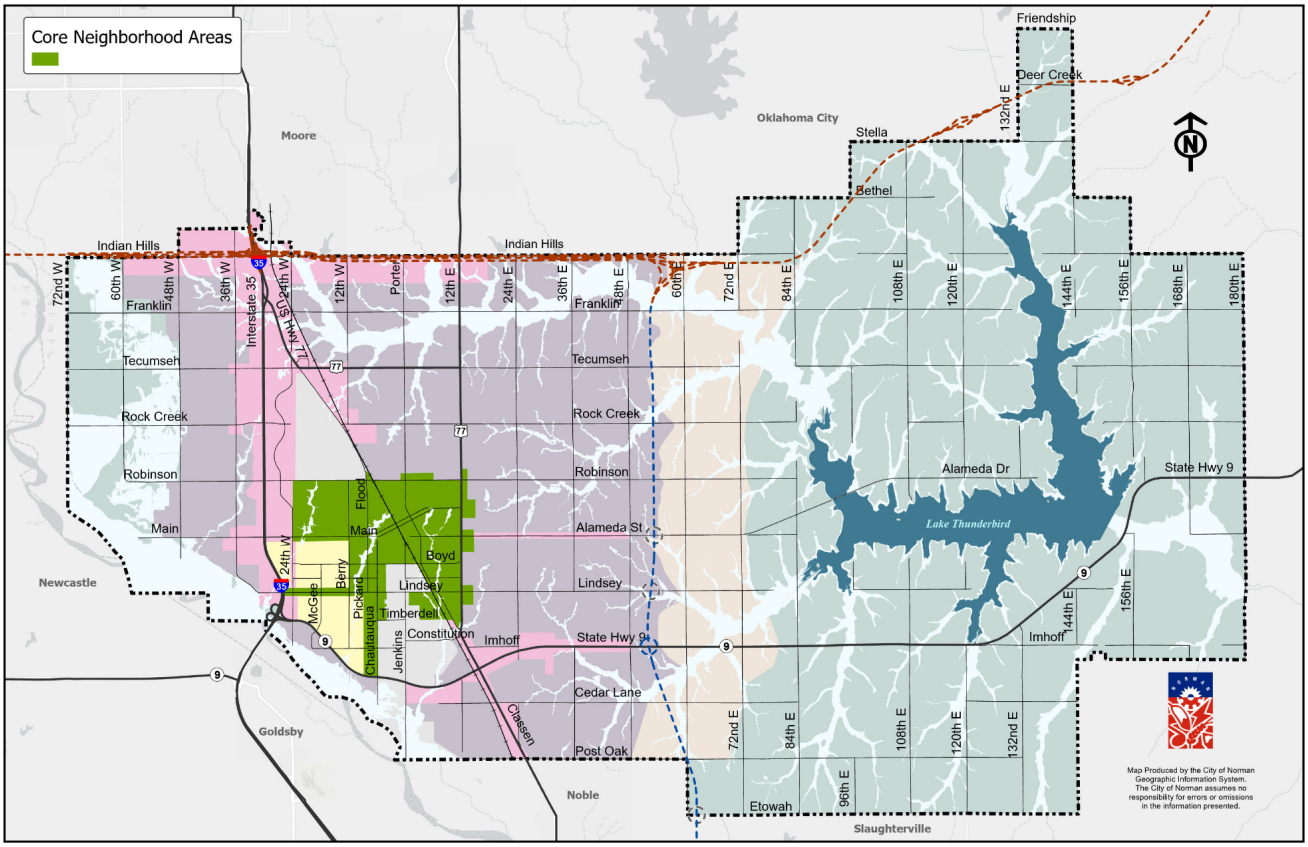
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
  - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's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

OPPORTUNITIES

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

CHALLENGES

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



POLICIES

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

ACTION ITEMS

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

LAND USE CATEGORY

Mixed-Use (MX)

DESCRIPTION & CONTEXT

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

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

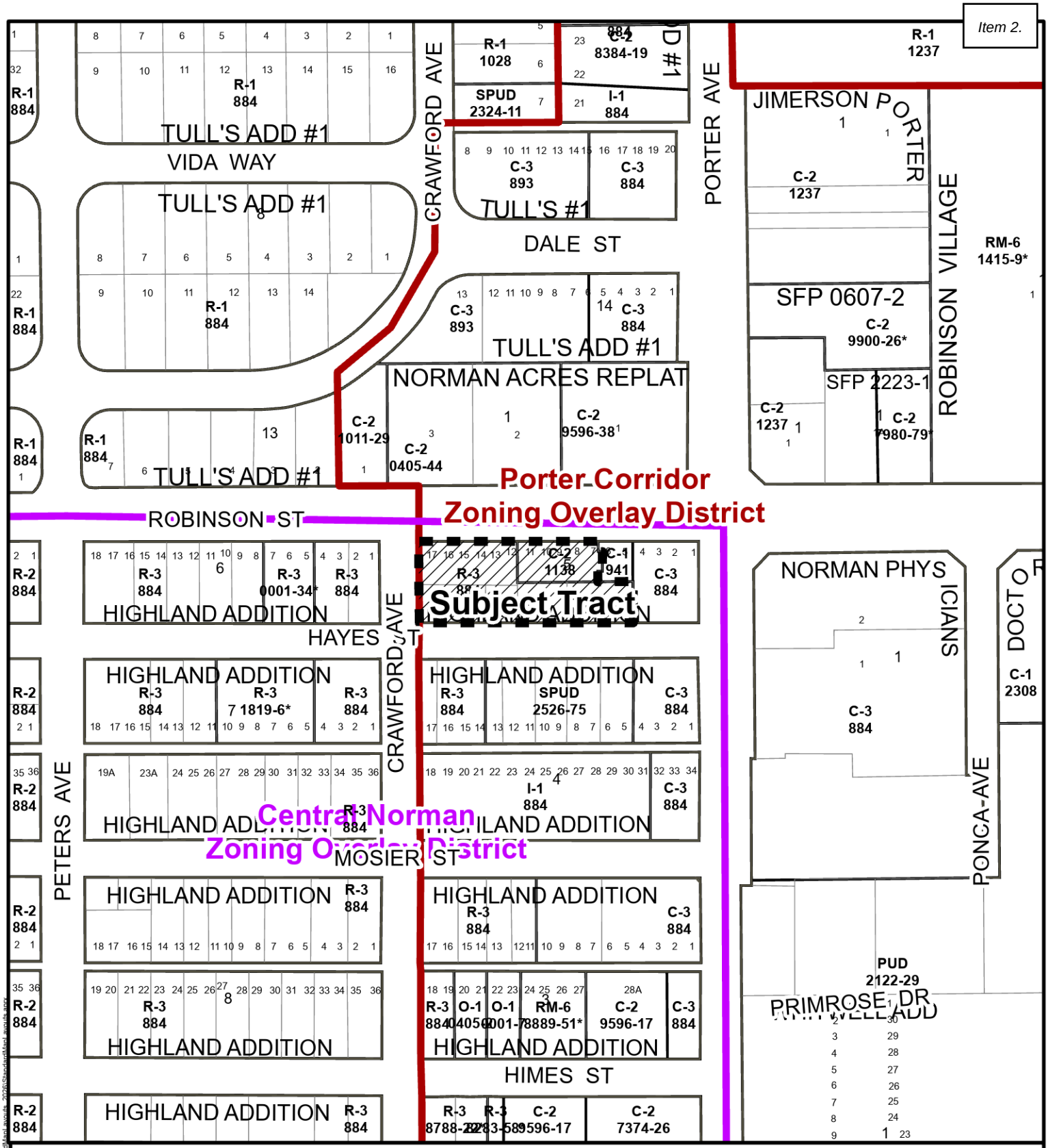
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Mixed-Use



Mixed-Use in West Village, Oklahoma City, OK





Location Map

Subject Tract

September 3, 2026

0 100 200 Ft.

N
W E
S

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.

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PRELIMINARY PLAT OF

AUTOZONE HIGHLAND

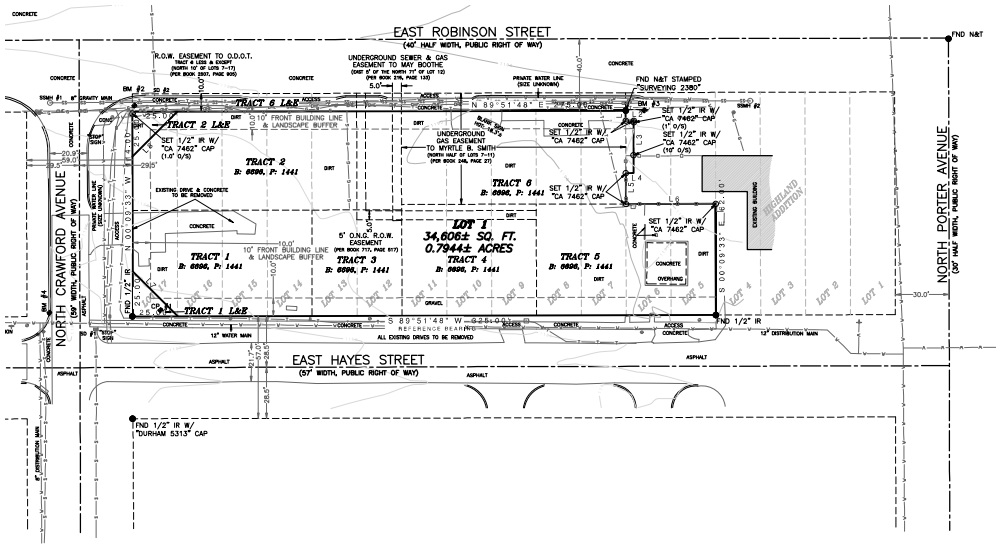
A TRACT OF LAND CONTAINING 0.7944 ACRES BEING A REPLAT OF A PORTION OF
LOTS 5–17, BLOCK 5, HIGHLAND ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA



VICINITY MAP

SCALE : 1" = 30'

0' 15' 30' 60'



LINE TABLE		
L1	S 00°09'33" E	5.60'
L2	N 89°51'48" E	4.40'
L3	S 00°09'33" E	29.20'
L4	S 89°51'48" W	4.40'
L5	S 00°09'33" E	17.20'
L6	N 89°51'48" E	50.00'
L7	S 45°08'52" E	35.36'
L8	S 44°51'08" W	35.35'

ZONING

CURRENT ZONING DISTRICTS:
TRACTS 1–5 ARE WITHIN R–3: MULTI–FAMILY DWELLING DISTRICT, TRACT 6 IS WITHIN C–2: GENERAL COMMERCIAL DISTRICT. ALL TRACTS ARE WITHIN BOTH THE CENTRAL NORMAN ZONING OVERLAY DISTRICT AND THE PORTER CORRIDOR ZONING OVERLAY DISTRICT.

PROPOSED ZONING DISTRICT:
C–2: GENERAL COMMERCIAL DISTRICT.

NOTES

1. Site is located in Zone "X" as shown on Flood Insurance Rate Map, Community No. 400046, Map Number 40027C0280J, which bears an effective date of 01/15/2021.
2. Benchmark relied upon was a set 1/2" iron rod w/ "control" cap OPUS corrected, NAVD88 elevation: 167.66' (Shown as CP #1 hereon)
3. Book 6696, Page 1441, Tracts 1 –5 are within R–3: Multi–Family Dwelling District, Book 6696, Page 1441, Tract 6 is within C–2: General Commercial District. All Tracts are both within the Central Norman Zoning Overlay District and the Porter Corridor Zoning Overlay District.

BASIS OF BEARINGS

The Basis of Bearings for this project is Oklahoma State Plane Coordinates, South Zone, along the Southerly line of Block 5 of the Highland Addition to Norman, Oklahoma, which is also the Northerly right–of–way line of the East Hayes Street, shown hereon as South 89°51'48" West.

HORIZONTAL DATUM: NAD83(2011) VERTICAL DATUM: NAVD88 UNITS: INTERNATIONAL FEET

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF CLEVELAND, STATE OF OKLAHOMA, AND IS DESCRIBED AS FOLLOWS:

TRACT 1:

THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

LESS & EXCEPT A PORTION OF LOT SEVENTEEN (17) DEDICATED BY THIS PLAT AND DESCRIBED AS FOLLOWS: BEGINNING IN THE SOUTHWEST CORNER OF LOT 17; THENCE NORTH 00°09'33" WEST ALONG THE WEST BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET; THENCE SOUTH 45°08'52" EAST A DISTANCE OF 35.36 FEET TO THE SOUTHEAST CORNER OF LOT SEVENTEEN (17); THENCE SOUTH 89°51'48" WEST ALONG THE SOUTH BOUNDARY OF LOT SEVENTEEN (17) A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

TRACT 2:

THE NORTH 85 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF. LESS AND EXCEPT THE NORTH 10 FEET OF LOTS TWELVE (12) THROUGH SEVENTEEN (17), INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION, DEEDED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF OKLAHOMA.

LESS & EXCEPT A PORTION OF LOT SEVENTEEN (17) DEDICATED BY THIS PLAT AND DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTHWEST CORNER OF LOT 17; THENCE NORTH 89°51'48" EAST ALONG THE NORTH BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET TO THE NORTHEAST CORNER OF LOT SEVENTEEN (17); THENCE SOUTH 44°51'08" WEST A DISTANCE OF 35.35' TO A POINT ON THE WEST BOUNDARY LINE OF LOT SEVENTEEN (17); THENCE NORTH 00°09'33" WEST ALONG THE WEST BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

TRACT 3:

THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 4:

THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 5:

THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 6:

THE NORTH HALF (N/2) OF LOTS SEVEN (7), EIGHT (8), NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

AND

A PART OF LOT SIX (6) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT ON THE WEST LINE OF SAID LOT 6 WHERE THE NORTH SIDE OF THE BUILDING CROSSES SAID WEST LINE, 15.8 FEET SOUTH OF THE NORTHWEST CORNER OF LOT 6; THENCE EAST TO THE NORTHEAST CORNER OF THE BUILDING, 4.4 FEET; THENCE SOUTH TO THE SOUTHEAST CORNER OF THE BUILDING, 29.2 FEET; THENCE WEST TO THE POINT ON THE WEST LINE OF LOT 6 WHERE THE SOUTH SIDE OF THE BUILDING CROSSES SAID WEST LINE 4.4 FEET; THENCE NORTH 29.2 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION DEEDED TO THE STATE OF OKLAHOMA:

A STRIP, PIECE OR PARCEL OF LAND LYING IN PART OF LOTS SEVEN (7) AND EIGHT (8), LOTS NINE (9) THRU THIRTEEN (13) INCLUSIVE AND A PART OF LOTS FOURTEEN (14) THROUGH SEVENTEEN (17) INCLUSIVE, BLOCK FIVE (5) HIGHLAND ADDITION TO THE CITY OF NORMAN IN CLEVELAND COUNTY, OKLAHOMA, SAID PARCEL OF LAND BEING DESCRIBED AS FOLLOWS: ALL OF THE NORTH 10.00 FEET OF SAID LOTS SEVEN (7) THROUGH SEVENTEEN (17), INCLUSIVE BLOCK FIVE (5).

SURVEY PREPARED BY:
RPLS, LLC
312 NE 145TH PLACE
EDMOND, OK 73013
PHONE: 855–283–2333
FAX: 405–947–8636
EMAIL: INFO@LENDERSURVEYS.COM
JOB NO. 32102P
OKLAHOMA COA NO.: 7462
EXPIRES: 06/30/2027

CONTROL POINT 1 (CP #1):
ELEVATION = 1187.71'
SET 1/2" IRON ROD W/ CONTROL CAP
N = 691616.66
E = 2134976.38

BENCHMARK #2 (BM #2):
ELEVATION = 1189.10'
FOUND CUT "X" IN SIDEWALK
N = 691730.52
E = 2134961.82

BENCHMARK #3 (BM #3):
ELEVATION = 1191.10'
FOUND CUT "X" IN CURB
N = 691727.97
E = 2135246.04

BENCHMARK #4 (BM #4):
ELEVATION = 1187.09'
FOUND CUT "X" IN CURB
N = 691615.16
E = 2134914.39

SSMH #1
TR: 1188.33'
FLE: 1183.59'
FLW: 1183.57'
(8" PVC)

SSMH #2
TR: 1191.14'
FLN: 1186.39'
FLW: 1185.02'
(8" PVC)

SD #1
TR: 1186.41'
FL: 1185.21'
(10" CONP)

SD #2
TR: 1188.59'
FL: 1185.19'
(18" RCP)

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BULK AREA REQUIREMENTS

LOCATION: 328 E ROBINSON ST
NORMAN, OKLAHOMA 73069

ZONING: EXISTING: C-2; TRACT 6; R-3: TRACT 1,2,3,4,5
PROPOSED: C-2

USE: RETAIL SALE OF AUTO PARTS

ITEM	REQUIREMENTS	PROVIDED
MINIMUM LOT AREA	–	0.7938 AC (34,547 SF)
MINIMUM LOT FRONTAGE	–	275 FT
MINIMUM FRONT SETBACK (BUILDING)	10 FT	40 FT
MINIMUM SIDE SETBACK (BUILDING)	10 FT	70 FT
MINIMUM REAR SETBACK(BUILDING)	10 FT	10 FT
MAXIMUM BUILDING HEIGHT	–	19 FT

PARKING INFORMATION

ITEM	REQUIREMENTS	PROVIDED
BUILDING SIZE	–	7,381 S.F.
PARKING REQUIRED MINIMUM*:	–	18 SPACES
MIN. PARKING DIM.	8.5' X 19'	9' X 19'
MIN. DRIVEWAY WIDTH	20 FT	23 FT
ACCESSIBLE SPACES	2 SPACES	2 SPACES

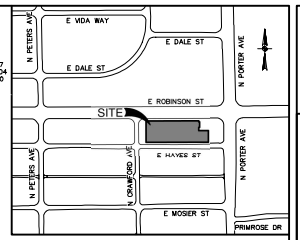
*SUGGESTED PARKING OF 1:275 SF = 27 SPACES

BENCHMARKS

CP 1
IRON ROD
N: 691616.66
E: 2134976.38
ELEV: 1187.71

BM 2
X-CUT
N: 691730.52
E: 2134961.83
ELEV: 1189.10

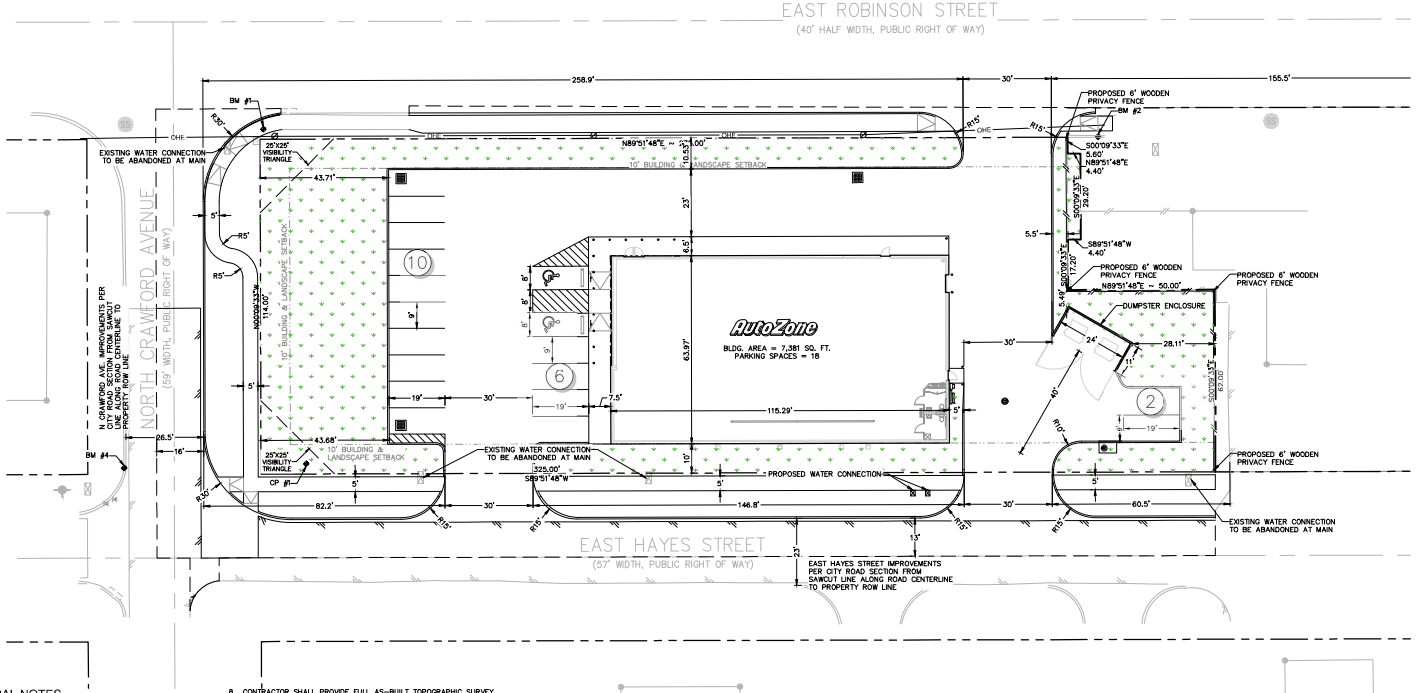
BM 3
X-CUT
N: 691727.97
E: 2135246.04
ELEV: 1191.10



LOCATION MAP
NOT-TO-SCALE

SCALE: 1" = 20'

0' 20' 40' 60'



SITE LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- PROPOSED FULL-DEPTH SAWCUT
- PROPOSED CURB
- PROPOSED WHEEL STOP
- PARKING COUNT
- ADA PARKING
- PROPOSED WOOD PRIVACY FENCE
- PROPOSED PIPE GAURD

SITE PLAN NOTES

1. THIS SITE PLAN IS FOR INFORMATIONAL PURPOSES ONLY. REFER TO ARCHITECTURAL, MEP, STRUCTURAL AND LANDSCAPE PLANS FOR FINAL DESIGN LAYOUT AND FEATURES.
2. COORDINATES PROVIDED INDICATE THE DESIGN INTENT OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES OR DISCREPANCIES FOUND DURING CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL COORDINATES DURING CONSTRUCTION LAYOUT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO AND THROUGHOUT CONSTRUCTION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION PHASE SURVEYING INCLUDING LOCATING AND VERIFYING PROJECT BENCHMARKS.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE CONSTRUCTION RECORDS. THE CONTRACTOR SHALL PROVIDE CLEAN AND ACCURATE FULL-SIZE RECORD DRAWINGS WHICH CLEARLY DESCRIBE ANY DEVIATIONS FROM THE PLANS.
6. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE FOLLOWING, IN ORDER OF PRECEDENCE, (1) DETAILS SHOWN IN THESE PLANS AND SPECIFICATIONS, (2) CITY STANDARD DETAILS AND SPECIFICATIONS, (3) "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG), (4) TEXAS DEPARTMENT OF TRANSPORTATION – "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAY, STREETS AND BRIDGES."
7. IN AREAS WHICH ARE TO REMAIN UNDISTURBED, THE CONTRACTOR SHALL PRESERVE, PROTECT AND/OR RESTORE ALL AREAS DISTURBED BY THE CONSTRUCTION TO ORIGINAL CONDITION OR BETTER AT CONTRACTOR'S SOLE EXPENSE.
8. IN THE EVENT THAT EXISTING PRIVATE UTILITY SERVICES SUCH AS WATER, GAS, TELEPHONE, ELECTRIC, ETC. MUST BE TAKEN OUT OF SERVICE TO FACILITATE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SATISFACTION OF THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF THE ACCURACY OF THE DIMENSION CONTROL FURNISHED HEREIN. THE CONTRACTOR IS REQUIRED TO VERIFY ALL THE COORDINATES FOR ACCURACY AND CONFIRM THE LOCATIONS OF ALL UTILITIES TO BE CONSTRUCTED, BOTH HORIZONTALLY AND VERTICALLY. DISCREPANCIES FOUND BY THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
10. THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY.
11. THE LOCATION AND DIMENSIONS SHOWN ON THE PLANS RELATIVE TO EXISTING UTILITIES ARE BASED ON THE BEST RECORDS AND/OR FIELD INFORMATION AVAILABLE. ALL DAMAGE TO UTILITIES RESULTING FROM CONTRACTOR'S OPERATIONS SHALL BE RESTORED AT HIS EXPENSE.
12. THE CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS, AND IF DISTURBED, THEY SHALL BE RESET AT THE EXPENSE OF THE CONTRACTOR.
13. IN THE EVENT THAT OTHER CONTRACTORS ARE DOING WORK IN THE SAME AREA SIMULTANEOUSLY WITH THIS PROJECT, THE CONTRACTOR SHALL COORDINATE HIS PROPOSED CONSTRUCTION WITH THAT OF THE OTHER CONTRACTORS.
14. ALL MATERIALS TO BE REMOVED FROM THE SITE INCLUDING UNSUITABLE SPOIL MATERIAL, REFUSE AND OTHER DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LAWFULLY REMOVED & DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT.
15. THE CONTRACTOR SHALL MAKE A FINAL CLEAN-UP OF ALL PARTS OF THE WORK AND PREPARE THE SITE IN AN ORDERLY MANNER OF APPEARANCE BEFORE ACCEPTANCE BY THE DEVELOPER OR HIS REPRESENTATIVE.
16. HAUL ROADS, ACCESS ROUTES AND THE LOCATION OF ALL STAGING AREAS AND STORAGE AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER, CITY AND/OR OWNER.

GENERAL NOTES

1. PROPERTY LINE AND RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE BY A REGISTERED LAND SURVEYOR.
2. PROOF ROLL BUILDING AND ALL PARKING AREAS. NOTIFY AUTOZONE OF ANY UNACCEPTABLE AREAS.
3. BUILDING DIMENSIONS SHOWN ON THE CIVIL ENGINEERING PLANS ARE FOR REFERENCE PURPOSES ONLY. CONTRACTOR SHALL USE THE ARCHITECTURAL AND STRUCTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
4. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING UNLESS OTHERWISE NOTED.
5. ALL SIDEWALKS, CURB AND GUTTER, STREET PAVING, CURB CUTS, DRIVEWAY APPROACH, HANDICAP RAMPS, ETC. CONSTRUCTED OUTSIDE THE PROPERTY LINE IN THE RIGHT-OF-WAY SHALL CONFORM TO ALL MUNICIPAL AND/OR STATE SPECIFICATIONS AND REQUIREMENTS.
6. ALL DISTURBANCE INCURRED TO ANY ADJOINING PROPERTY DUE TO CONSTRUCTION OR DEMOLITION SHALL BE RESTORED TO THE PREVIOUS CONDITION OR BETTER, AND TO THE SATISFACTION OF THE CITY OR STATE AUTHORITY.
7. THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO AUTOZONE AT THE END OF CONSTRUCTION.
8. CONTRACTOR SHALL PROVIDE FULL AS-BUILT TOPOGRAPHIC SURVEY OF THE SITE CERTIFIED BY A LAND SURVEYOR LICENSED IN THE STATE OF OKLAHOMA.

FLOOD NOTE (PER SURVEY)

A FIELD SURVEY WAS NOT CONDUCTED TO DETERMINE THE FLOOD ZONE AREAS. BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X" AS SHOWN ON FLOOD INSURANCE RATE MAP, COMMUNITY NO. 400179, MAP NUMBER 40125C2201J WHICH BEARS AN EFFECTIVE DATE OF 5/16/2019 AND IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. AS SHOWN ON THE FEMA WEBSITE (HTTPS://WWW.FEMA.GOV) WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. ZONE "X" DENOTES AREAS OUTSIDE OF THE 500-YEAR FLOODPLAIN DETERMINED TO BE OUTSIDE 1% AND 0.2% ANNUAL CHANCE FLOODPLAIN.

UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THESE PLANS WERE COMPILED FROM VARIOUS SOURCES AND ARE INTENDED TO SHOW THE GENERAL EXISTENCE AND LOCATION OF THE UTILITY INFORMATION ON THE PLANS. THE CONTRACTOR SHALL CONTACT A UTILITY LOCATING SERVICE 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND OF ALL EXISTING UTILITIES AND DETERMINE IF THERE ARE ANY CONFLICTS WITH THE PROPOSED FACILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY WHEN CONFLICTS WITH EXISTING UTILITIES ARE DISCOVERED.

PAPE-DAWSON
201 MAIN ST. STE 901 | FT. WORTH, TX 76102 | 817.870.3668
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10026500

REVISIONS

1	2	3
4	5	6

AutoZone Store No. 11307
328 E ROBINSON ST
NORMAN OKLAHOMA, 73069
SITE PLAN

Owner / Developer: AUTOZONE DEVELOPMENT LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
TEL.: (901) 495-6736 FAX: (901) 495-8969

For Bidding & Contractor Information Contact:
Dodge Data & Analytics, Tel. 413-930-4215
Cindy.searcy@construction.com

THIS DOCUMENT IS RELEASED FOR "REVIEW PURPOSES" UNDER THE AUTHORIZATION OF BRANDON O'DONALD, P.E. #22039 SEPTEMBER 30, 2026. IT IS NOT FOR CONSTRUCTION OR PERMIT PURPOSES.

05/07/2026

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THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ONLY ON FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL. AERIAL IMAGERY PROVIDED BY GOOGLE© UNLESS OTHERWISE NOTED. Imagery © 2016,CAPCOG,Digital Globe,Texas Orthoimagery Program, USDA Farm Service Agency.

Date: January 8, 2025, 11:15 AM - User ID: rnash.bellamy
File: x:\proj\ok\69\10\00\2_Design\22_Civil\2258_plot_package\predimary plot cad\C-PPLAT-SITE-PL-0164000.dwg

Applicant: RJR Investments LLC

Project Location: 328 E Robinson St

Case Number: PD 26-25

Time: 6:00 P.M.

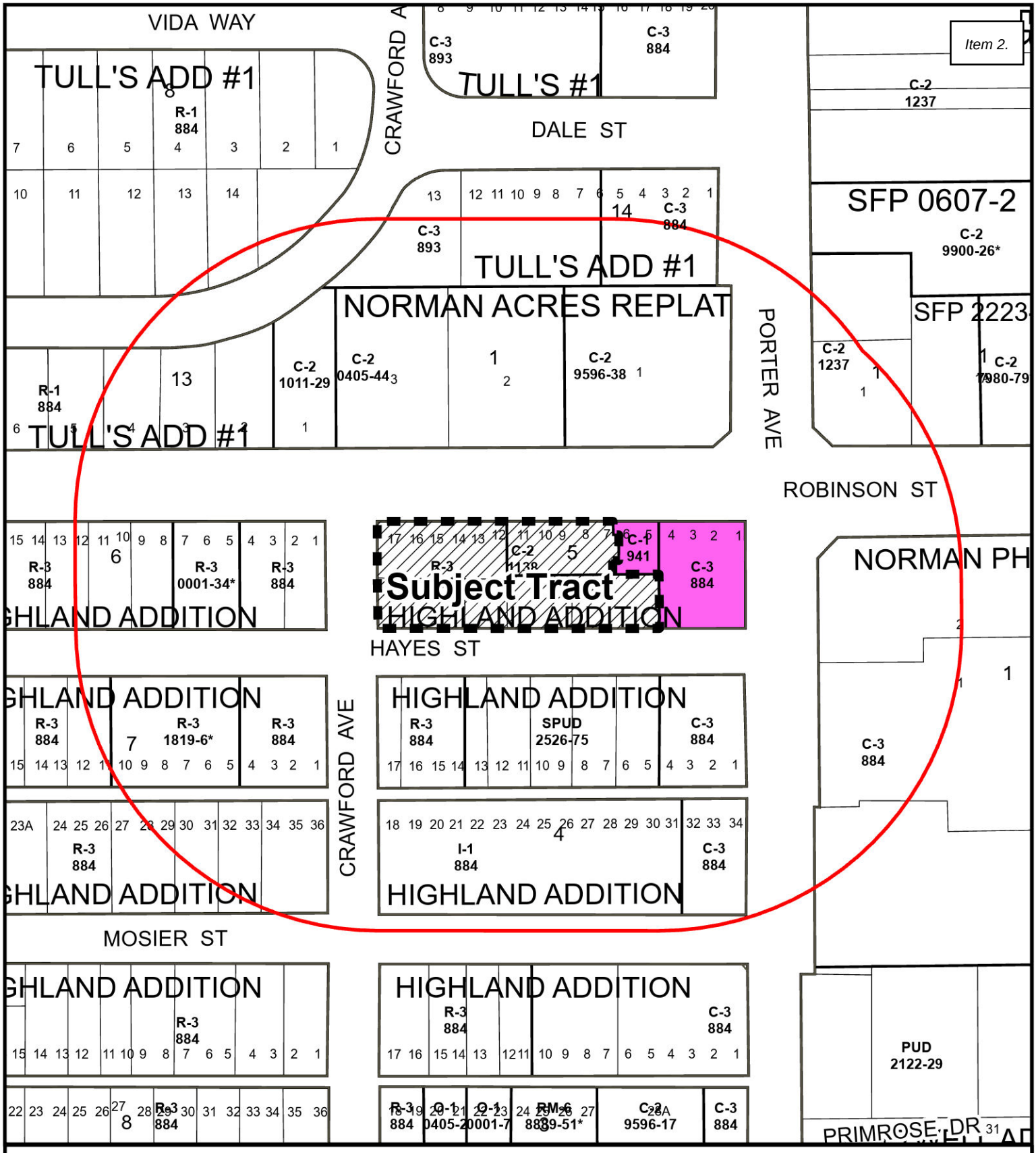
Applicant Representative:
Adam Marsh

Attendees:
Victor Estudiante

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

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

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



Protest Map

3.5% Protest Within Notification Area

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

N
W E
S

0 75 150 Feet

October 5, 2026

Subject Tract

Notification Area

Protest

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10-5-2026

October 5, 2026

City of Norman Planning Commission
City of Norman
Norman, Oklahoma

RE: Formal Protest of Proposed AutoZone Development – Beatrice Yorktown Holdings, LLC

Dear Members of the Planning Commission:

I am writing on behalf of Beatrice Yorktown Holdings, LLC, as the owner of property directly affected by the proposed AutoZone development (Case Number: PD 26-25, Applicant: Pape-Dawson Engineers, LLC, Location 328 E Robinson St), to formally protest the application and request that the Planning Commission deny the proposed development as currently presented.

There are several significant concerns that I believe must be addressed before this application is considered for approval.

1. Uncertainty Regarding Property Boundaries and Potential Encroachment

The proposed plan is not sufficiently clear as to whether any portion of the proposed development, improvements, access, drainage, easements, landscaping, fencing, or other site features will encroach upon or otherwise adversely affect my property.

As the owner of the adjoining property, I should not be placed in a position where the development is approved without clear assurance that the proposed improvements will remain entirely within the applicant's property boundaries and will not interfere with my property rights.

I have attempted to obtain clarification directly from the applicant's representatives. I contacted Mical Stephenson of Pape-Dawson Engineers at 817-870-3668, the contact identified in connection with the application, to discuss the proposed development and my concerns. Despite my attempts to reach him by telephone, I did not receive a response.

The lack of clarity regarding the property line and potential encroachment is particularly concerning given the immediate adjacency of the proposed development to my property. I respectfully request that the Planning Commission require the applicant to clearly establish all property boundaries and demonstrate that no portion of the development will encroach upon or interfere with adjoining property.

2. Incompatibility with the Existing Character of the Neighborhood

The predominant character of this area is residential. The introduction of a high-traffic automotive retail operation such as AutoZone would represent a substantial change in the character and intensity of use of the area.

The proposed development would introduce a commercial use with substantial vehicle traffic, parking activity, deliveries, lighting, signage, and associated noise into an area where residential properties are an important component of the surrounding neighborhood.

I am concerned that this substantial change in use will adversely affect the established character of the neighborhood and could negatively impact the desirability and value of surrounding residential properties.

The Planning Commission should carefully consider whether this proposed use is compatible with the existing neighborhood rather than evaluating the property in isolation from the surrounding community.

3. The Property Is Currently Zoned for Multifamily Residential Use

The property is currently zoned Multifamily Dwelling District, and I believe that zoning should be maintained.

Norman continues to need additional housing, and this is a valuable location for residential development. Maintaining the existing multifamily zoning would allow this property to contribute to Norman's housing needs and provide an opportunity for families and residents to live in an established area with existing infrastructure and access to the community.

Converting this property from an intended residential use to a high-traffic commercial automotive retail use permanently removes an opportunity for housing in a community that continues to need it.

I respectfully ask the Planning Commission to consider whether approving the proposed commercial use is consistent with the City's broader need for housing and with the existing zoning designation.

4. Increased Traffic, Noise, and Intensity of Use

The proposed AutoZone would substantially increase the amount of vehicle traffic and activity associated with the property. This would include customer vehicles, employees, deliveries, loading and unloading, parking activity, and increased vehicle circulation.

The resulting increase in traffic will also create additional noise and activity for surrounding properties. This is particularly concerning given the proximity of neighboring residential uses.

The proposed development should not be viewed simply as a change in the type of business occupying the property. It represents a significant increase in the intensity of activity occurring on the site and will affect the surrounding properties accordingly.

5. Concerns Regarding Crime, Vandalism, and Security

I am also concerned that the substantial increase in traffic and commercial activity associated with the proposed development could create additional opportunities for crime, vandalism, theft, and other security concerns in the surrounding area.

A high-traffic retail operation with extended operating hours, increased vehicle turnover, parking activity, deliveries, and significant public access is materially different from the residential use contemplated by the current zoning.

I ask the Planning Commission to consider the potential security impacts of this substantial change in land use on the surrounding properties and neighborhood.

For all of these reasons, I respectfully request that the Planning Commission deny the proposed AutoZone application as currently presented and maintain the existing multifamily residential zoning for the property.

At a minimum, the application should not be approved without clear resolution of the property-boundary and potential-encroachment issues and a thorough evaluation of the proposed development's effects on surrounding property owners, neighborhood character, traffic, noise, security, and Norman's need for additional housing.

I respectfully request that this letter be entered into the official record for the application and that the concerns expressed herein be considered before the Planning Commission takes any action.

Thank you for your consideration.

Sincerely,

John Rufus Turbyfill III
Owner, Beatrice Yorktown Holdings, LLC
1130 N. Porter Avenue
Norman, OK 73071
(214) 773-8564 (cell)
hamsb5@yahoo.com
anita@bailorcpa.com

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10-5-26 SS

October 5, 2026

City of Norman Planning Commission
City of Norman
Norman, Oklahoma

RE: Formal Protest of Proposed AutoZone Development Adjacent to Boomer Veterinary Hospital

Dear Members of the Planning Commission:

I am writing as the owner of **Boomer Veterinary Hospital, located at 1130 N. Porter Avenue in Norman**, to formally protest the proposed AutoZone development (Case Number: PD 26-25, Applicant: Pape-Dawson Engineers, LLC, Location 328 E Robinson St) immediately adjacent to my veterinary hospital.

I have significant concerns about the impact this development will have on my business, my employees, my clients, and—most importantly—the animals entrusted to our care. The proposed development would fundamentally change the traffic, noise, safety, and visual character of the area immediately surrounding my hospital.

Traffic and Increased Intensity of Use

The proposed AutoZone will substantially increase traffic and activity on Porter Avenue. Boomer Veterinary Hospital is a **low-traffic-volume business**. Our patients generally arrive for scheduled appointments, procedures, or other veterinary services, and our traffic footprint is significantly lower than that of many other businesses in the area, including the Salvation Army located on the same road.

The surrounding area has a predominantly residential character, and I am concerned that this residential road and existing infrastructure were not designed to accommodate the volume of traffic that a high-traffic automotive retail operation will generate.

The increase in traffic will include customer vehicles, employees, deliveries, loading and unloading, and continual vehicle circulation. I am concerned not only about the immediate traffic and safety impacts, but also about the long-term burden that substantially increased traffic could place on the roadway. If the existing roadway requires significant repair, reconstruction, or replacement sooner than would otherwise be necessary because of the increased traffic generated by this development, I question whether that cost will ultimately be borne by Norman taxpayers.

Noise and Impact on Veterinary Patients

Noise is one of my greatest concerns.

Boomer Veterinary Hospital is a **Fear Free Certified Practice**, and we intentionally maintain a calm, low-stress environment for our patients. The animals in our care include frightened dogs and cats, sick and injured animals, animals recovering from anesthesia and surgery, and patients requiring hospitalization.

An AutoZone immediately adjacent to the hospital will inevitably generate substantially more noise than the current use of the property. This will include vehicle engines, doors and tailgates opening and closing, customer traffic, deliveries, loading and unloading, parking-lot activity, and other routine automotive retail activity.

Our patients also utilize an **outside courtyard immediately adjacent to the proposed development**. Animals must occasionally be taken outside during their stay at the hospital, and this courtyard is an important part of our facility. Constant vehicle activity and associated noise directly next to that area could be particularly disruptive to animals that are already stressed, fearful, or recovering from medical procedures.

This is not simply a matter of my personal preference regarding noise. A quiet environment is an important part of the way our veterinary hospital operates and the care we provide to our patients.

Dumpster Immediately Adjacent to the Hospital

I am also extremely concerned about the location of the **large dumpster shown on the proposed site plan immediately adjacent to my clinic**.

Placing a large commercial dumpster directly next to a veterinary hospital creates obvious concerns regarding **odor, noise, sanitation, rodents, insects, and other vermin**. A dumpster in this location would be immediately adjacent to areas used by our staff and patients and could negatively affect the cleanliness and sanitary environment of a medical facility.

The Planning Commission should carefully consider whether this proposed dumpster location is appropriate given the nature and use of the neighboring property.

At a minimum, I believe the dumpster should be relocated substantially farther from the veterinary hospital and appropriately screened and managed to prevent odors, pests, noise, and other adverse impacts.

Loss of Parking

I am also concerned that the proposed development will take away or adversely affect some of the parking currently available to my clinic.

Boomer Veterinary Hospital does **not have an abundance of parking to begin with**. Our clients frequently arrive with animals that require careful handling, including dogs on leashes, cats in carriers, puppies, elderly animals, and sick or injured patients.

Adequate parking immediately adjacent to the hospital is therefore not merely a convenience. It is important to the safe and efficient operation of the practice.

Any reduction in our existing parking capacity or interference with our clients' ability to access the hospital would create a significant operational problem.

Safety Concerns

I am also concerned about the **safety of my employees and clients** as a result of the increased traffic and activity associated with the proposed development.

Veterinary clients frequently walk animals from their vehicles into the hospital. A client may be carrying a cat carrier, restraining a frightened dog, assisting an elderly or injured animal, or managing multiple animals at once.

Adding substantially more vehicle traffic, parking movements, delivery vehicles, and commercial activity immediately adjacent to our hospital increases the potential for vehicle-pedestrian conflicts and other accidents.

I am also concerned about the safety of my staff, who routinely move animals, equipment, and supplies between the hospital and our exterior areas.

Impact on the Appearance and Character of the Robinson and Porter Intersection

I have invested a tremendous amount of time, effort, and money into improving the appearance of my property and the surrounding corner of **Robinson Street and Porter Avenue**.

Before I opened Boomer Veterinary Hospital at this location, the exterior of the property was in poor condition and contributed to an area that appeared run-down and affected by blight. I made a deliberate decision to invest substantially in improving the property.

I have installed a **tall, attractive wooden fence featuring original animal artwork**, added extensive landscaping and flowers, and worked to create an inviting and well-maintained property. I take great pride in how the clinic looks, and I have received numerous compliments from members of the community about the improvements.

I believe this corner is particularly important because **Robinson and Porter serve as a gateway into Norman for people traveling into the city**. I believe the improvements I have made to my property have substantially enhanced the appearance of this intersection and contributed positively to Norman's image.

I am concerned that placing an AutoZone immediately adjacent to the hospital would substantially detract from those improvements.

I have looked at other AutoZone locations in and around Norman, and I do not believe the typical appearance and site design of an AutoZone is compatible with the aesthetic

improvements I have made to this property. A large automotive retail building, parking lot, signage, lighting, dumpster, and associated vehicle activity immediately next to my clinic would diminish the visual impact of the improvements I have made and, in my opinion, could negatively affect the appearance of this important entrance into Norman.

The City should consider not only the individual development parcel but also the **overall visual character of this prominent intersection and gateway into the community**.

Attempt to Communicate With the Applicant

I have attempted to communicate these concerns directly with the contact identified on the application, **Mical Stephenson of Pape-Dawson Engineers**, at **817-870-3668**.

I contacted Mr. Stephenson by telephone multiple times to discuss the proposed development and my concerns, but **I did not receive a response**.

As the owner and operator of a business immediately adjacent to the proposed development, I believe it is reasonable to expect an opportunity to discuss the potential impacts before the application is considered for approval.

Request for Denial

For all of these reasons, I respectfully request that the Planning Commission **deny the proposed AutoZone application** (Case Number: PD 26-25, Applicant: Pape-Dawson Engineers, LLC, Location 328 E Robinson St) **as currently presented**.

This is not simply an objection to having another business in the area. My concerns arise from the specific characteristics of the proposed use and its immediate proximity to an operating veterinary hospital.

The proposed development would introduce substantially greater traffic and noise, create safety concerns, reduce already-limited parking, place a large dumpster immediately adjacent to a veterinary medical facility, disrupt the environment in which we care for our animal patients, and substantially alter the visual character of an important Norman intersection.

I respectfully ask the Planning Commission to consider the cumulative impact of these factors on an established local business and on the surrounding neighborhood.

If the Commission is nevertheless inclined to approve the application, I request that substantial conditions be imposed to address these concerns, including meaningful noise mitigation and buffering, relocation of the dumpster away from the hospital, preservation of adequate parking and safe access to Boomer Veterinary Hospital, appropriate control of lighting and signage, careful routing of delivery traffic, and appropriate physical and landscape separation between the two properties.

Boomer Veterinary Hospital has made a substantial investment in this property and in improving this prominent Norman intersection. I respectfully ask the Planning Commission to protect that investment and to carefully consider whether the proposed AutoZone is an appropriate use for this location.

Thank you for your consideration. I respectfully request that this letter be entered into the official record for the application.

Sincerely,

Karla Denton DVM

Karla Denton, MS DVM
Owner, Boomer Veterinary Hospital
1130 N. Porter Avenue
Norman, OK 73071
(405) 321-1890 (work)
(214) 491-8251 (cell)
karladentondvm@yahoo.com

File Attachments for Item:

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

CITY OF NORMAN, OK

STAFF REPORT

MEETING DATE: 11/12/2026

REQUESTER: RJR Investments, LLC

PRESENTER: Ken Danner, Subdivision Development Manager

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

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

INFORMATION:

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

HISTORY:

1. April 2, 1903. The final plat for Highland Addition was filed of record with the Cleveland County Clerk.
2. May 20, 1913. City Council adopted Ordinance No. 209 annexing this property into the Norman Corporate City Limits.
3. July 13, 1954. City Council adopted Ordinance No. 884 placing this property in the R-3, Multi-Family District.
4. May 26, 1959. City Council adopted Ordinance No. 1138 placing a portion of this property in C-2, General Commercial District.

5. October 8, 2026. Planning Commission, on a vote of 7-0, postponed a request to place a portion of this property in the C-2, General Commercial District and remove it from R-3, Multi-Family Dwelling District and postponed the preliminary plat for AutoZone Highland, (a Replat of a part of or all of Lots 5 through 17, Block 5, Highland Addition).

6. The applicant has made a request to place a portion of this property in the C-2, General Commercial District and remove it from R-3, Multi-Family Dwelling District

IMPROVEMENT PROGRAM:

1. Fire Hydrants. A fire hydrant will be installed in accordance with approved plans and City standards. Its location has been approved by the Fire Department.

2. Sanitary Sewers. Sanitary sewer is existing.

3. Sidewalks. Sidewalks are existing adjacent to Robinson Street and Hayes Street. However some existing sidewalks not meeting ADA maybe replaced. Any existing damaged sidewalk will be replaced. Sidewalks will be required to be installed adjacent to Crawford Avenue.

4. Storm Sewers. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. A privately underground detention facility will be installed for stormwater.

5. Streets. Robinson Street is existing. Crawford Avenue and Hayes Street will have street improvements to bring them up to City standards.

6. Water Mains. There is an existing water main adjacent to Hayes Street.

PUBLIC DEDICATIONS:

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

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

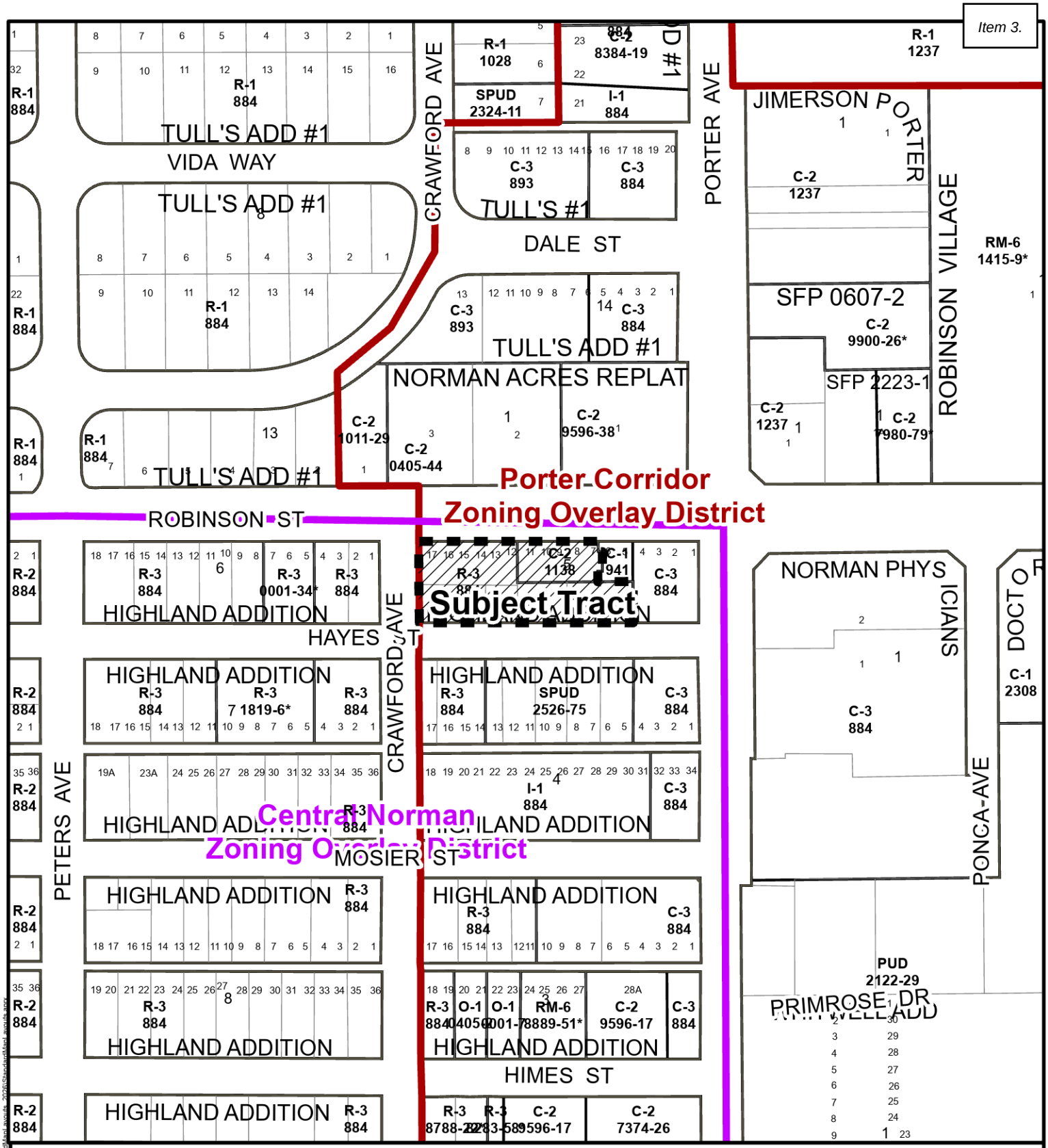
SUPPLEMENTAL MATERIAL: Copies of a location map, site plan and preliminary plat are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: This property consists of .7944 acres and one (1) lot. The project is an automotive parts store. Staff supports the

preliminary plat for AutoZone Highland, (a Replat of part of or all of Lots 5 through 17, Block 5, Highland Addition).

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

ACTION TAKEN: _____



Location Map

Subject Tract

September 3, 2026

0 100 200 Ft.

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.

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PRELIMINARY PLAT OF

AUTOZONE HIGHLAND

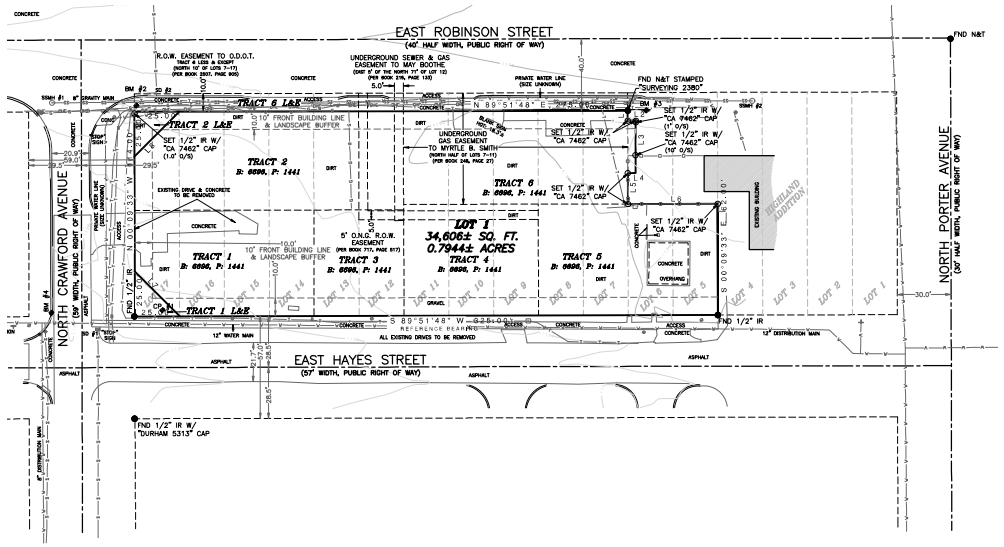
A TRACT OF LAND CONTAINING 0.7944 ACRES BEING A REPLAT OF A PORTION OF
LOTS 5–17, BLOCK 5, HIGHLAND ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA



VICINITY MAP

SCALE : 1" = 30'

0' 15' 30' 60'



LINE TABLE		
L1	S 00°09'33" E	5.60'
L2	N 89°51'48" E	4.40'
L3	S 00°09'33" E	29.20'
L4	S 89°51'48" W	4.40'
L5	S 00°09'33" E	17.20'
L6	N 89°51'48" E	50.00'
L7	S 45°08'52" E	35.36'
L8	S 44°51'08" W	35.35'

ZONING

CURRENT ZONING DISTRICTS:
TRACTS 1–5 ARE WITHIN R–3: MULTI–FAMILY DWELLING DISTRICT, TRACT 6 IS WITHIN C–2: GENERAL COMMERCIAL DISTRICT. ALL TRACTS ARE WITHIN BOTH THE CENTRAL NORMAN ZONING OVERLAY DISTRICT AND THE PORTER CORRIDOR ZONING OVERLAY DISTRICT.

PROPOSED ZONING DISTRICT:
C–2: GENERAL COMMERCIAL DISTRICT.

NOTES

1. Site is located in Zone "X" as shown on Flood Insurance Rate Map, Community No. 400046, Map Number 40027C0280J, which bears an effective date of 01/15/2021.
2. Benchmark relied upon was a set 1/2" iron rod w/ "control" cap OPUS corrected, NAVD88 elevation: 167.66' (Shown as CP #1 hereon)
3. Book 6696, Page 1441, Tracts 1 –5 are within R–3: Multi–Family Dwelling District, Book 6696, Page 1441, Tract 6 is within C–2: General Commercial District. All Tracts are both within the Central Norman Zoning Overlay District and the Porter Corridor Zoning Overlay District.

BASIS OF BEARINGS

The Basis of Bearings for this project is Oklahoma State Plane Coordinates, South Zone, along the Southerly line of Block 5 of the Highland Addition to Norman, Oklahoma, which is also the Northerly right–of–way line of the East Hayes Street, shown hereon as South 89°51'48" West.

HORIZONTAL DATUM: NAD83(2011) VERTICAL DATUM: NAVD88 UNITS: INTERNATIONAL FEET

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF CLEVELAND, STATE OF OKLAHOMA, AND IS DESCRIBED AS FOLLOWS:

TRACT 1:

THE SOUTH 59 FEET OF LOTS FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

LESS & EXCEPT A PORTION OF LOT SEVENTEEN (17) DEDICATED BY THIS PLAT AND DESCRIBED AS FOLLOWS: BEGINNING IN THE SOUTHWEST CORNER OF LOT 17; THENCE NORTH 00°09'33" WEST ALONG THE WEST BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET; THENCE SOUTH 45°08'52" EAST A DISTANCE OF 35.36 FEET TO THE SOUTHEAST CORNER OF LOT SEVENTEEN (17); THENCE SOUTH 89°51'48" WEST ALONG THE SOUTH BOUNDARY OF LOT SEVENTEEN (17) A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

TRACT 2:

THE NORTH 85 FEET OF LOTS TWELVE (12), THIRTEEN (13), FOURTEEN (14), FIFTEEN (15), SIXTEEN (16) AND SEVENTEEN (17), IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF. LESS AND EXCEPT THE NORTH 10 FEET OF LOTS TWELVE (12) THROUGH SEVENTEEN (17), INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION, DEEDED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF OKLAHOMA.

LESS & EXCEPT A PORTION OF LOT SEVENTEEN (17) DEDICATED BY THIS PLAT AND DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTHWEST CORNER OF LOT 17; THENCE NORTH 89°51'48" EAST ALONG THE NORTH BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET TO THE NORTHEAST CORNER OF LOT SEVENTEEN (17); THENCE SOUTH 44°51'08" WEST A DISTANCE OF 35.35' TO A POINT ON THE WEST BOUNDARY LINE OF LOT SEVENTEEN (17); THENCE NORTH 00°09'33" WEST ALONG THE WEST BOUNDARY LINE OF LOT 17 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

TRACT 3:

THE SOUTH 59 FEET OF LOTS TWELVE (12) AND THIRTEEN (13) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 4:

THE SOUTH HALF (S/2) OF LOTS NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 5:

THE SOUTH HALF (S/2) OF LOTS FIVE (5), SIX (6), SEVEN (7) AND EIGHT (8) INCLUSIVE, IN BLOCK FIVE (5), OF HIGHLAND ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT 6:

THE NORTH HALF (N/2) OF LOTS SEVEN (7), EIGHT (8), NINE (9), TEN (10) AND ELEVEN (11) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO THE CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

AND

A PART OF LOT SIX (6) IN BLOCK FIVE (5) OF HIGHLAND ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT ON THE WEST LINE OF SAID LOT 6 WHERE THE NORTH SIDE OF THE BUILDING CROSSES SAID WEST LINE, 15.8 FEET SOUTH OF THE NORTHWEST CORNER OF LOT 6; THENCE EAST TO THE NORTHEAST CORNER OF THE BUILDING, 4.4 FEET; THENCE SOUTH TO THE SOUTHEAST CORNER OF THE BUILDING, 29.2 FEET; THENCE WEST TO THE POINT ON THE WEST LINE OF LOT 6 WHERE THE SOUTH SIDE OF THE BUILDING CROSSES SAID WEST LINE 4.4 FEET; THENCE NORTH 29.2 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION DEEDED TO THE STATE OF OKLAHOMA:

A STRIP, PIECE OR PARCEL OF LAND LYING IN PART OF LOTS SEVEN (7) AND EIGHT (8), LOTS NINE (9) THRU THIRTEEN (13) INCLUSIVE AND A PART OF LOTS FOURTEEN (14) THROUGH SEVENTEEN (17) INCLUSIVE, BLOCK FIVE (5) HIGHLAND ADDITION TO THE CITY OF NORMAN IN CLEVELAND COUNTY, OKLAHOMA, SAID PARCEL OF LAND BEING DESCRIBED AS FOLLOWS: ALL OF THE NORTH 10.00 FEET OF SAID LOTS SEVEN (7) THROUGH SEVENTEEN (17), INCLUSIVE BLOCK FIVE (5).

SURVEY PREPARED BY:
RPLS, LLC
312 NE 145TH PLACE
EDMOND, OK 73013
PHONE: 855–283–2333
FAX: 405–947–8636
EMAIL: INFO@LENDERSURVEYS.COM
JOB NO. 32102P
OKLAHOMA COA NO.: 7462
EXPIRES: 06/30/2027

CONTROL POINT 1 (CP #1):
ELEVATION = 1187.71'
SET 1/2" IRON ROD W/ CONTROL CAP
N = 691616.66
E = 2134976.38

BENCHMARK #2 (BM #2):
ELEVATION = 1189.10'
FOUND CUT "X" IN SIDEWALK
N = 691730.52
E = 2134961.82

BENCHMARK #3 (BM #3):
ELEVATION = 1191.10'
FOUND CUT "X" IN CURB
N = 691727.97
E = 2135246.04

BENCHMARK #4 (BM #4):
ELEVATION = 1187.09'
FOUND CUT "X" IN CURB
N = 691615.16
E = 2134914.39

SSMH #1
TR: 1188.33'
FLE: 1183.59'
FLW: 1183.57'
(8" PVC)

SSMH #2
TR: 1191.14'
FLN: 1186.39'
FLW: 1185.02'
(8" PVC)

SD #1
TR: 1186.41'
FL: 1185.21'
(10" CONP)

SD #2
TR: 1188.59'
FL: 1185.19'
(18" RCP)

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BULK AREA REQUIREMENTS

LOCATION: 328 E ROBINSON ST
NORMAN, OKLAHOMA 73069

ZONING: EXISTING: C-2; TRACT 6; R-3: TRACT 1,2,3,4,5
PROPOSED: C-2

USE: RETAIL SALE OF AUTO PARTS

ITEM	REQUIREMENTS	PROVIDED
MINIMUM LOT AREA	–	0.7938 AC (34,547 SF)
MINIMUM LOT FRONTAGE	–	275 FT
MINIMUM FRONT SETBACK (BUILDING)	10 FT	40 FT
MINIMUM SIDE SETBACK (BUILDING)	10 FT	70 FT
MINIMUM REAR SETBACK(BUILDING)	10 FT	10 FT
MAXIMUM BUILDING HEIGHT	–	19 FT

PARKING INFORMATION

ITEM	REQUIREMENTS	PROVIDED
BUILDING SIZE	–	7,381 S.F.
PARKING REQUIRED MINIMUM*:	–	18 SPACES
MIN. PARKING DIM.	8.5' X 19'	9' X 19'
MIN. DRIVEWAY WIDTH	20 FT	23 FT
ACCESSIBLE SPACES	2 SPACES	2 SPACES

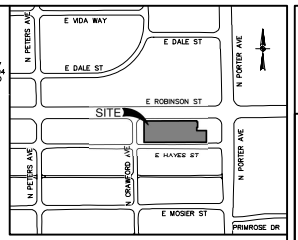
*SUGGESTED PARKING OF 1:275 SF = 27 SPACES

BENCHMARKS

CP 1
IRON ROD
N: 691614.66
E: 2134976.38
ELEV: 1187.71

BM 2
X-CUT
N: 691730.52
E: 2134961.83
ELEV: 1189.10

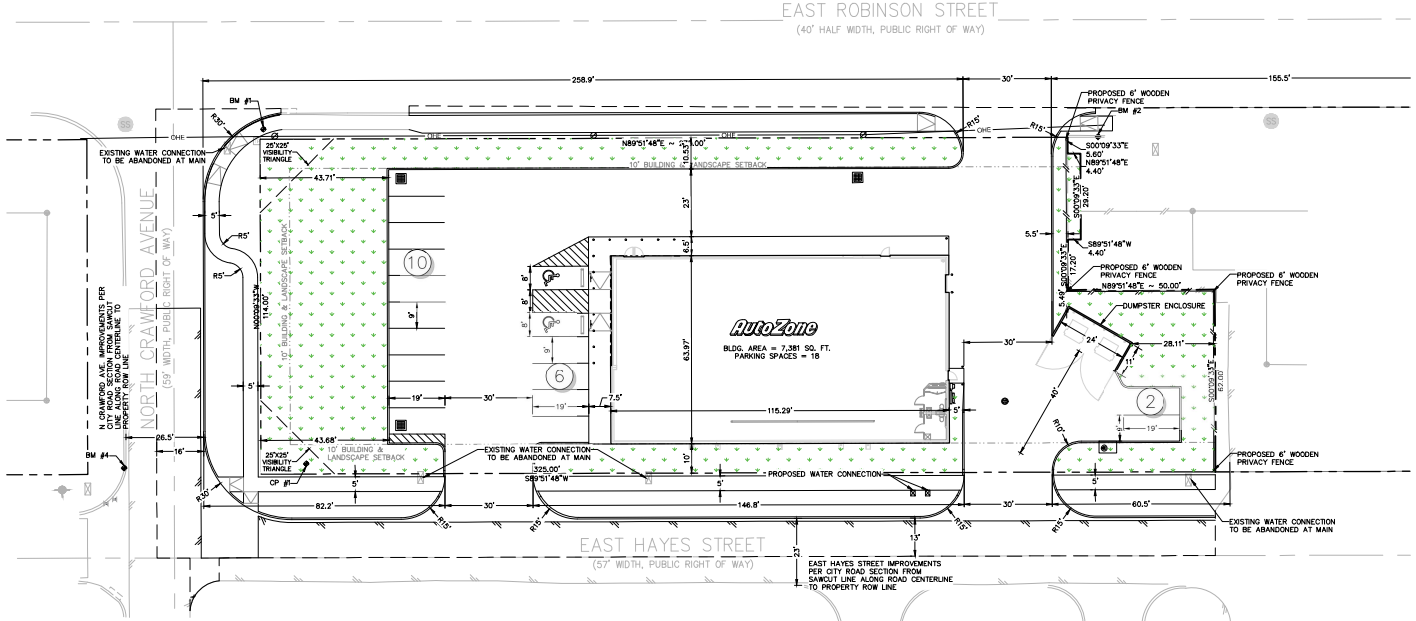
BM 3
X-CUT
N: 691727.97
E: 2135246.04
ELEV: 1191.10



LOCATION MAP
NOT-TO-SCALE

SCALE: 1" = 20'

0' 20' 40' 60'



SITE LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- PROPOSED FULL-DEPTH SAWCUT
- PROPOSED CURB
- PROPOSED WHEEL STOP
- PARKING COUNT
- ADA PARKING
- PROPOSED WOOD PRIVACY FENCE
- PROPOSED PIPE GAURD

SITE PLAN NOTES

1. THIS SITE PLAN IS FOR INFORMATIONAL PURPOSES ONLY. REFER TO ARCHITECTURAL, MEP, STRUCTURAL AND LANDSCAPE PLANS FOR FINAL DESIGN LAYOUT AND FEATURES.
2. COORDINATES PROVIDED INDICATE THE DESIGN INTENT OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES OR DISCREPANCIES FOUND DURING CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL COORDINATES DURING CONSTRUCTION LAYOUT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO AND THROUGHOUT CONSTRUCTION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION PHASE SURVEYING INCLUDING LOCATING AND VERIFYING PROJECT BENCHMARKS.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE CONSTRUCTION RECORDS. THE CONTRACTOR SHALL PROVIDE CLEAN AND ACCURATE FULL-SIZE RECORD DRAWINGS WHICH CLEARLY DESCRIBE ANY DEVIATIONS FROM THE PLANS.
6. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE FOLLOWING, IN ORDER OF PRECEDENCE, (1) DETAILS SHOWN IN THESE PLANS AND SPECIFICATIONS, (2) CITY STANDARD DETAILS AND SPECIFICATIONS, (3) "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG), (4) TEXAS DEPARTMENT OF TRANSPORTATION – "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAY, STREETS AND BRIDGES."
7. IN AREAS WHICH ARE TO REMAIN UNDISTURBED, THE CONTRACTOR SHALL PRESERVE, PROTECT AND/OR RESTORE ALL AREAS DISTURBED BY THE CONSTRUCTION TO ORIGINAL CONDITION OR BETTER AT CONTRACTOR'S SOLE EXPENSE.
8. IN THE EVENT THAT EXISTING PRIVATE UTILITY SERVICES SUCH AS WATER, GAS, TELEPHONE, ELECTRIC, ETC. MUST BE TAKEN OUT OF SERVICE TO FACILITATE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SATISFACTION OF THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF THE ACCURACY OF THE DIMENSION CONTROL FURNISHED HEREIN. THE CONTRACTOR IS REQUIRED TO VERIFY ALL THE COORDINATES FOR ACCURACY AND CONFIRM THE LOCATIONS OF ALL UTILITIES TO BE CONSTRUCTED, BOTH HORIZONTALLY AND VERTICALLY. DISCREPANCIES FOUND BY THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
10. THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY.
11. THE LOCATION AND DIMENSIONS SHOWN ON THE PLANS RELATIVE TO EXISTING UTILITIES ARE BASED ON THE BEST RECORDS AND/OR FIELD INFORMATION AVAILABLE. ALL DAMAGE TO UTILITIES RESULTING FROM CONTRACTOR'S OPERATIONS SHALL BE RESTORED AT HIS EXPENSE.
12. THE CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS, AND IF DISTURBED, THEY SHALL BE RESET AT THE EXPENSE OF THE CONTRACTOR.
13. IN THE EVENT THAT OTHER CONTRACTORS ARE DOING WORK IN THE SAME AREA SIMULTANEOUSLY WITH THIS PROJECT, THE CONTRACTOR SHALL COORDINATE HIS PROPOSED CONSTRUCTION WITH THAT OF THE OTHER CONTRACTORS.
14. ALL MATERIALS TO BE REMOVED FROM THE SITE INCLUDING UNSUITABLE SPOIL MATERIAL, REFUSE AND OTHER DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LAWFULLY REMOVED & DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT.
15. THE CONTRACTOR SHALL MAKE A FINAL CLEAN-UP OF ALL PARTS OF THE WORK AND PREPARE THE SITE IN AN ORDERLY MANNER OF APPEARANCE BEFORE ACCEPTANCE BY THE DEVELOPER OR HIS REPRESENTATIVE.
16. HAUL ROADS, ACCESS ROUTES AND THE LOCATION OF ALL STAGING AREAS AND STORAGE AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER, CITY AND/OR OWNER.

GENERAL NOTES

1. PROPERTY LINE AND RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE BY A REGISTERED LAND SURVEYOR.
2. PROOF ROLL BUILDING AND ALL PARKING AREAS. NOTIFY AUTOZONE OF ANY UNACCEPTABLE AREAS.
3. BUILDING DIMENSIONS SHOWN ON THE CIVIL ENGINEERING PLANS ARE FOR REFERENCE PURPOSES ONLY. CONTRACTOR SHALL USE THE ARCHITECTURAL AND STRUCTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
4. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING UNLESS OTHERWISE NOTED.
5. ALL SIDEWALKS, CURB AND GUTTER, STREET PAVING, CURB CUTS, DRIVEWAY APPROACH, HANDICAP RAMPS, ETC. CONSTRUCTED OUTSIDE THE PROPERTY LINE IN THE RIGHT-OF-WAY SHALL CONFORM TO ALL MUNICIPAL AND/OR STATE SPECIFICATIONS AND REQUIREMENTS.
6. ALL DISTURBANCE INCURRED TO ANY ADJOINING PROPERTY DUE TO CONSTRUCTION OR DEMOLITION SHALL BE RESTORED TO THE PREVIOUS CONDITION OR BETTER, AND TO THE SATISFACTION OF THE CITY OR STATE AUTHORITY.
7. THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO AUTOZONE AT THE END OF CONSTRUCTION.
8. CONTRACTOR SHALL PROVIDE FULL AS-BUILT TOPOGRAPHIC SURVEY OF THE SITE CERTIFIED BY A LAND SURVEYOR LICENSED IN THE STATE OF OKLAHOMA.

FLOOD NOTE (PER SURVEY)

A FIELD SURVEY WAS NOT CONDUCTED TO DETERMINE THE FLOOD ZONE AREAS. BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X" AS SHOWN ON FLOOD INSURANCE RATE MAP, COMMUNITY NO. 400179, MAP NUMBER 40125C2270J WHICH BEARS AN EFFECTIVE DATE OF 5/16/2019 AND IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. AS SHOWN ON THE FEMA WEBSITE (HTTPS://WWW.FEMA.GOV) WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. ZONE "X" DENOTES AREAS OUTSIDE OF THE 500-YEAR FLOODPLAIN DETERMINED TO BE OUTSIDE 1% AND 0.2% ANNUAL CHANCE FLOODPLAIN.

UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THESE PLANS WERE COMPILED FROM VARIOUS SOURCES AND ARE INTENDED TO SHOW THE GENERAL EXISTENCE AND LOCATION OF THE UTILITY INFORMATION ON THE PLANS. THE CONTRACTOR SHALL CONTACT A UTILITY LOCATING SERVICE 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND OF ALL EXISTING UTILITIES AND DETERMINE IF THERE ARE ANY CONFLICTS WITH THE PROPOSED FACILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY WHEN CONFLICTS WITH EXISTING UTILITIES ARE DISCOVERED.

PAPE-DAWSON
201 MAIN ST. STE 901 | FT. WORTH, TX 76102 | 817.870.3668
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10026500

REVISIONS

1	2	3
4	5	6

AutoZone Store No. 11307
328 E ROBINSON ST
NORMAN OKLAHOMA, 73069
SITE PLAN

Owner / Developer: AUTOZONE DEVELOPMENT LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
TEL.: (901) 495-6736 FAX: (901) 495-8969

For Bidding & Contractor Information Contact:
Dodge Data & Analytics, Tel. 413-930-4215
Cindy.searcy@construction.com

THIS DOCUMENT IS RELEASED FOR "REVIEW PURPOSES" UNDER THE AUTHORIZATION OF BRANDON O'DONALD, P.E. #22039 SEPTEMBER 30, 2026. IT IS NOT FOR CONSTRUCTION OR PERMIT PURPOSES.

05/07/2026

7N2

C2

THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ON FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL. AERIAL IMAGERY PROVIDED BY GOOGLE© UNLESS OTHERWISE NOTED. Imagery © 2016,CAPCOG,Digital Globe,Texas Orthoimagery Program, USDA Farm Service Agency.

Date: January 8, 2025, 11:15 AM - User ID: mbellaney
File: x:\proj\n\61\61\v0\0\2_Design\22_Civil\2218_plot_package\preliminary plat cad\C-PPLAT-SITE-PL-61614000.dwg

CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: September 29, 2026

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

PROJECT NAME: 328 E. Robinson AutoZone
PROJECT TYPE: Commercial
Owner: RJR Investments, LLC
Developer's Engineer: Pape-Dawson
Developer's Traffic Engineer: Pape-Dawson

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

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

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)
Robinson Street: 4 lanes (existing and future). Speed Limit—35 mph. No sight distance problems. No medians.
Porter Avenue: 4 lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE: **YES** ✓ **NO**

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

TRIP GENERATION

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

TRANSPORTATION IMPACT STUDY REQUIRED? **YES** **NO** ✓

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

RECOMMENDATION: APPROVAL ✓ DENIAL N/A STIPULATIONS

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

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

Applicant: RJR Investments LLC

Project Location: 328 E Robinson St

Case Number: PD 26-25

Time: 6:00 P.M.

Applicant Representative:
Adam Marsh

Attendees:
Victor Estudiante

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

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

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

File Attachments for Item:

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-18: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SEVENTY-ONE (71) AND SEVENTY-TWO (72), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (719 JENKINS AVE; WARD 4)

CITY OF NORMAN, OK

STAFF REPORT

MEETING DATE: 11/12/2026

REQUESTER: Riggins Ventures, LLC

PRESENTER: Greyson Williams, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-18: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SEVENTY-ONE (71) AND SEVENTY-TWO (72), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (719 JENKINS AVE; WARD 4)

APPLICANT/REPRESENTATIVE	Riggins Ventures, LLC / Box Law Group, PLLC
LOCATION	719 Jenkins Ave
WARD	4
CORE AREA	Yes
EXISTING ZONING	CCFBC, Center City Form-Based Code, Urban Residential Frontage (URF)
EXISTING LAND USE DESIGNATION	Urban High
CHARACTER AREA	Core Neighborhood Area
PROPOSED ZONING	CCFBC, Center City Form-Based Code, Urban Residential Frontage (URF) with Special Use for Dwelling Units with Four or More Bedrooms
PROPOSED LAND USE	No Change

SUMMARY:

The applicant, Riggins Ventures, LLC, is requesting Special Use for Dwelling Units with Four or More Bedrooms for the subject property at 719 Jenkins Ave. The requested Special Use is for an additional bedroom within the proposed unit design, bringing the bedroom count from three per unit to four per unit.

EXISTING CONDITIONS:

SIZE OF SITE: 0.15 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	CCFBC, URF	CCFBC, URF	CCFBC, URF	CCFBC, URF	CCFBC, URF
Land Use	Urban High	Urban High	Urban High	Urban High	Urban High
Current Use	Single-Family Residence w/ADU	Single-Family Residence	Single-Family Residence w/Garage Apartment	Multi-Family Residence	Multi-Family Residence

ZONING DESIGNATION

CCFBC, Center City Form-Based Code

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

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

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

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

LAND USE DESIGNATION

Urban High (UH)
See attached Urban High Land Use Category document.

CHARACTER AREA DESIGNATION
Core Neighborhood Areas
See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK
Legacy Trail is approximately 0.11 miles Northeast of the subject property with sidewalk access along Jenkins Ave and Duffy Street.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-25 October 22, 2026

The applicant attended the Pre-Development meeting for this application on October 22, 2026. Please see the attached Pre-Development meeting report.

REVIEW COMMENTS:

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

CITY DEPARTMENTS

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

FIRE DEPARTMENT

Any code items will be addressed during the permit review stage. For code details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

BUILDING REVIEW

Building codes and all applicable trades will be addressed during the permit review stage.

PUBLIC WORKS/ENGINEERING

Proposed stormwater solutions comply with the requirements of the Engineering Design Criteria.

TRANSPORTATION ENGINEER

No comments on this request as the property is already platted.

PLANNING

ZONING CODE CONSIDERATIONS

CCFBC, SEC. 704 Development and Performance Standards
J. Special Use for Dwelling Units with Four or More Bedrooms
In any BFS where residential use is permitted, dwelling unit(s) may contain four or more bedrooms upon approval of a Special Use Permit as follows:

1. This provision is applicable to new construction, including demolition and reconstruction, or an addition/alteration to existing construction adding at least one bedroom where the resulting structure is to contain four or more bedrooms in a residential dwelling unit(s);

2. This provision is not applicable to structures with four (4) or more bedrooms existing on or before the date O-1920-3 was enacted;

3. Where an existing structure already has four (4) or more bedrooms existing on or before the date O-1920-3 was enacted, but voluntarily seeks and is denied a Special Use Permit, denial alone will not render Section 704 (J) applicable unless an addition/alteration adding at least one more bedroom occurs per subpart (1) above.

The applicant requests Special Use to include four bedrooms per unit within their proposed development. Applicant will comply with all codes and standards set forth by the CCFBC, Building and Fire Codes, and development code.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Character Area Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies.

Core Neighborhood Character Area Policies

The proposal is **consistent** with the Core Neighborhood goals of infill development that promote density and cultivating an accessible pedestrian centric environment.

Urban High (UH) Land Use Policies

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

- **Building Types**
- **Site Design**
- **Transportation network, Circulation & Access**
- **Utility Access**
- **Public Space**

The proposal is **consistent** with these Urban Land Use policies, as it is a multi-unit 3 story structure that is consistent in scale with the surrounding area. The site design promotes walking and provides connections for multiple transportation options. Utility access is in place and available.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

The proposal meets requirements for City streets and provides access for solid waste services.

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

The proposal is **consistent** with the policies of the AIM Norman Land Use Plan, as it proposes infill development of a multi-unit 3 story structure, promotes connectivity and walkability, and connects to existing utilities.

CONCLUSION:

Staff forwards this request for Special Use for Dwelling Units with Four or More Bedrooms and Ordinance O-2627-18 to the Planning Commission for consideration and recommendation to City Council.

Attachment:
719 Jenkins Ave AIM Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

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

GOALS

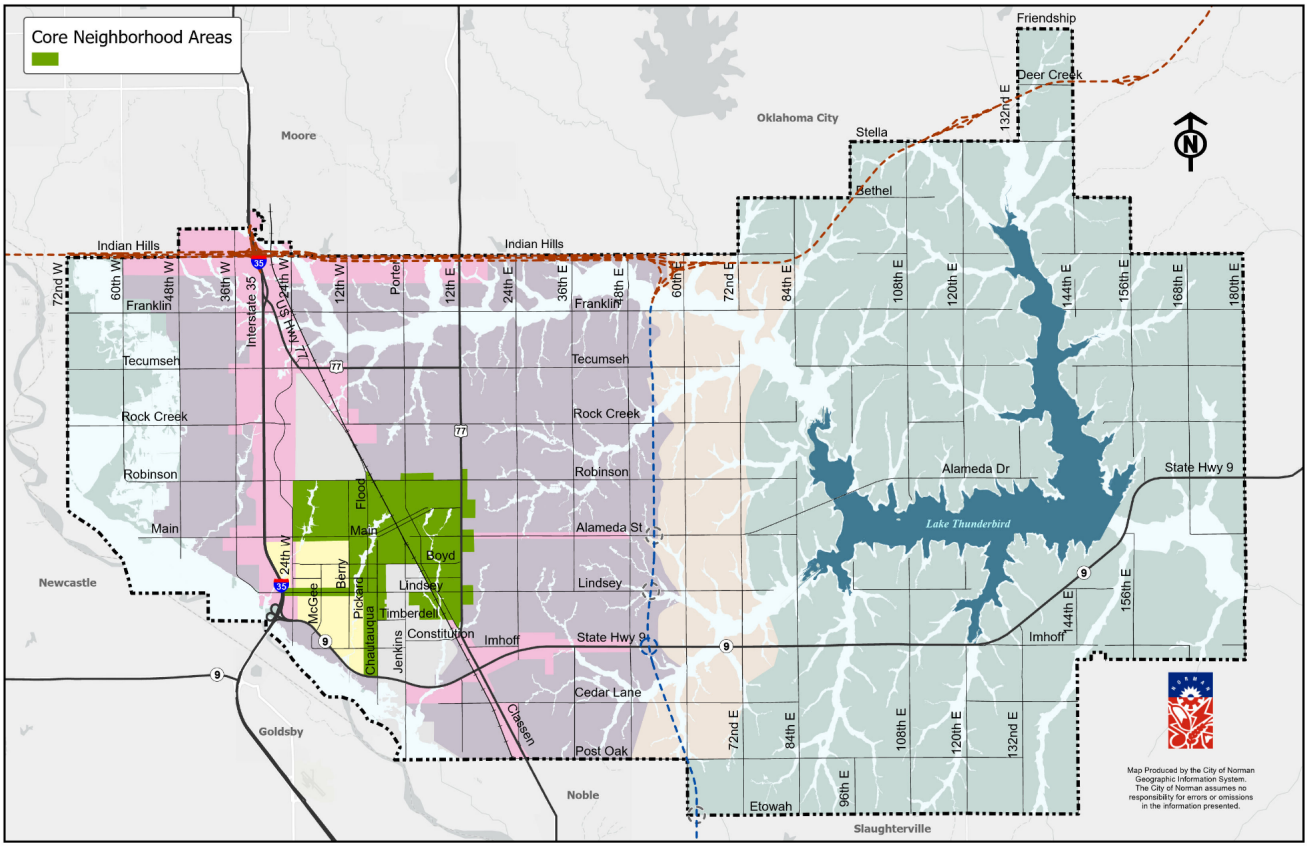
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
  - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's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

OPPORTUNITIES

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

CHALLENGES

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



LAND USE CATEGORY

Urban High (UH)

DESCRIPTION & CONTEXT

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

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 units per acre.

BUILDING TYPES

- Medium and Small-scale 3- to 5-story buildings are common. Within existing developed areas, buildings may go up to 2-stories higher than surrounding properties.
- Multi-unit structures are the priority, but a variety of housing types from townhomes to apartments are expected.
- Mixed-use buildings including retail, work-spaces, and residences are most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- New developments that are single-use developments or predominantly single-unit or garden apartments are not appropriate.

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

This area features a relatively dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking is a secondary use and should be as small as possible due to character and value of land in the area. Most of these areas have, or will have, easy access to public transportation (less than one half-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to be a priority, including modernizing multi-modal infrastructure.

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

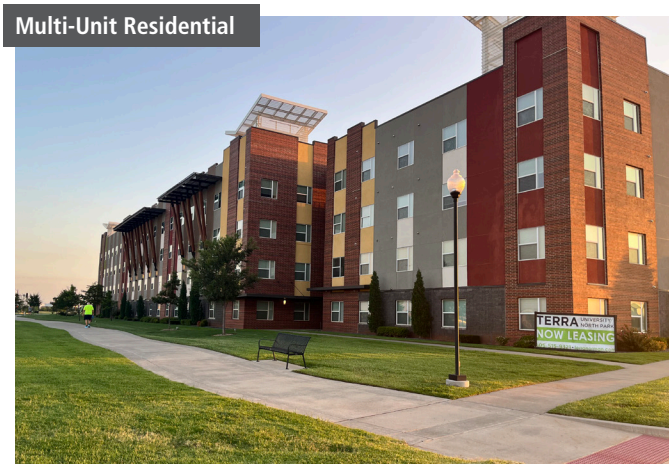
LOCATIONAL CRITERIA

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

ZONING DISTRICTS

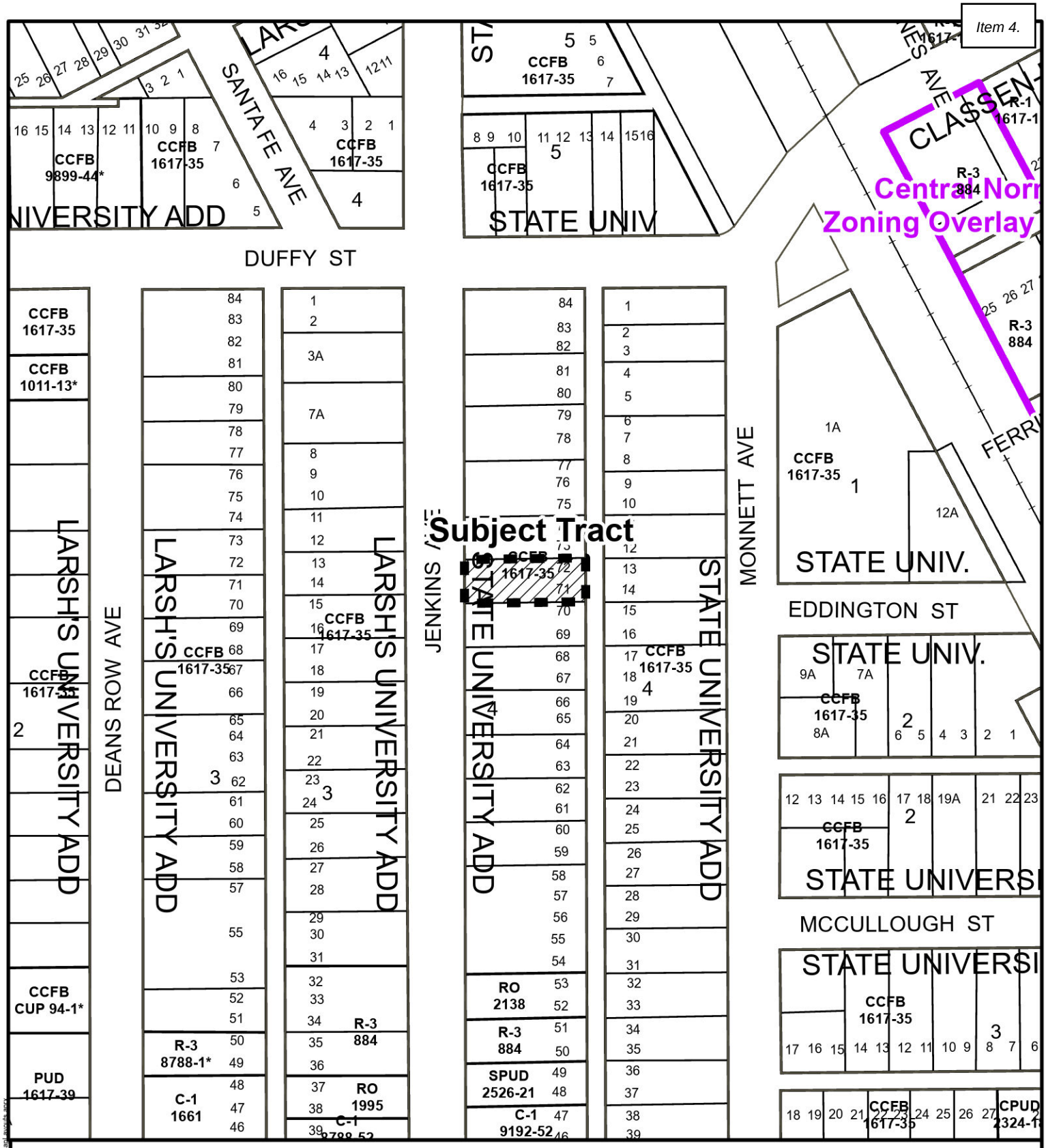
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Multi-Unit Residential



Mixed-Use





Location Map

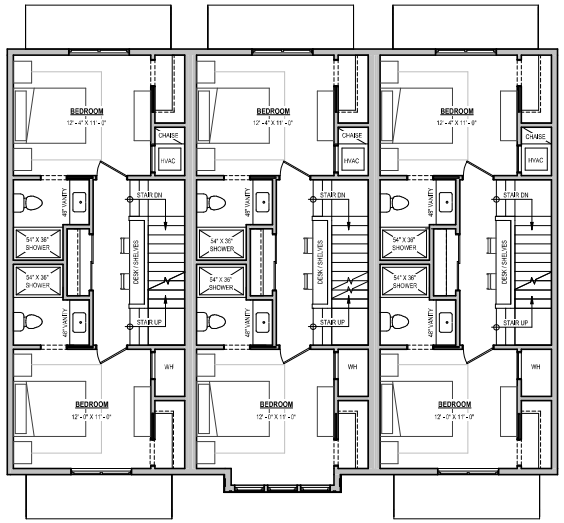
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.

N W E S

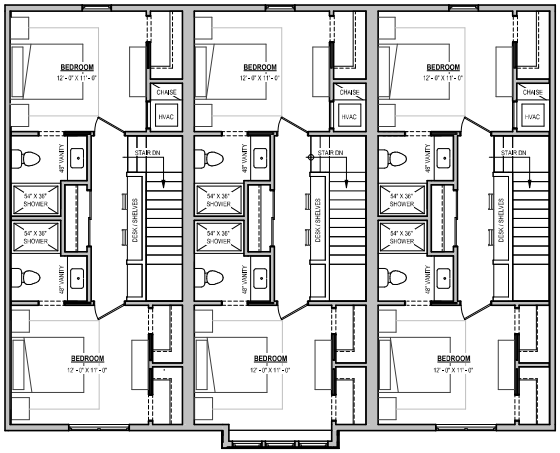
October 2, 2026

0 75 150 Ft.

Subject Tract



3 SECOND FLOOR PRESENTATION PLAN
3/16" = 1'-0"



2 THIRD FLOOR PRESENTATION PLAN
3/16" = 1'-0"

SQUARE FOOTAGES

UNIT SQUARE FOOTAGES

FIRST FLOOR.....617 SQ FT
SECOND FLOOR.....642 SQ FT
THIRD FLOOR.....642 SQ FT

TOTAL.....1,901 SQ FT

BUILDING SQUARE FOOTAGES

FIRST FLOOR.....1,851 SQ FT
SECOND FLOOR.....1,926 SQ FT
THIRD FLOOR.....1,926 SQ FT

TOTAL.....5,703 SQ FT



1 FIRST FLOOR PRESENTATION PLAN
3/16" = 1'-0"

DOUGLAS DESIGN STUDIO, LLC
RESIDENTIAL DESIGNER
214.675.2529
evanadoug@gmail.com

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719 JENKINS TOWNHOUSES
NORMAN, OKLAHOMA

SEPTEMBER 24, 2026

PRESENTATION PLANS

A1.0

FENESTRATION PERCENTAGES

FIRST FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 150 SQ FT
PERCENTAGE 33.1%

SECOND FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 113 SQ FT
PERCENTAGE 24.9%

THIRD FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 113 SQ FT
PERCENTAGE 24.9%



4 FRONT COLOR ELEVATION
1/8" = 1'-0"



3 SIDE COLOR ELEVATION A
1/8" = 1'-0"



2 REAR COLOR ELEVATION
1/8" = 1'-0"



1 SIDE COLOR ELEVATION B
1/8" = 1'-0"

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719 JENKINS TOWNHOUSES
NORMAN, OKLAHOMA

SEPTEMBER 24, 2026

RENDERED ELEVATIONS

A2.0

CONSTRUCTION PLANS FOR
JENKINS INFILL

719 S. JENKINS AVE
NORMAN, OK 73069

PROPOSED TOWNHOUSE DEVELOPMENT

GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT "OKIE" AT 811 OR 800-522-6543, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES MAY BE LOCATED AND MARKED.
2. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
3. THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
4. ALL SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE RELEVANT UTILITY COMPANY OR REGULATORY AUTHORITY, AND THE SPECIFICATIONS FOR THE CONSTRUCTION OF THE EXISTING IMPROVEMENTS, WHICH ARE BEING ALTERED OR REPLACED. THE CONTRACTOR SHALL CONTACT, IF DEEMED NECESSARY, THE ENGINEER FOR ADDITIONAL LANDSCAPING AND/OR IRRIGATION INFORMATION AND DETAILS REQUIRED TO COMPLETE THE WORK DETAILED IN THESE PLANS.

WARRANTY/DISCLAIMER

THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

FLOOD CERTIFICATION

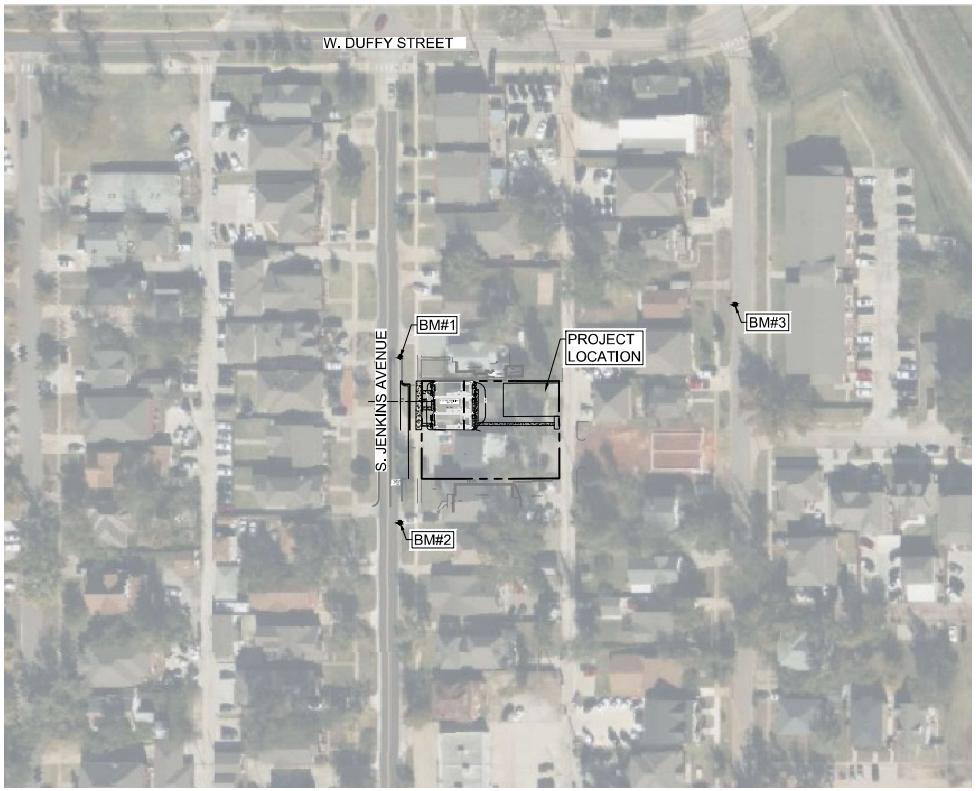
IT HAS BEEN DETERMINED UPON EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, CLEVELAND COUNTY, OKLAHOMA AND INCORPORATED AREAS MAP NO. 40027C0280J, MAP EFFECTIVE: JANUARY 15, 2021, THE SUBJECT PROPERTY IS FULLY WITHIN ZONE 'X', NO SCREENING, WHICH IS CLASSIFIED AS AREAS OF MINIMAL FLOOD HAZARD.

LEGAL DESCRIPTION

A TRACT OF LAND:
LOTS SEVENTY-ONE (71) AND SEVENTY-TWO (72), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA.
CONTAINING 6,977 SQ. FT. OR 0.1602 ACRES, MORE OR LESS.

ZONING

SUBJECT PROPERTY IS ZONED CCFB, CENTER CITY FORMED BASE CODE.



Benchmark #1	Benchmark #2	Benchmark #3
MAG NAIL	MAG NAIL	MAG NAIL
ELEV = 1160.277	ELEV = 1160.602	ELEV = 1159.893
N = 684663.231	N = 684494.003	N = 684716.920
E = 2135417.618	E = 2135417.472	E = 2135759.776

PROJECT MAP

60 30 0 60
SCALE: 1" = 60'

Sheet List Table	
Sheet Number	Sheet Title
GI001	COVER SHEET
CD101	DEMOLITION PLAN
CS101	SITE PLAN
CG101	GRADING AND DRAINAGE PLAN
CL101	LANDSCAPE PLAN

UTILITY COORDINATION	
PUBLIC WORKS - ENGINEERING	405-366-5452
PUBLIC WORKS UTILITY DEPARTMENT	405-366-5453
OKLAHOMA NATURAL GAS	918-527-1069
AT&T FIBER/COPPER	918-508-5091
COX COMMUNICATIONS	918-286-4587
OEC FIBER	405-217-6868

OWNER / DEVELOPER
RIGGINS VENTURES, LLC
DAKOTA RIGGINS
1204 E. JOYCE BLVD. SUITE 102
FAYETTEVILLE, AR 72703
DAKOTA@RIGGINSVENTURES.COM

SURVEYOR
GOLDEN LAND SURVEYING
4131 N.W. 122ND ST, SUITE 100
OKLAHOMA CITY, OK 73120
(405) 849-6010
TROY@GOLDENLS.COM
CA NO. 7263 RENEWAL: JUNE 30, 2028

ENGINEER
66 ENG GROUP
5 S. MAIN STREET
SAPULPA, OK 74066
(918) 248-1129
BCOX@66ENG.COM
CA NO. 8853 RENEWAL: JUNE 30, 2027

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

66 ENG GROUP
5 SOUTH MAIN STREET, SAPULPA, OK 74066

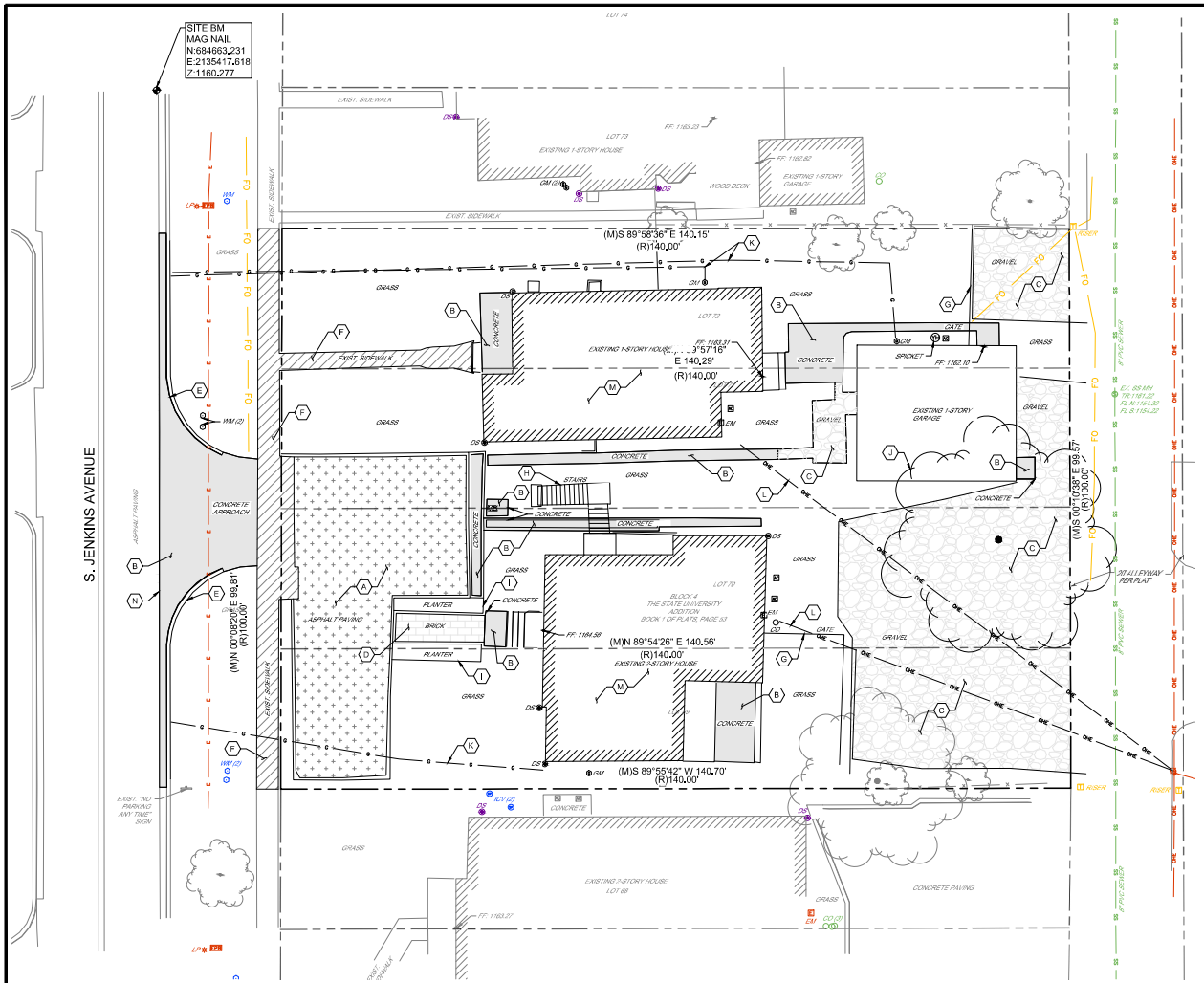
OKIE 811 — Know what's below. Call before you dig. 1-800-522-6543

BY:
REVISION:
DATE:

COVER SHEET
JENKINS INFILL
719 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY: EB
APP'C. BY: BC
DATE: 10/15/2026
SHEET 1

Plotted: 10/21/2025 - 10:48 PM
P:\66 ENG GROUP\PROJECTS\2025\25-191.7 - 719 JENKINS\CAD\SHEETS\25-191.7 - 719 JENKINS.dwg



DEMOLITION PLAN NOTES

1. PRIOR TO ANY WORK, CONTRACTOR SHALL CONTACT THE OKLAHOMA ONE-CALL SYSTEM, 1-800-522-6543, TO LOCATE EXISTING UTILITIES. PHONE BETWEEN 10 DAYS AND 48 HOURS PRIOR TO COMMENCEMENT OF WORK. EXCLUDING SATURDAYS, SUNDAYS, AND LEGAL HOLIDAYS.
2. CONTRACTOR SHALL ABIDE BY ALL FEDERAL, STATE, AND LOCAL CODES FOR THE DEMOLITION AND DISPOSAL OF ALL MATERIALS.
3. ENGINEER SHALL NOT BE LIABLE FOR ANY DEMOLITION PROCEDURES, SCHEDULING, AND DISPOSAL OF ANY MATERIALS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER DISPOSAL OF ALL TRASH AND BUILDING MATERIALS. ALL WASTE MATERIAL GENERATED BY DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE HAULED OFF-SITE TO A LEGAL DUMP SITE AND DEPOSITED AT THE CONTRACTORS EXPENSE. THE HAUL ROUTE SHALL BE MAINTAINED FREE OF DEBRIS, MUD, ROCK, AND TRASH AT ALL TIMES.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SURE THAT ADJACENT PROPERTY IS NOT DAMAGED AND IS ACCESSIBLE AT ALL TIMES, AND THAT CONSTRUCTION DOES NOT CREATE ANY HARDSHIP TO LAND OWNERS ADJACENT TO THE CONSTRUCTION SITE.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES, OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE, STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
7. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE DISCONNECTION, REMOVAL AND RELOCATION OF ALL UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.
9. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WITH ONSITE LOCATIONS OF EXISTING UTILITIES.
10. ALL UTILITIES SUCH AS ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
11. ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO DEMOLITION.
12. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPLACEMENT.
13. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATERMAIN SHUT-OFFS WITH THE UTILITY PROVIDED DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATERLINE SHUT-OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
14. IF ANY ABANDONED SEPTIC TANKS ARE FOUND PRESENT WITHIN THE LIMITS OF DISTURBANCE THEY SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL LAWS.
15. IF THE CONTRACTOR FINDS ANY UNDERGROUND TANKS ON SITE, THEY SHALL CONTACT THE ENGINEER IMMEDIATELY.
16. ALL WELLS SHALL BE CAPPED AND CLOSED IN ACCORDANCE WITH APPLICABLE STATE AND FEDERAL LAW.
17. ALL REMOVED AND SALVAGED ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFICALLY NOTED OR REQUESTED BY THE OWNER.
18. THE CONTRACTOR SHALL USE PERIODIC WETTING AND OR WATERING WITHIN LIMITS OF CONSTRUCTION TO CONTROL DUST AND DIRT CAUSED BY DEMOLITION WORK OR HIGH WINDS.
19. ALL EXISTING PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, FOUNDATIONS, ETC. SHOWN TO BE DEMOLISHED ARE TO BE REMOVED TO FULL DEPTH.
20. ANY CAVITIES LEFT BY STRUCTURES, FOUNDATIONS, OR TREE STUMP REMOVAL SHALL BE BACK FILLED AND COMPACTED PER THE SPECIFICATIONS, OR AS INSTRUCTED BY THE ENGINEER OF RECORD.
21. ANY DAMAGE TO EXISTING ITEMS NOT INCLUDED IN SCOPE OF THE WORK SHALL BE REPLACED TO NEW CONDITION BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
22. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AND/OR RELOCATED AS NECESSARY BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER WHETHER SHOWN ON THE PLANS OR NOT.

DEMOLITION KEY NOTES

- (A) REMOVE EXISTING ASPHALT PAVING TO FULL DEPTH
- (B) REMOVE EXISTING CONCRETE PAVING TO FULL DEPTH
- (C) REMOVE EXISTING GRAVEL TO FULL DEPTH
- (D) REMOVE EXISTING BRICK TO FULL DEPTH
- (E) REMOVE CURB & GUTTER TO FULL DEPTH
- (F) REMOVE EXISTING SIDEWALK TO FULL DEPTH
- (G) REMOVE EXISTING GATE
- (H) REMOVE EXISTING STAIRS
- (I) REMOVE EXISTING PLANTERS
- (J) REMOVE EXISTING TREE
- (K) REMOVE EXISTING GAS LINE
- (L) REMOVE EXISTING OVERHEAD ELECTRIC LINE
- (M) REMOVE EXISTING BUILDING
- (N) SAW CUT TO FULL DEPTH

UTILITY SERVICES NOTE:

EXISTING WATER AND SANITARY SEWER SERVICES TO BE ABANDONED AT THE PUBLIC MAIN

DEMOLITION LEGEND

- ASPHALT LIMITS OF DEMOLITION
- SIDEWALK LIMITS OF DEMOLITION
- CONCRETE PAVING LIMITS OF DEMOLITION
- GRAVEL LIMITS OF DEMOLITION
- BRICK LIMITS OF DEMOLITION

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66 ENG GROUP
5 SOUTH MAIN STREET,
SAPULPA, OK 74066

SCALE: 1" = 10'

OKIE811 Know what's below. Call before you dig. 1-800-522-6543

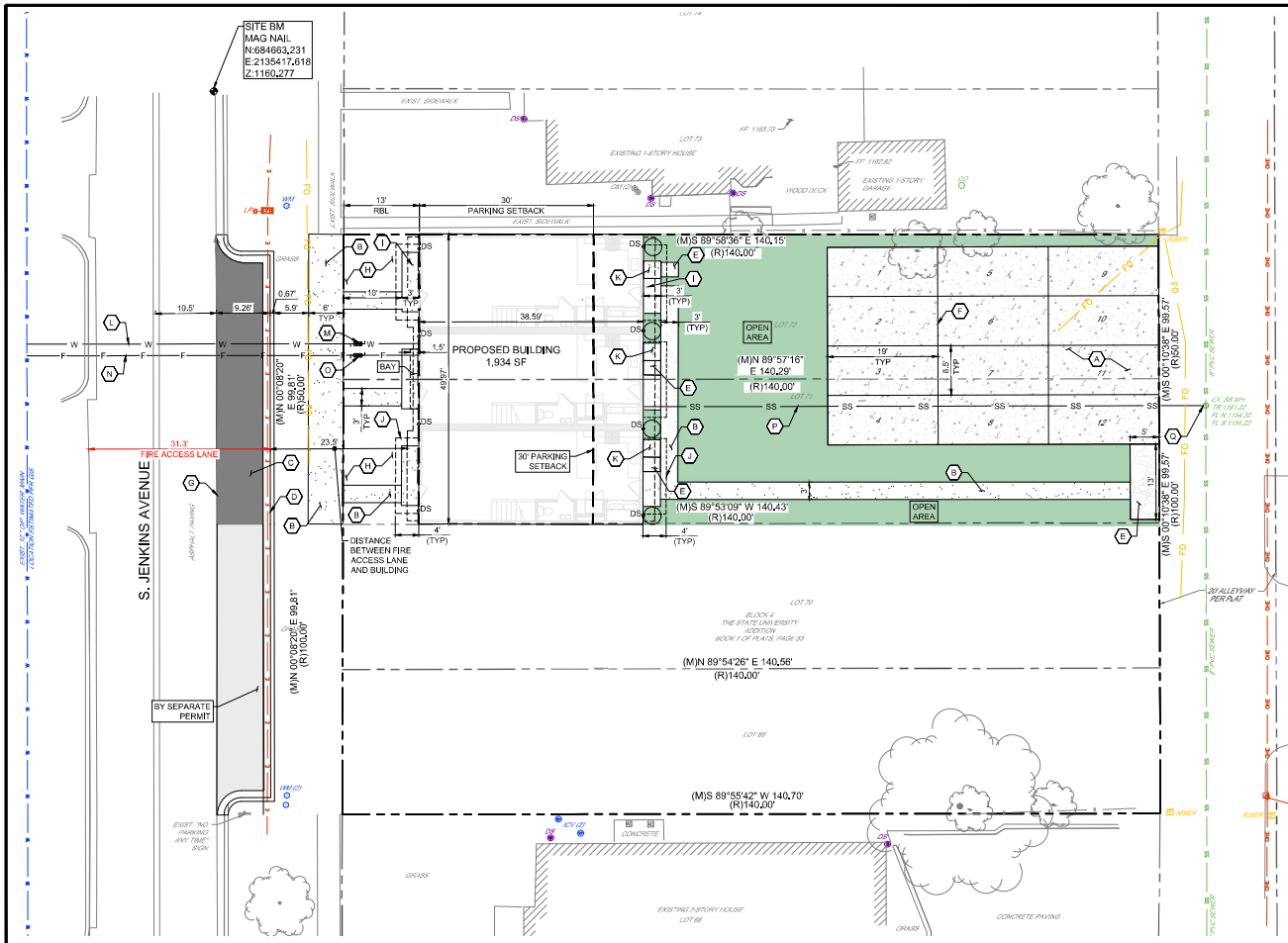
BY	REVISION	DATE

DEMOLITION PLAN

JENKINS INFILL
719 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY:	EB
APPV'C. BY:	BC
DATE:	10/15/2026
SHEET	01

Plotted: 10/15/2026 - 10:13:14 AM
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SITE PLAN KEY NOTES

- (A) CONCRETE PAVEMENT
- (B) CONCRETE SIDEWALK
- (C) ASPHALT PAVEMENT
- (D) CURB AND GUTTER
- (E) GRAVEL POLY CART TRASH AREA
- (F) 4" SOLID WHITE PARKING LINE (TYP)
- (G) NO PARKING FIRE LANE STRIPING
- (H) LANDSCAPE AREA
- (I) STOOP (TYP)
- (J) AWNING (TYP)
- (K) 3'x3' MECHANICAL PAD
- (L) 2" DOMESTIC WATER SERVICE LINE
- (M) 1.5" DOMESTIC WATER METER
- (N) 1" DOMESTIC FIRE SERVICE LINE
- (O) 1" DOMESTIC FIRE WATER METER
- (P) 4" SANITARY SEWER SERVICE
- (Q) POINT OF CONNECTION FOR SANITARY SEWER SERVICE. VERIFY FLOW LINE. IF NECESSARY ADJUST SLOPE AND FLOW LINES TO ACCOMMODATE ACTUAL TIE-IN ELEVATION. TIE-IN THE PROPOSED SERVICE PER CITY STANDARDS.

SITE PLAN NOTES

1. THE CONTRACTOR SHALL CONTACT "OKIE" AT 811 OR 800-522-6543, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES CAN BE LOCATED AND MARKED.
2. EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
3. SIDEWALK EXPANSION JOINTS SHALL BE PLACED IN ACCORDANCE WITH DETAIL
4. ALL CONSTRUCTION AND METHODS TO BE IN STRICT ACCORDANCE WITH CURRENT AUTHORITY HAVING JURISDICTION SPECIFICATIONS AND DETAILS.
5. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND WILL NOT BE LIMITED TO NORMAL WORKING HOURS. MAINTAIN ALL BARRICADES, WARNING SIGNS, FLASHING LIGHTS AND TRAFFIC CONTROL DEVICES DURING CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH ALL O.S.H.A. REGULATIONS AND SAFETY REQUIREMENTS.
6. THIS SET OF CONSTRUCTION DOCUMENTS SHALL BE CONSIDERED AS A WHOLE IN THAT THE GENERAL CONTRACTOR AND ALL SUB-CONTRACTORS ARE RESPONSIBLE FOR INFORMATION PRESENTED ON ALL SHEETS OF THIS SET OF DRAWINGS.
7. CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ANY REQUIRED STATE OR LOCAL PERMITS. CONSTRUCTION MEANS AND METHODS SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE, AS NECESSARY, TO RETURN IT TO THE EXISTING CONDITION OR BETTER. CONTRACTOR SHALL REPAIR AND RESTORE ANY AREAS DAMAGED DURING CONSTRUCTION AT HIS OWN EXPENSE.
9. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION CONTROL MEASURES PER THE EROSION CONTROL PLAN.
10. THE CONTRACTOR SHALL PERFORM THE WORK ACCORDING TO ALL CITY, COUNTY, STATE AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
11. ALL PAVEMENT MARKING OF STRIPES TO BE 4" WIDE, WHITE AND APPLIED IN TWO COATS, UNLESS OTHERWISE NOTED, RE: SPECIFICATIONS.
12. PARKING LOT STRIPING AND REQUIRED ADA ACCESSIBLE AISLES SHOWN ON PLAN SHALL BE MARKED IN ACCORDANCE WITH CURRENT ADA GUIDELINES.
13. ALL NEW SIDEWALKS, IF ANY, NOT ADJACENT TO THE BUILDING, SHALL BE 4" THICK AND A MINIMUM OF FOUR (4) FEET WIDE. SIDEWALKS SHALL HAVE A LIGHT BROOM FINISH WITH A MAXIMUM CROSS SLOPE OF TWO PERCENT. TRANSVERSE CONTRACTION JOINTS SHALL MAINTAIN AN EQUAL SPACING WITH THE SIDEWALK WIDTH. SIDEWALK EXPANSION JOINTS SHALL NOT EXCEED 40 FOOT SPACING UNLESS OTHERWISE NOTED.

ADA NOTES

1. ANY REQUEST BY THE GOVERNING AUTHORITY OR INSPECTOR TO ALTER ADA COMPLIANCE DETAILS OR REQUIREMENTS DEPICTED ON AND IN THESE PLANS AND SPECIFICATIONS MUST BE DIRECTED TO THE OWNER'S CONSTRUCTION MANAGER FOR AUTHORIZATION. ANY CHANGES MADE WITHOUT PROPER AUTHORIZATION AND LATER FOUND TO BE NON-COMPLIANT WITH THE DETAILS AS SHOWN ON AND IN THESE PLANS AND SPECIFICATIONS WILL BE REMOVED AND REPLACED TO BE MADE FULLY COMPLIANT, REGARDLESS OF MAGNITUDE, AT THE CONTRACTOR AND/OR SUB-CONTRACTOR'S EXPENSE. THE CONTRACTOR MUST FOLLOW THE "REQUEST FOR INFORMATION" (RFI) PROCESS IN ACQUIRING THE APPROVAL OF CHANGES TO ADA RELATED ITEMS.
2. ALL NEW SIDEWALKS OR ADA PATHS (SIDEWALKS TO BE REMOVED & REPLACED OR STRIPED ADA PATHS) SHALL NOT EXCEED 2% CROSS SLOPE & 5% RUNNING SLOPE. FOR SIDEWALKS CONTAINED WITHIN THE PUBLIC R/W AND WHEN ADJACENT STREET GRADES EXCEED 5%, THEN SIDEWALK RUNNING SLOPES MAY MATCH STREET GRADES.
3. 1/8" MAXIMUM DEPTH TO TOP OF SEALANT AND 1/8" MAXIMUM PROTRUSION TO TOP OF SEALANT ALONG ADA ACCESS ROUTES.
4. PRIVATE PROPERTY RAMPS SHALL HAVE THE FACE OF THE CURB TRANSITIONS PAINTED YELLOW.
5. ALL ADA PARKING AREAS SHALL BE 2% MAXIMUM IN ALL DIRECTIONS.

PROJECT INFORMATION

PROPERTY AREA
0.1602 ACRES
6,977 SQFT

BUILDING AREA

LEVEL 1	1,851 SF
LEVEL 2	1,926 SF
LEVEL 3	1,926 SF
TOTAL	5,703 SF

PARKING SUMMARY
PARKING SPACE AREA: 8.5' W x 19' L = 162 SF (>162 SF MIN.)

TOTAL SPACES REQUIRED:
(3 BEDROOM UNIT OR GREATER: 1 SPACE/BEDROOM)
PROPOSED 12 BEDROOMS: 12 PARKING SPACES
TOTAL SPACES PROVIDED: 12 ONSITE PARKING SPACES

IMPERVIOUS AREA SUMMARY

SITE AREA:	6,977 SF
65% MAXIMUM:	4,535 SF

EXISTING

719:	3,415 SF (48.95%)

PROPOSED

BUILDING:	1,934 SF
SIDEWALK:	578 SF
PARKING SPACES:	1,938 SF
POLY CART AREA:	65 SF
TOTAL:	4,515 SF (64.71%)

OPEN AREA SUMMARY: 719
BUILDABLE AREA BEHIND RBL = 6,326 SF
OPEN AREA REQUIRED 15% MINIMUM = 949 SF
OPEN AREA PROVIDED BEHIND 30' PARKING SETBACK = 1,941 SF
TOTAL PRIVATE OPEN AREA ON SITE = 1,941 SF, 30.68% (>15% MIN.)

PAVING NOTES

1. TRAFFIC CONTROL MEASURES SHALL BE IN-ACCORDANCE WITH CITY AND THE LATEST VERSION OF THE MUTCD.
2. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND ANY NEW PAVEMENT.
3. CONTRACTOR SHALL PROVIDE AND INSTALL 4 INCH PVC SLEEVES FOR FUTURE UTILITY CROSSINGS UNDER NEW PAVEMENT. VERIFY CONDUIT LOCATIONS WITH IRRIGATION, ALL UTILITY COMPANIES, AGENCIES OR ENGINEER SUPPLYING FUTURE SERVICES.
4. ALL TRENCH BACKFILL FOR OPEN CUT PAVEMENT AREAS SHALL BE BACKFILLED FULL DEPTH WITH AGGREGATE BASE MATERIAL AND COMPACTED IN 8 INCH LIFTS TO 95% STANDARD PROCTOR DENSITY TO THE BOTTOM OF SURFACE PAVEMENT.

LEGAL DESCRIPTION

LOTS SEVENTY-ONE (71), AND SEVENTY-TWO (72), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA.

CONTAINING 6,977 SF OR 0.1602 ACRES, MORE OR LESS.

PAVING LEGEND

- CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT
- CONCRETE SIDEWALK
- GRAVEL

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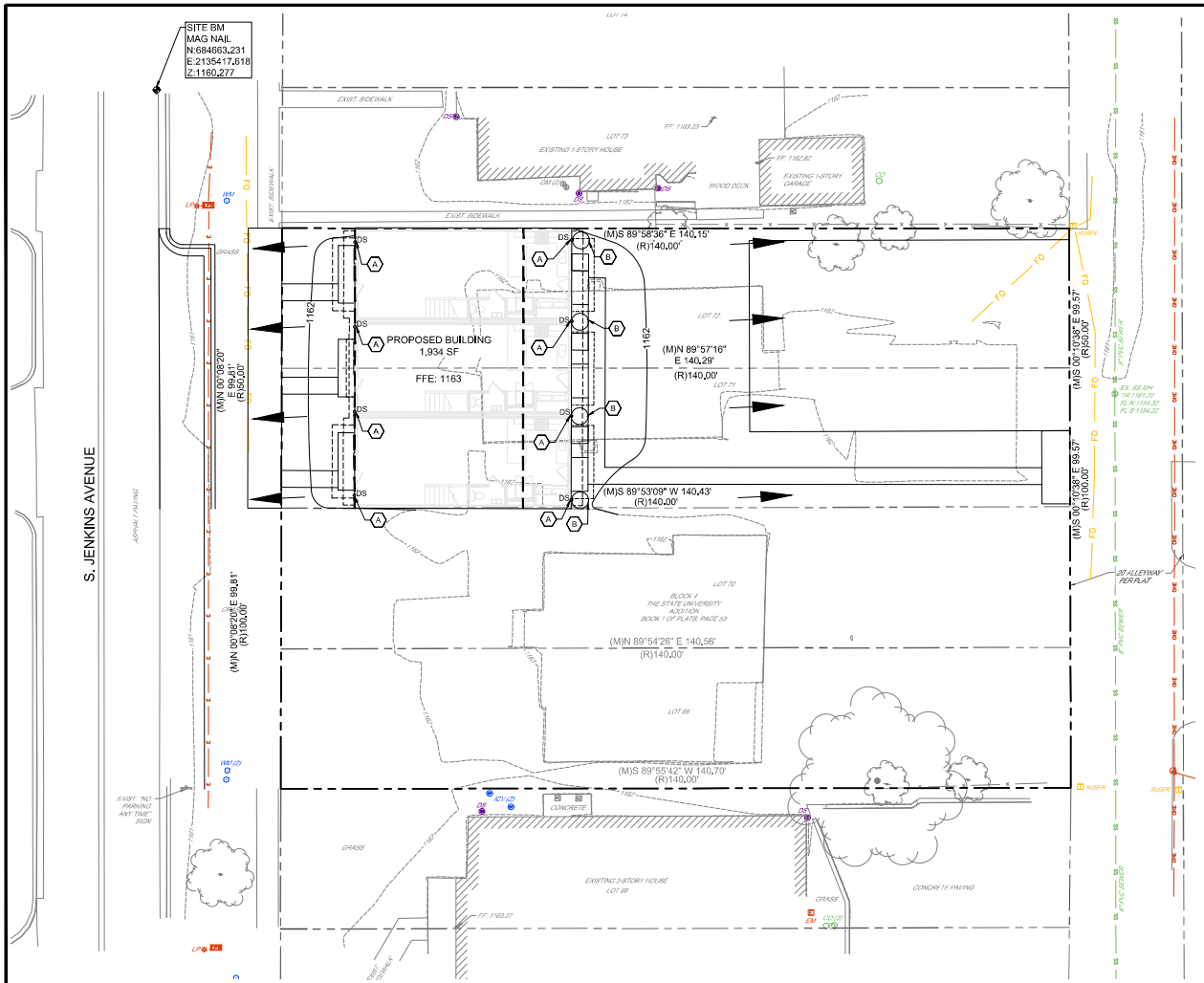
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SITE PLAN
JENKINS INFILL
719 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY: EB
APPV. BY: BC
DATE: 10/15/2026
SHEET 01



GRADING PLAN NOTES

1. THE CONTRACTOR SHALL CONTACT "OKIE" AT 811 OR 800-522-6543, ONE CALL SERVICE, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES MAY BE LOCATED AND MARKED.
2. EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH STRUCTURAL BUILDING PLANS AND SPECIFICATIONS.
3. THE MAXIMUM CROSS SLOPE ON ANY SIDEWALK OR RAMP SHALL BE TWO PERCENT.
4. EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
5. UNLESS OTHERWISE SHOWN, NEW PAVING SHALL BE CONSTRUCTED TO ALLOW FOR POSITIVE DRAINAGE TO CATCH BASIN, CURB, GUTTER, AND OTHER RUNOFF COLLECTION DEVICES. NEW PAVEMENT SLOPE SHALL BE MINIMUM 0.50% FOR CONCRETE AND 1.5% FOR ASPHALT UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ARCHITECT/ENGINEER.
6. ALL DISTURBED AREAS THAT ARE NOT TO BE PAVED SHALL BE SODDED UNLESS NOTED OTHERWISE. ENSURE ALL DISTURBED AREAS HAVE TOPSOIL TO A DEPTH OF FOUR TO SIX INCHES (4"-6"). REFER TO LANDSCAPE PLAN.
7. THE CONTRACTOR SHALL KEEP THE SITE CLEAN AT ALL TIMES AND CONTROL DUST RESULTING FROM THE EARTHWORK OPERATIONS. THE CONTRACTOR SHALL NOT TRACK MUD ON THE PUBLIC STREETS.
8. NEW CONTOURS DENOTE TOP OF FINISHED PAVING AND GRADED AREA AS INDICATED. ALL PROPOSED ELEVATIONS ARE TOP OF CURB, GUTTER OR FINISH GRADE AS INDICATED ON THE PLANS. UNLESS NOTED OTHERWISE.
9. PUBLIC STORM DRAIN SYSTEMS AND STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AUTHORITY HAVING JURISDICTION STANDARD DRAWINGS AND SPECIFICATIONS.
10. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND SHALL NOT DAMAGE OR DISTURB ANY SERVICE. THE CONTRACTOR SHALL REPAIR, AT CONTRACTOR'S OWN EXPENSE, ANY DAMAGED UTILITIES CAUSED BY CONSTRUCTION OPERATIONS.
11. ALL PIPES, SHALL HAVE A MINIMUM COVER OF (1) FEET TO TOP OF PIPE, UNLESS NOTED OTHERWISE, MIN. COVER FOR WATER LINES IS 30".
12. ADJUST ALL VALVE BOXES AND MANHOLE COVERS TO FINISHED GRADE WHEN APPLICABLE.
13. IF FIELD GRADE ADJUSTMENTS ARE REQUIRED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER.
14. MANHOLE LIDS AND SLEEVES IN PAVED AREAS SHALL BE HS-25 TRAFFIC RATED.
15. IF, AT ANY TIME THE CONTRACTOR FINDS ERROR AND/OR CONFLICTS IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER FOR CLARIFICATION PRIOR TO CONSTRUCTION.
16. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS. ANY DISCREPANCY FOUND SHALL BE DISCUSSED WITH THE ENGINEER OF RECORD PRIOR TO ANY CONSTRUCTION WORK.
17. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES ON SITE OR IN RIGHT-OF-WAY. ALL UTILITIES MUST BE LOCATED PRIOR TO GRADING START.
18. ALL CUT OR FILL SLOPES SHALL BE A MAX 3:1 SLOPE OR FLATTER UNLESS OTHERWISE NOTED.
19. ALL STORM SEWER PIPE CONNECTIONS TO STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT. ALL STORM SEWER STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.
20. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH THE PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS AND COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 3" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
21. SITE GRADING SHALL NOT PROCEED UNTIL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AND OUTLINED IN THE GENERAL NOTES PERMIT AND THE SWPPP FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
22. THE CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS THROUGHOUT ALL PHASES OF CONSTRUCTION.
23. CONTRACTOR SHALL REFER TO ARCHITECT DRAWINGS FOR FOR ALL ELEMENTS OF BUILDING, APPURTENCES ATTACHED TO THE BUILDING OR ANY OTHER ITEM WITHIN 5' OF STRUCTURE. FOR UTILITY ENTRANCES TO BUILDING REFER TO MEP PLANS.
24. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE, AS NECESSARY, TO RETURN IT TO THE EXISTING CONDITION OR BETTER. CONTRACTOR SHALL REPAIR AND RESTORE ANY AREAS DAMAGED DURING CONSTRUCTION AS HIS OWN EXPENSE.
25. NO HAZARDOUS MATERIALS SHALL BE BROUGHT ON SITE OR GENERATED AT THE SITE.

GRADING KEYNOTES

(A) DOWNSPOUTS

(B) 200 GALLON RAINWATER STORAGE TANK

NOTES

1. THE IMPERVIOUS AREA CALCULATIONS ARE SHOWN ON CS101.
2. THE SITE WILL DRAIN TO JENKINS AVENUE AND THE PUBLIC ALLEY IN THE REAR OF THE PROPERTY.

GRADING LEGEND

DRAINAGE FLOW

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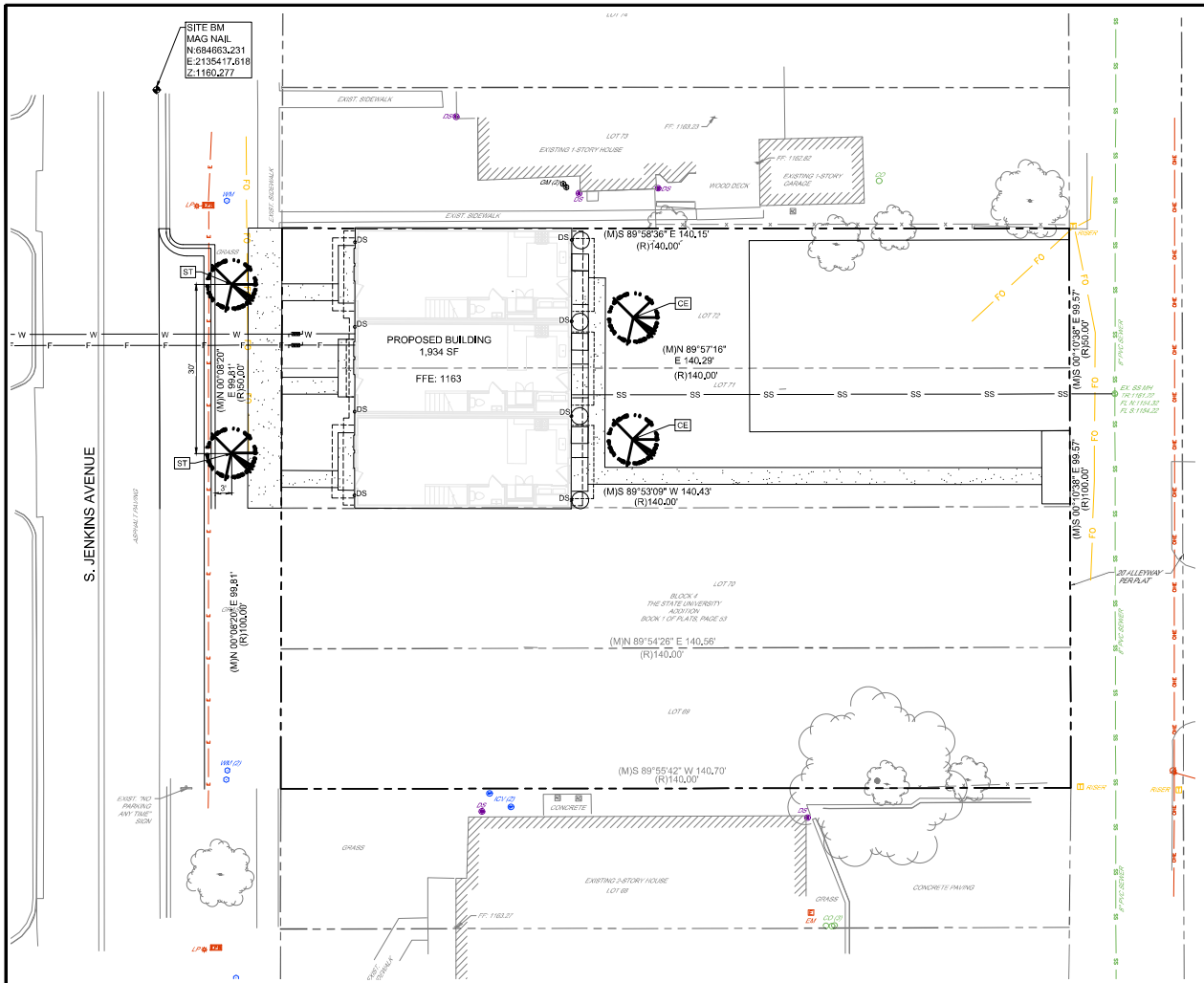
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BY	REVISION	DATE

GRADING AND DRAINAGE PLAN

JENKINS INFILL
719 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY:	EB
APPV. BY:	BC
DATE:	10/15/2026
SHEET	C201



LANDSCAPE & IRRIGATION NOTES

ALL PLANTING SHALL BE TO THE STANDARDS OF HORTICULTURE PRACTICE.

ALL PLANT MATERIAL SHALL BE SOUND HEALTHY, VIGOROUS AND WELL BRANCHED. PLANTS SHALL BE FREE FROM INSECTS, PEST EGGS AND LARVAE AND SHALL HAVE HEALTHY ROOT SYSTEMS.

PLANT MATERIAL SHALL BE WATERED UNTIL PLANTED. ROOT BALL SHALL NOT BECOME DRY.

FINISH GRADE FOR LAWN AREAS SHALL BE HELD 1" BELOW THE TOP OF ADJACENT PAVEMENT AND CURBS.

TREE PLANTING NOTES

TREE SHALL BE PLANTED IN A PIT THAT HAS A MINIMUM OF 12"WIDER THEN THE ROOT BALL.

MIX 1 BAG OF BACK TO EARTH SOIL CONDITIONER WITH THE EXCAVATED TOPSOIL TO USE AS BACKFILL.

USE 4 AGRIFORM TABLETS FOR EACH TREE 2" CALIPER AND LESS.
USE 6 AGRIFORM TABLETS FOR EACH TREE LARGER THAN 2" IN CALIPER.
EQUALLY SPACE TABLETS AROUND TREE, 6" FROM ROOT BALL AND 4" INTO BACKFILL.
AGRIFORM TABLETS TO BE 20-10-5 WITH MINORS, 21 GRAM.

PLANT TREE 3" ABOVE FINISH GRADE TO ALLOW FOR PROPER DRAINAGE.

ALL TREES SHALL BE STAKED WITH APPROVED STAKING METHOD FOR A PERIOD OF ONE YEAR.

REFER TO TREE PLANTING DETAIL FOR MORE INFORMATION.

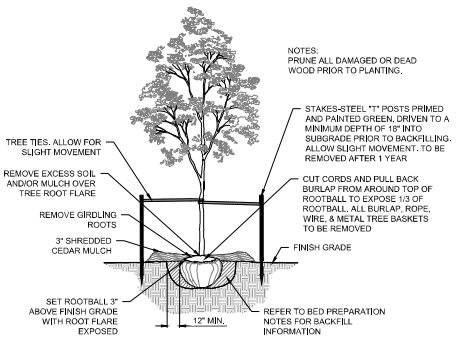
City of Norman
CCFBC Landscape Requirements

Street Trees	30' Max Separation
S. JENKINS AVENUE	
Total Street Frontage:	50 LF
Total Trees Required:	2
New Trees Provided:	2

Private Open Area	1 Tree per 800SF of Required Private Open Area
Private Open Area Required:	949 SF
Private Open Area Provided:	1,941 SF
Trees Required:	2
Trees Provided:	2

Plant Material Schedule

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
2	ST	Sawtooth Oak	Quercus acutissima	2.5" cal., 10' ht. min, B&B
2	CE	Chinese/Lacebark/Drake Elm	Ulmus parvifolia	2.5" cal., 10' ht. min, B&B



2 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

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LANDSCAPE PLAN

JENKINS INFILL
719 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY:	EB
APPV. BY:	BC
DATE:	10/15/2025
SHEET	L1.01

Applicant: Riggins Investments, LLC

Project Location: 719 Jenkins Ave

Case Number: PD 26-26

Time: 5:30 P.M.

Applicant Representative:
Kaitlyn Turner

Attendees:
Keith McCabe
Bill Diedrich
Kylie Love
Dustin Graham

City Staff:
Greyson Williams, Planner II
Anais Starr, Planner II
Logan Gray, Planner II

Application Summary:
The applicant is requesting a Special Use Designation for the subject property at 719 Jenkins Ave. The requested Special Use Designation is for an additional bedroom within the proposed unit design, bringing the bedroom count from three per unit to four per unit, thus triggering the Special Use.

Neighbors' Comments/Concerns/Responses:
Neighbors and applicant discussed proposed parking in the rear of the property.

Neighbor asked if on street parking was ever an option. Staff and applicant clarified Jenkins Ave requirements.

Neighbor and applicant discussed construction logistics and methods for 719 and 731.

Neighbor asked if applicant has fire wall detail. Applicant answered they do not have that spec sheet yet.

Neighbor asked if drainage plans have been solidified. Engineer answers that yes, they are complete. Neighbor asked if drain spouts will empty on to neighboring lots. Applicant answered no. Staff clarified the 65% coverage rule and engineered solutions beyond that.

Neighbor asked if North and South elevations would have windows. Applicant answered no.

Neighbor asked what the widths of the units would be. Staff clarified there is no minimum and applicant answered around 15'. Staff will research widths more but believe they are not required.

Neighbor asked what RBL was. Staff answered 13 feet.

Neighbor asked if we were planning commission will discuss the special use 4th bedroom or CCFBC. Staff clarified it is just the bedroom being discussed.

Neighbor and applicant discussed parking.

File Attachments for Item:

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-19: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SIXTY-NINE (69) AND SEVENTY (70), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (731 JENKINS AVE; WARD 4)

CITY OF NORMAN, OK

STAFF REPORT

MEETING DATE: 11/12/2026

REQUESTER: Riggins Ventures, LLC

PRESENTER: Greyson Williams, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-19: 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 GRANT SPECIAL USE FOR DWELLING UNITS WITH FOUR OR MORE BEDROOMS IN CCFBC, CENTER CITY FORM BASED CODE, FOR LOTS SIXTY-NINE (69) AND SEVENTY (70), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION IN NORMAN, CLEVELAND COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; AND PROVIDING FOR THE SEVERABILITY THEREOF. (731 JENKINS AVE; WARD 4)

APPLICANT/REPRESENTATIVE	Riggins Ventures, LLC / Box Law Group, PLLC
LOCATION	731 Jenkins Ave
WARD	4
CORE AREA	Yes
EXISTING ZONING	CCFBC, Center City Form-Based Code, Urban Residential Frontage (UR)
EXISTING LAND USE DESIGNATION	Urban High
CHARACTER AREA	Core Neighborhood Area
PROPOSED ZONING	CCFBC, Center City Form-Based Code, Urban Residential Frontage (URF) with Special Use for Dwelling Units with Four or More Bedrooms
PROPOSED LAND USE	No Change

SUMMARY:

The applicant, Riggins Ventures, LLC, is requesting Special Use for Dwelling Units with Four or More Bedrooms for the subject property at 731 Jenkins Ave. The requested Special Use is for an additional bedroom within the proposed unit design, bringing the bedroom count from three per unit to four per unit.

EXISTING CONDITIONS:

SIZE OF SITE: 0.16 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	CCFBC, URF	CCFBC, URF	CCFBC, URF	CCFBC, URF	CCFBC, URF
Land Use	Urban High	Urban High	Urban High	Urban High	Urban High
Current Use	Multi-Family Residence	Single-Family Residence w/ADU	Multi-Family Residence	Multi-Family Residence	Multi-Family Residence

ZONING DESIGNATION
CCFBC, Center City Form-Based Code
The goal of the Norman Center City Vision Project and Plan was to reset the conversation and provide guidance for future development and redevelopment in Center City. The CCFBC is intended to implement the purpose and goals of that Plan by providing strong implementation tools for the Center City area.
The CCFBC shall be applied to new, infill development, and redevelopment within the district both in order to achieve the vision set forth for the Center City and to provide a mechanism for implementing the following specific goals, using both public and private sector investments:

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

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

LAND USE DESIGNATION
Urban High (UH)

See attached Urban High Land Use Category document.

CHARACTER AREA DESIGNATION
Core Neighborhood Areas
See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK
Legacy Trail is approximately 0.14 miles Northeast of the subject property with sidewalks access along Jenkins Ave and Duffy Street.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD26-25 October 22, 2026

The applicant attended the Pre-Development meeting for this application on October 22, 2026. Please see the attached Pre-Development meeting report.

REVIEW COMMENTS:

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

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

FIRE DEPARTMENT

Any code items will be addressed during the permit review stage. For code details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

BUILDING REVIEW

Building codes and all applicable trades will be addressed during the permit review stage.

PUBLIC WORKS/ENGINEERING

No comments on this request.

TRANSPORTATION ENGINEER

No comments on this request as the property is already platted.

PLANNING

ZONING CODE CONSIDERATIONS

CCFBC, SEC. 704 Development and Performance Standards
J. Special Use for Dwelling Units with Four or More Bedrooms
In any BFS where residential use is permitted, dwelling unit(s) may contain four or more bedrooms upon approval of a Special Use Permit as follows:

1. This provision is applicable to new construction, including demolition and reconstruction, or an addition/alteration to existing construction adding at least one bedroom where the resulting structure is to contain four or more bedrooms in a residential dwelling unit(s);

2. This provision is not applicable to structures with four (4) or more bedrooms existing on or before the date O-1920-3 was enacted;

3. Where an existing structure already has four (4) or more bedrooms existing on or before the date O-1920-3 was enacted, but voluntarily seeks and is denied a Special Use Permit, denial alone will not render Section 704 (J) applicable unless an addition/alteration adding at least one more bedroom occurs per subpart (1) above.

The applicant requests Special Use to include four bedrooms per unit within their proposed development. Applicant will comply with all codes and standards set forth by the CCFBC, Building and Fire Codes, and development code.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Character Area Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies.

Core Neighborhood Character Area Policies

The proposal is **consistent** with the Core Neighborhood goals of infill development that promote density and cultivating an accessible pedestrian centric environment.

Urban High (UH) Land Use Policies

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

- **Building Types**
- **Site Design**
- **Transportation network, Circulation & Access**
- **Utility Access**
- **Public Space**

The proposal is **consistent** with these Urban Land Use policies, as it is a multi-unit 3 story structure that is consistent in scale with the surrounding area. The site design promotes walking and provides connections for multiple transportation options. Utility access is in place and available.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

The proposal meets requirements for City streets and provides access for solid waste services.

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

The proposal is **consistent** with the policies of the AIM Norman Land Use Plan, as it proposes infill development of a multi-unit 3 story structure, promotes connectivity and walkability, and connects to existing utilities.

CONCLUSION:

Staff forwards this request for Special Use for Dwelling Units with Four or More Bedrooms and Ordinance O-2627-19 to the Planning Commission for consideration and recommendation to City Council.

Attachment:
731 Jenkins Ave AIM Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

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

GOALS

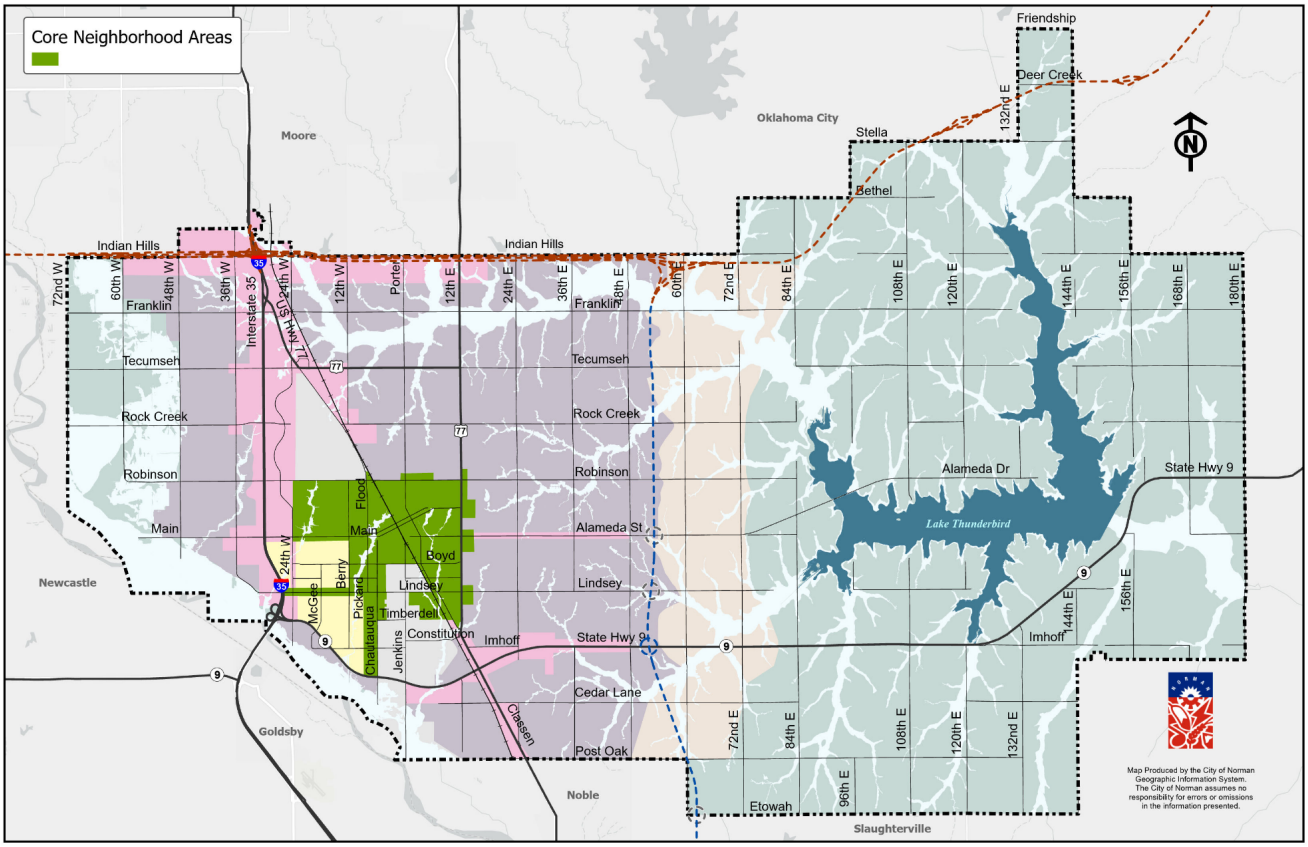
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
  - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that's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

OPPORTUNITIES

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

CHALLENGES

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



LAND USE CATEGORY

Urban High (UH)

DESCRIPTION & CONTEXT

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

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 units per acre.

BUILDING TYPES

- Medium and Small-scale 3- to 5-story buildings are common. Within existing developed areas, buildings may go up to 2-stories higher than surrounding properties.
- Multi-unit structures are the priority, but a variety of housing types from townhomes to apartments are expected.
- Mixed-use buildings including retail, work-spaces, and residences are most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- New developments that are single-use developments or predominantly single-unit or garden apartments are not appropriate.

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

This area features a relatively dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking is a secondary use and should be as small as possible due to character and value of land in the area. Most of these areas have, or will have, easy access to public transportation (less than one half-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to be a priority, including modernizing multi-modal infrastructure.

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

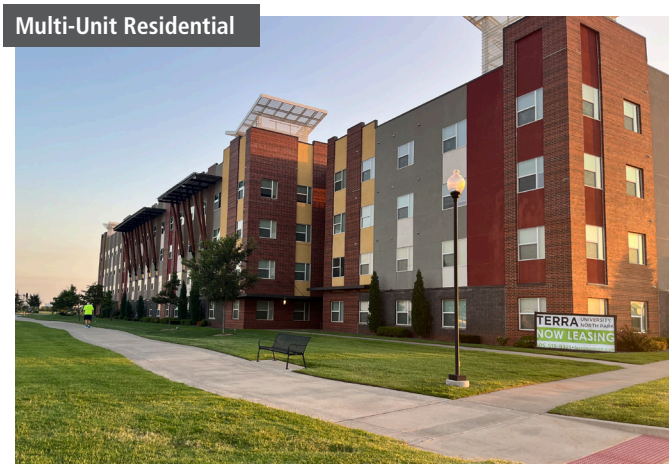
LOCATIONAL CRITERIA

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

ZONING DISTRICTS

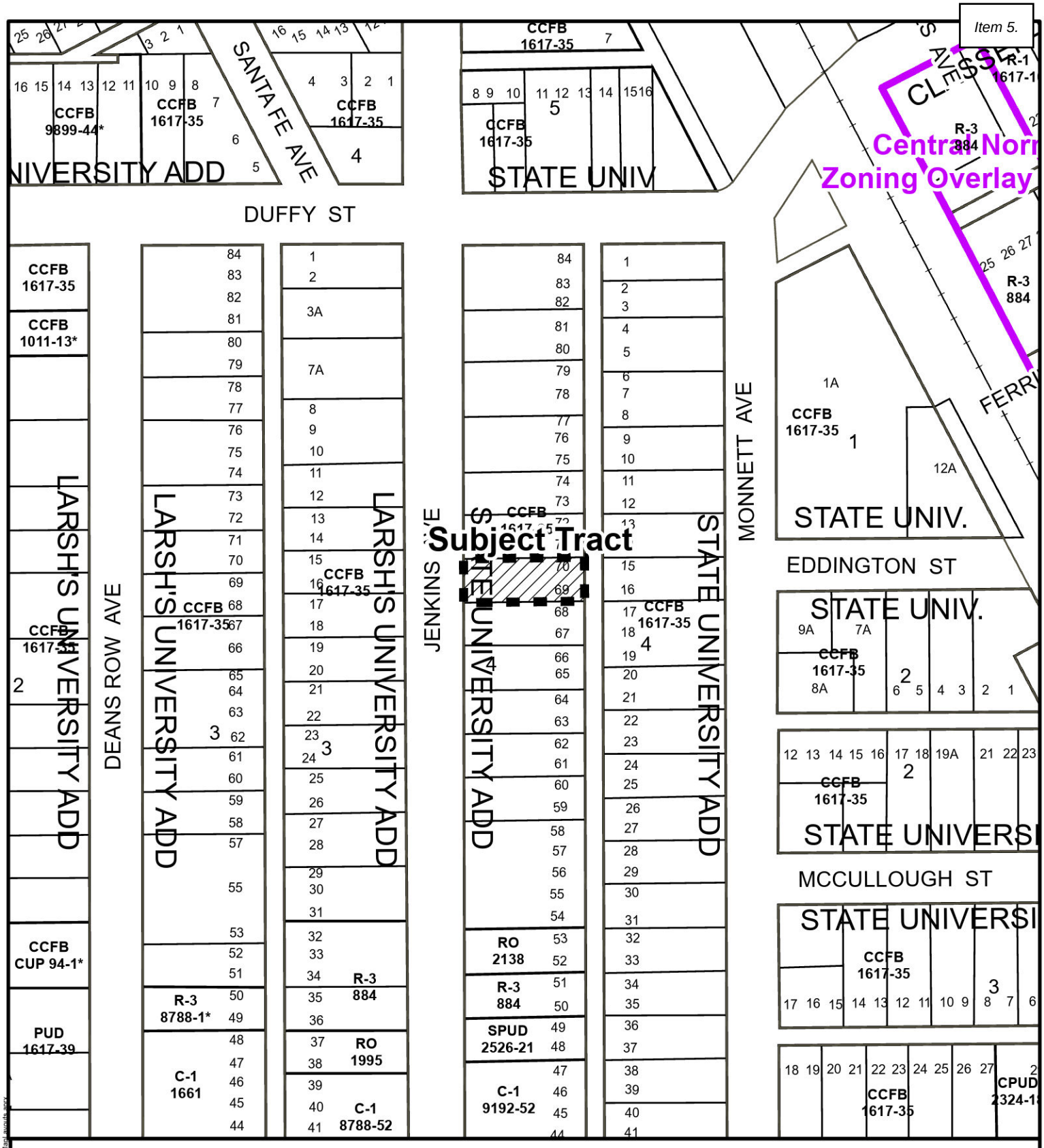
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Multi-Unit Residential



Mixed-Use





Location Map

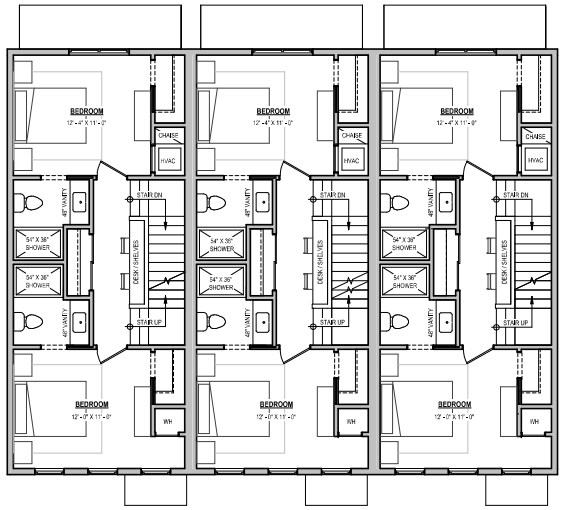
Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.

N W E S

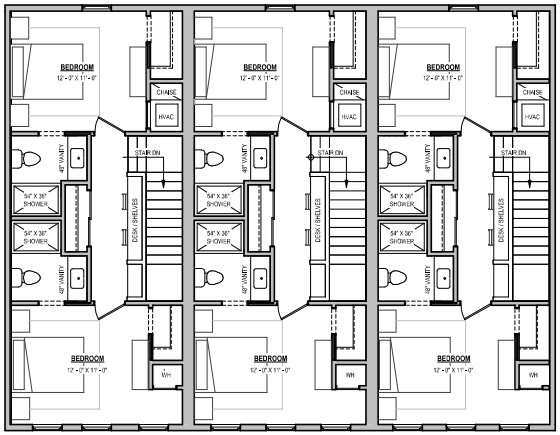
October 2, 2026

0 75 150 Ft.

Subject Tract



3 SECOND FLOOR PRESENTATION PLAN
3/16" = 1'-0"



2 THIRD FLOOR PRESENTATION PLAN
3/16" = 1'-0"

SQUARE FOOTAGES

UNIT SQUARE FOOTAGES

FIRST FLOOR.....617 SQ FT
SECOND FLOOR.....642 SQ FT
THIRD FLOOR.....642 SQ FT

TOTAL.....1,901 SQ FT

BUILDING SQUARE FOOTAGES

FIRST FLOOR.....1,851 SQ FT
SECOND FLOOR.....1,926 SQ FT
THIRD FLOOR.....1,926 SQ FT

TOTAL.....5,703 SQ FT



1 FIRST FLOOR PRESENTATION PLAN
3/16" = 1'-0"

DOUGLAS DESIGN STUDIO, LLC
RESIDENTIAL DESIGNER
214.675.2529
evanadoug@gmail.com

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731 JENKINS TOWNHOUSES
NORMAN, OKLAHOMA

SEPTEMBER 24, 2026

PRESENTATION PLANS

A1.0

FENESTRATION PERCENTAGES

FIRST FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 150 SQ FT
PERCENTAGE 33.1%

SECOND FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 143 SQ FT
PERCENTAGE 31.5%

THIRD FLOOR

TOTAL WALL 453 SQ FT
FENESTRATION 143 SQ FT
PERCENTAGE 31.5%



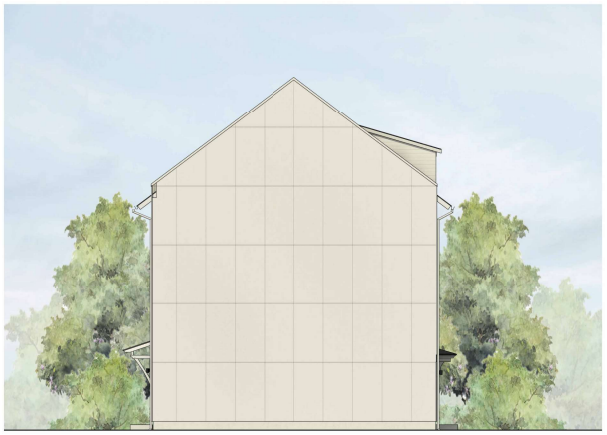
4 FRONT COLOR ELEVATION
1/8" = 1'-0"



3 SIDE COLOR ELEVATION A
1/8" = 1'-0"



2 REAR COLOR ELEVATION
1/8" = 1'-0"



1 SIDE COLOR ELEVATION B
1/8" = 1'-0"

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731 JENKINS TOWNHOUSES
NORMAN, OKLAHOMA

SEPTEMBER 24, 2026

RENDERED ELEVATIONS

A2.0

CONSTRUCTION PLANS FOR
JENKINS INFILL

731 S. JENKINS AVE
NORMAN, OK 73069

PROPOSED TOWNHOUSE DEVELOPMENT

GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT "OKIE" AT 811 OR 800-522-6543, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES MAY BE LOCATED AND MARKED.
2. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
3. THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
4. ALL SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE RELEVANT UTILITY COMPANY OR REGULATORY AUTHORITY, AND THE SPECIFICATIONS FOR THE CONSTRUCTION OF THE EXISTING IMPROVEMENTS, WHICH ARE BEING ALTERED OR REPLACED. THE CONTRACTOR SHALL CONTACT, IF DEEMED NECESSARY, THE ENGINEER FOR ADDITIONAL LANDSCAPING AND/OR IRRIGATION INFORMATION AND DETAILS REQUIRED TO COMPLETE THE WORK DETAILED IN THESE PLANS.

WARRANTY/DISCLAIMER

THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

FLOOD CERTIFICATION

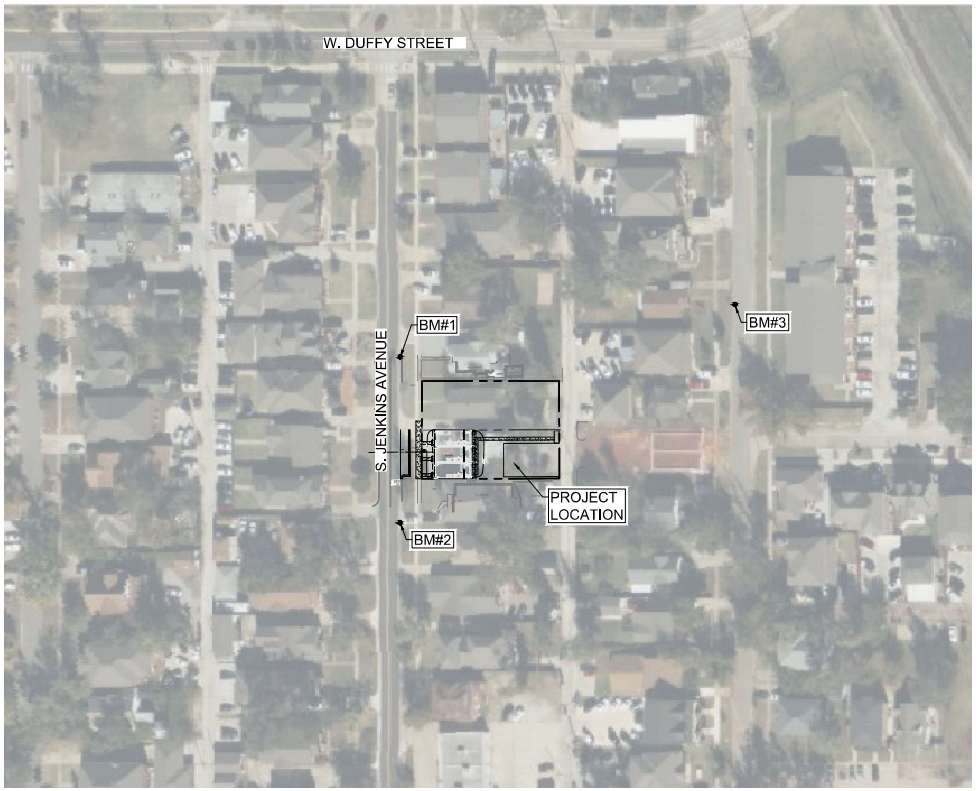
IT HAS BEEN DETERMINED UPON EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, CLEVELAND COUNTY, OKLAHOMA AND INCORPORATED AREAS MAP NO. 40027C0280J, MAP EFFECTIVE: JANUARY 15, 2021, THE SUBJECT PROPERTY IS FULLY WITHIN ZONE 'X', NO SCREENING, WHICH IS CLASSIFIED AS AREAS OF MINIMAL FLOOD HAZARD.

LEGAL DESCRIPTION

A TRACT OF LAND:
LOTS SIXTY-NINE (69), AND SEVENTY (70), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA.
CONTAINING 7,022 SQ. FT. OR 0.1612 ACRES, MORE OR LESS.

ZONING

SUBJECT PROPERTY IS ZONED CCFB, CENTER CITY FORMED BASE CODE.



Benchmark #1	Benchmark #2	Benchmark #3
MAG NAIL	MAG NAIL	MAG NAIL
ELEV = 1160.277	ELEV = 1160.602	ELEV = 1159.893
N = 684663.231	N = 684494.003	N = 684716.920
E = 2135417.618	E = 2135417.472	E = 2135759.776

PROJECT MAP

60 30 0 60
SCALE: 1" = 60'

Sheet List Table	
Sheet Number	Sheet Title
GI001	COVER SHEET
CD101	DEMOLITION PLAN
CS101	SITE PLAN
CG101	GRADING AND DRAINAGE PLAN
CL101	LANDSCAPE PLAN

UTILITY COORDINATION	
PUBLIC WORKS - ENGINEERING	405-366-5452
PUBLIC WORKS UTILITY DEPARTMENT	405-366-5453
OKLAHOMA NATURAL GAS	918-527-1069
AT&T FIBER/COPPER	918-508-5091
COX COMMUNICATIONS	918-286-4587
OEC FIBER	405-217-6868

OWNER / DEVELOPER
RIGGINS VENTURES, LLC
DAKOTA RIGGINS
1204 E. JOYCE BLVD. SUITE 102
FAYETTEVILLE, AR 72703
DAKOTA@RIGGINSVENTURES.COM

SURVEYOR
GOLDEN LAND SURVEYING
4131 N.W. 122ND ST, SUITE 100
OKLAHOMA CITY, OK 73120
(405) 849-6010
TROY@GOLDENLS.COM
CA NO. 7263 RENEWAL: JUNE 30, 2028

ENGINEER
66 ENG GROUP
5 S. MAIN STREET
SAPULPA, OK 74066
(918) 248-1129
BCOX@66ENG.COM
CA NO. 8853 RENEWAL: JUNE 30, 2027

THIS DOCUMENT IS
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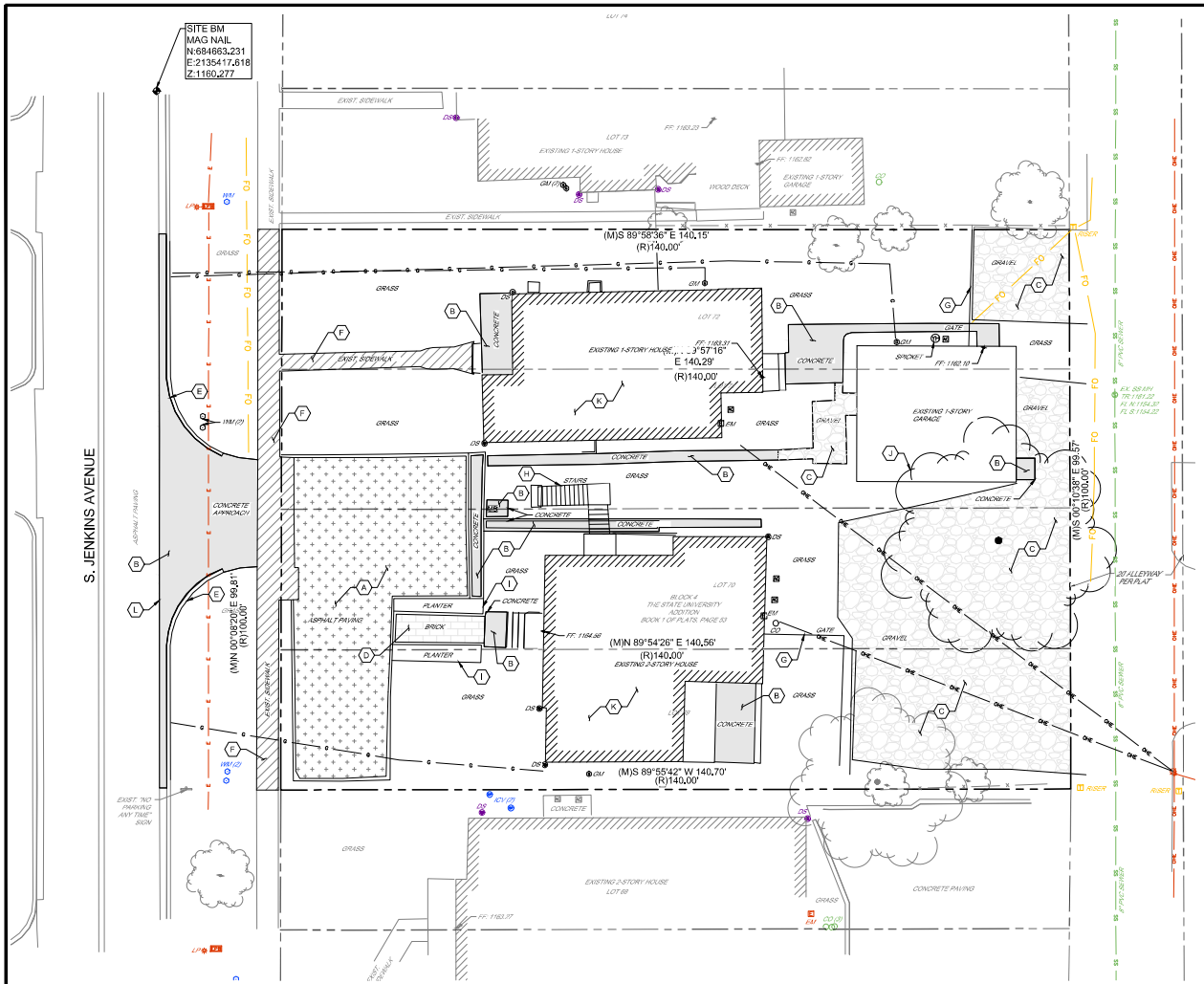
66 ENG GROUP
5 SOUTH MAIN STREET, SAPULPA, OK 74066

OKIE 811
Know what's below. Call before you dig.
1-800-522-6543

BY
REVISION
DATE

COVER SHEET
JENKINS INFILL
731 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY: EB
APP'C. BY: BC
DATE: 10/15/2026
SHEET 1



DEMOLITION PLAN NOTES

1. PRIOR TO ANY WORK, CONTRACTOR SHALL CONTACT THE OKLAHOMA ONE-CALL SYSTEM, 1-800-522-6543, TO LOCATE EXISTING UTILITIES. PHONE BETWEEN 10 DAYS AND 48 HOURS PRIOR TO COMMENCEMENT OF WORK, EXCLUDING SATURDAYS, SUNDAYS, AND LEGAL HOLIDAYS.
2. CONTRACTOR SHALL ABIDE BY ALL FEDERAL, STATE, AND LOCAL CODES FOR THE DEMOLITION AND DISPOSAL OF ALL MATERIALS.
3. ENGINEER SHALL NOT BE LIABLE FOR ANY DEMOLITION PROCEDURES, SCHEDULING, AND DISPOSAL OF ANY MATERIALS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER DISPOSAL OF ALL TRASH AND BUILDING MATERIALS. ALL WASTE MATERIAL GENERATED BY DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE HAULED OFF-SITE TO A LEGAL DUMP SITE AND DEPOSITED AT THE CONTRACTORS EXPENSE. THE HAUL ROUTE SHALL BE MAINTAINED FREE OF DEBRIS, MUD, ROCK, AND TRASH AT ALL TIMES.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SURE THAT ADJACENT PROPERTY IS NOT DAMAGED AND IS ACCESSIBLE AT ALL TIMES, AND THAT CONSTRUCTION DOES NOT CREATE ANY HARDSHIP TO LAND OWNERS ADJACENT TO THE CONSTRUCTION SITE.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES. OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE, STRUCTURES, UTILITIES, ETC.. SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
7. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE DISCONNECTION, REMOVAL AND RELOCATION OF ALL UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.
9. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY, PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WITH ONSITE LOCATIONS OF EXISTING UTILITIES.
10. ALL UTILITIES SUCH AS ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
11. ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO DEMOLITION.
12. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPLACEMENT.
13. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATERMAIN SHUT-OFFS WITH THE UTILITY PROVIDED DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATERLINE SHUT-OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
14. IF ANY ABANDONED SEPTIC TANKS ARE FOUND PRESENT WITHIN THE LIMITS OF DISTURBANCE THEY SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL LAWS.
15. IF THE CONTRACTOR FINDS ANY UNDERGROUND TANKS ON SITE, THEY SHALL CONTACT THE ENGINEER IMMEDIATELY.
16. ALL WELLS SHALL BE CAPPED AND CLOSED IN ACCORDANCE WITH APPLICABLE STATE AND FEDERAL LAW.
17. ALL REMOVED AND SALVAGED ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFICALLY NOTED OR REQUESTED BY THE OWNER.
18. THE CONTRACTOR SHALL USE PERIODIC WETTING AND OR WATERING WITHIN LIMITS OF CONSTRUCTION TO CONTROL DUST AND DIRT CAUSED BY DEMOLITION WORK OR HIGH WINDS.
19. ALL EXISTING PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, FOUNDATIONS, ETC. SHOWN TO BE DEMOLISHED ARE TO BE REMOVED TO FULL DEPTH.
20. ANY CAVITIES LEFT BY STRUCTURES, FOUNDATIONS, OR TREE STUMP REMOVAL SHALL BE BACK FILLED AND COMPACTED PER THE SPECIFICATIONS, OR AS INSTRUCTED BY THE ENGINEER OF RECORD.
21. ANY DAMAGE TO EXISTING ITEMS NOT INCLUDED IN SCOPE OF THE WORK SHALL BE REPLACED TO NEW CONDITION BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
22. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AND/OR RELOCATED AS NECESSARY BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER WHETHER SHOWN ON THE PLANS OR NOT.

DEMOLITION KEY NOTES

- (A) REMOVE EXISTING ASPHALT PAVING TO FULL DEPTH
- (B) REMOVE EXISTING CONCRETE PAVING TO FULL DEPTH
- (C) REMOVE EXISTING GRAVEL TO FULL DEPTH
- (D) REMOVE EXISTING BRICK TO FULL DEPTH
- (E) REMOVE CURB & GUTTER TO FULL DEPTH
- (F) REMOVE EXISTING SIDEWALK TO FULL DEPTH
- (G) REMOVE EXISTING GATE
- (H) REMOVE EXISTING STAIRS
- (I) REMOVE EXISTING PLANTERS
- (J) REMOVE EXISTING TREE
- (K) REMOVE EXISTING BUILDING
- (L) SAW CUT TO FULL DEPTH

UTILITY SERVICES NOTE:

EXISTING WATER AND SANITARY SEWER SERVICES TO BE ABANDONED AT THE PUBLIC MAIN

DEMOLITION LEGEND

- ASPHALT LIMITS OF DEMOLITION
- SIDEWALK LIMITS OF DEMOLITION
- CONCRETE PAVING LIMITS OF DEMOLITION
- GRAVEL LIMITS OF DEMOLITION
- BRICK LIMITS OF DEMOLITION

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66 ENG GROUP
5 SOUTH MAIN STREET,
SAPULPA, OK 74066

SCALE: 1" = 10'

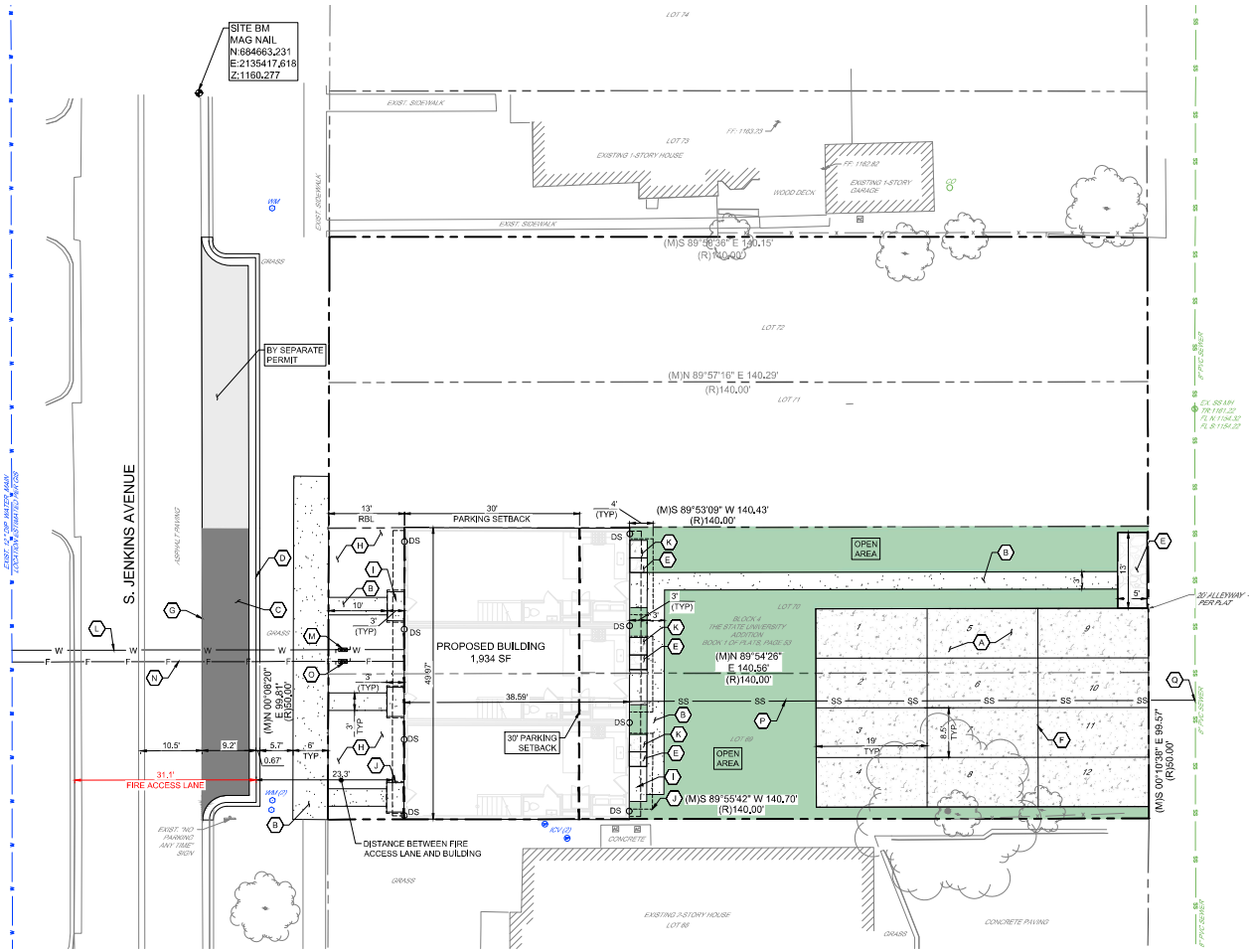
OKIE811 Know what's below. Call before you dig. 1-800-522-6543

BY	REVISION	DATE

DEMOLITION PLAN

JENKINS INFILL
731 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY:	EB
APPV'C. BY:	BC
DATE:	10/15/2026
SHEET	01



SITE PLAN KEY NOTES

- (A) CONCRETE PAVEMENT
- (B) CONCRETE SIDEWALK
- (C) ASPHALT PAVEMENT
- (D) CURB AND GUTTER
- (E) GRAVEL POLY CART TRASH AREA
- (F) 4" SOLID WHITE PARKING LINE (TYP)
- (G) NO PARKING FIRE LANE STRIPING
- (H) LANDSCAPE AREA
- (I) STOOP (TYP)
- (J) AWNING (TYP)
- (K) 3'x3' MECHANICAL PAD
- (L) 2" DOMESTIC WATER SERVICE LINE
- (M) 1.5" DOMESTIC WATER METER
- (N) 1" DOMESTIC FIRE SERVICE LINE
- (O) 1" FIRE WATER METER
- (P) 4" SANITARY SEWER SERVICE
- (Q) POINT OF CONNECTION FOR SANITARY SEWER SERVICE. VERIFY FLOW LINE. IF NECESSARY ADJUST SLOPE AND FLOW LINES TO ACCOMMODATE ACTUAL TIE-IN ELEVATION. TIE-IN THE PROPOSED SERVICE PER CITY STANDARDS.

SITE PLAN NOTES

1. THE CONTRACTOR SHALL CONTACT "OKIE" AT 811 OR 800-522-6543, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES CAN BE LOCATED AND MARKED.
2. EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
3. SIDEWALK EXPANSION JOINTS SHALL BE PLACED IN ACCORDANCE WITH DETAIL
4. ALL CONSTRUCTION AND METHODS TO BE IN STRICT ACCORDANCE WITH CURRENT AUTHORITY HAVING JURISDICTION SPECIFICATIONS AND DETAILS.
5. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND WILL NOT BE LIMITED TO NORMAL WORKING HOURS. MAINTAIN ALL BARRICADES, WARNING SIGNS, FLASHING LIGHTS AND TRAFFIC CONTROL DEVICES DURING CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH ALL O.S.H.A. REGULATIONS AND SAFETY REQUIREMENTS.
6. THIS SET OF CONSTRUCTION DOCUMENTS SHALL BE CONSIDERED AS A WHOLE IN THAT THE GENERAL CONTRACTOR AND ALL SUB-CONTRACTORS ARE RESPONSIBLE FOR INFORMATION PRESENTED ON ALL SHEETS OF THIS SET OF DRAWINGS.
7. CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ANY REQUIRED STATE OR LOCAL PERMITS. CONSTRUCTION MEANS AND METHODS SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE, AS NECESSARY, TO RETURN IT TO THE EXISTING CONDITION OR BETTER. CONTRACTOR SHALL REPAIR AND RESTORE ANY AREAS DAMAGED DURING CONSTRUCTION AT HIS OWN EXPENSE.
9. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION CONTROL MEASURES PER THE EROSION CONTROL PLAN.
10. THE CONTRACTOR SHALL PERFORM THE WORK ACCORDING TO ALL CITY, COUNTY, STATE AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
11. ALL PAVEMENT MARKING OF STRIPES TO BE 4" WIDE, WHITE AND APPLIED IN TWO COATS, UNLESS OTHERWISE NOTED, RE: SPECIFICATIONS.
12. PARKING LOT STRIPING AND REQUIRED ADA ACCESSIBLE AISLES SHOWN ON PLAN SHALL BE MARKED IN ACCORDANCE WITH CURRENT ADA GUIDELINES.
13. ALL NEW SIDEWALKS, IF ANY, NOT ADJACENT TO THE BUILDING, SHALL BE 4" THICK AND A MINIMUM OF FOUR (4) FEET WIDE. SIDEWALKS SHALL HAVE A LIGHT BROOM FINISH WITH A MAXIMUM CROSS SLOPE OF TWO PERCENT. TRANSVERSE CONTRACTION JOINTS SHALL MAINTAIN AN EQUAL SPACING WITH THE SIDEWALK WIDTH. SIDEWALK EXPANSION JOINTS SHALL NOT EXCEED 40 FOOT SPACING UNLESS OTHERWISE NOTED.

ADA NOTES

1. ANY REQUEST BY THE GOVERNING AUTHORITY OR INSPECTOR TO ALTER ADA COMPLIANCE DETAILS OR REQUIREMENTS DEPICTED ON AND IN THESE PLANS AND SPECIFICATIONS MUST BE DIRECTED TO THE OWNER'S CONSTRUCTION MANAGER FOR AUTHORIZATION. ANY CHANGES MADE WITHOUT PROPER AUTHORIZATION AND LATER FOUND TO BE NON-COMPLIANT WITH THE DETAILS AS SHOWN ON AND IN THESE PLANS AND SPECIFICATIONS WILL BE REMOVED AND REPLACED TO BE MADE FULLY COMPLIANT, REGARDLESS OF MAGNITUDE, AT THE CONTRACTOR AND/OR SUB-CONTRACTOR'S EXPENSE. THE CONTRACTOR MUST FOLLOW THE "REQUEST FOR INFORMATION" (RFI) PROCESS IN ACQUIRING THE APPROVAL OF CHANGES TO ADA RELATED ITEMS.
2. ALL NEW SIDEWALKS OR ADA PATHS (SIDEWALKS TO BE REMOVED & REPLACED OR STRIPED ADA PATHS) SHALL NOT EXCEED 2% CROSS SLOPE & 5% RUNNING SLOPE. FOR SIDEWALKS CONTAINED WITHIN THE PUBLIC R/W AND WHEN ADJACENT STREET GRADES EXCEED 5%, THEN SIDEWALK RUNNING SLOPES MAY MATCH STREET GRADES.
3. 1/8" MAXIMUM DEPTH TO TOP OF SEALANT AND 1/8" MAXIMUM PROTRUSION TO TOP OF SEALANT ALONG ADA ACCESS ROUTES.
4. PRIVATE PROPERTY RAMPS SHALL HAVE THE FACE OF THE CURB TRANSITIONS PAINTED YELLOW.
5. ALL ADA PARKING AREAS SHALL BE 2% MAXIMUM IN ALL DIRECTIONS.

PROJECT INFORMATION

PROPERTY AREA
0.1612 ACRES
7,022 SQFT

BUILDING AREA

LEVEL 1	1,851 SF
LEVEL 2	1,926 SF
LEVEL 3	1,926 SF
TOTAL	5,703 SF

PARKING SUMMARY
PARKING SPACE AREA: 8.5' W x 19' L = 162 SF (> 162 SF MIN.)

TOTAL SPACES REQUIRED:
(3 BEDROOM UNIT OR GREATER: 1 SPACE/BEDROOM)
PROPOSED 12 BEDROOMS: 12 PARKING SPACES
TOTAL SPACES PROVIDED: 12 ONSITE PARKING SPACES

IMPERVIOUS AREA SUMMARY

SITE AREA:	7,022 SF
65% MAXIMUM:	4,564 SF
EXISTING	
731:	4,767 SF (67.89%)
PROPOSED	
BUILDING:	1,934 SF
SIDEWALK:	533 SF
PARKING SPACES:	1,938 SF
POLY CART AREA:	65 SF
TOTAL:	4,470 SF (63.66%)

OPEN AREA SUMMARY: 731
BUILDABLE AREA BEHIND RBL = 6,374 SF
OPEN AREA REQUIRED 15% MINIMUM = 956 SF
OPEN AREA PROVIDED BEHIND 30' PARKING SETBACK = 1,974 SF
TOTAL PRIVATE OPEN AREA ON SITE = 1,974 SF, 30.97% (>15% MIN.)

PAVING NOTES

1. TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH CITY AND THE LATEST VERSION OF THE MUTCD.
2. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND ANY NEW PAVEMENT.
3. CONTRACTOR SHALL PROVIDE AND INSTALL 4 INCH PVC SLEEVES FOR FUTURE UTILITY CROSSINGS UNDER NEW PAVEMENT. VERIFY CONDUIT LOCATIONS WITH IRRIGATION, ALL UTILITY COMPANIES, AGENCIES OR ENGINEER SUPPLYING FUTURE SERVICES.
4. ALL TRENCH BACKFILL FOR OPEN CUT PAVEMENT AREAS SHALL BE BACKFILLED FULL DEPTH WITH AGGREGATE BASE MATERIAL AND COMPACTED IN 9 INCH LIFTS TO 95% STANDARD PROCTOR DENSITY TO THE BOTTOM OF SURFACE PAVEMENT.

LEGAL DESCRIPTION

LOTS SIXTY-NINE (69), AND SEVENTY (70), IN BLOCK FOUR (4) OF STATE UNIVERSITY ADDITION TO NORMAN, CLEVELAND COUNTY, OKLAHOMA.

CONTAINING 7,022 SF OR 0.1612 ACRES, MORE OR LESS.

PAVING LEGEND

- CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT
- CONCRETE SIDEWALK
- GRAVEL

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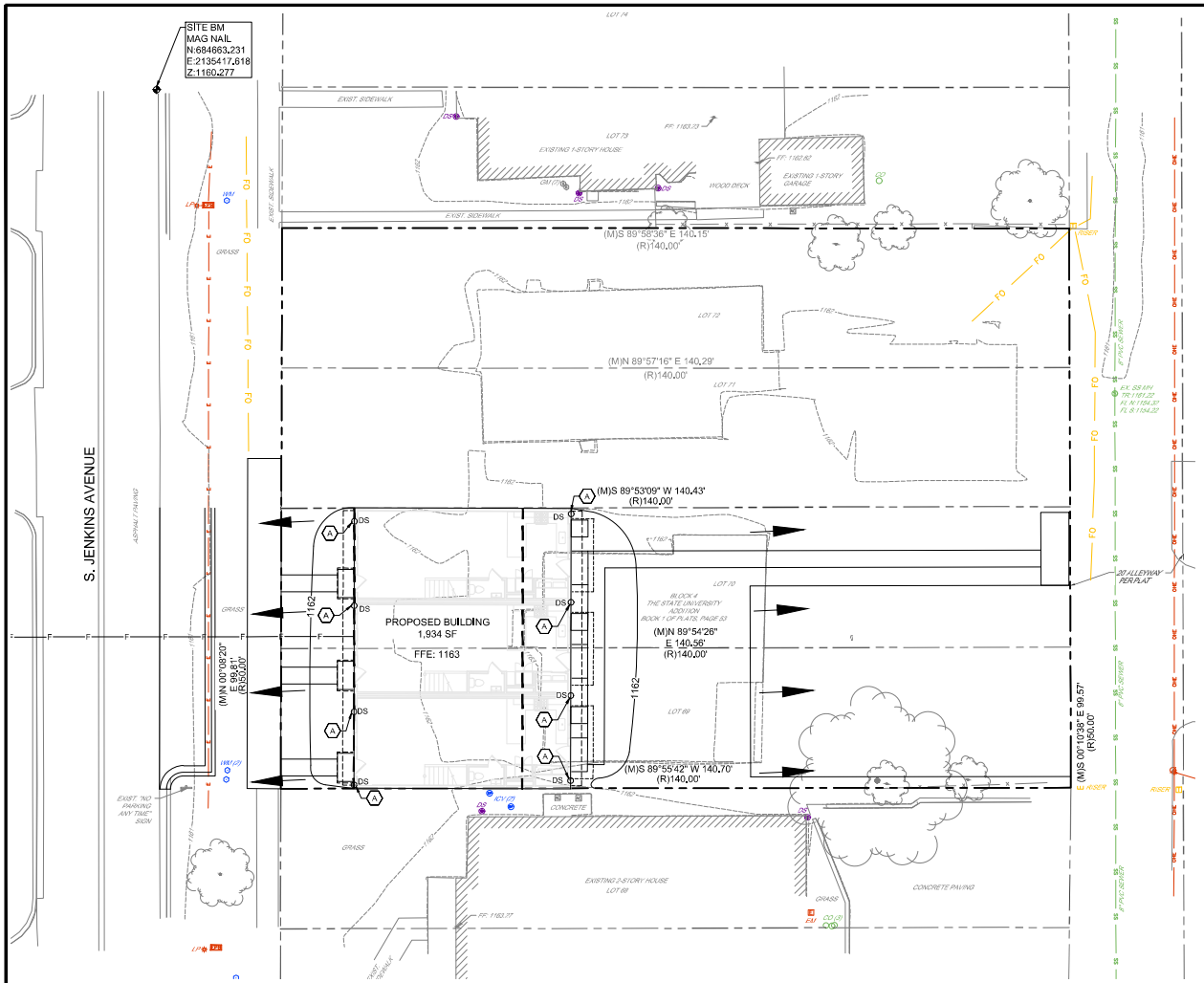
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BY
REVISION
DATE

SITE PLAN

JENKINS INFILL
731 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY: EB
APP'C. BY: BC
DATE: 10/15/2026
SHEET 01



GRADING PLAN NOTES

1. THE CONTRACTOR SHALL CONTACT 'OKIE' AT 811 OR 800-522-6543, ONE CALL SERVICE, THREE (3) WORKING DAYS BEFORE BEGINNING ANY WORK, SO EXISTING UNDERGROUND UTILITIES MAY BE LOCATED AND MARKED.
2. EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH STRUCTURAL BUILDING PLANS AND SPECIFICATIONS.
3. THE MAXIMUM CROSS SLOPE ON ANY SIDEWALK OR RAMP SHALL BE TWO PERCENT.
4. EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
5. UNLESS OTHERWISE SHOWN, NEW PAVING SHALL BE CONSTRUCTED TO ALLOW FOR POSITIVE DRAINAGE TO CATCH BASIN, CURB, GUTTER, AND OTHER RUNOFF COLLECTION DEVICES. NEW PAVEMENT SLOPE SHALL BE MINIMUM 0.50% FOR CONCRETE AND 1.5% FOR ASPHALT UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ARCHITECT/ENGINEER.
6. ALL DISTURBED AREAS THAT ARE NOT TO BE PAVED SHALL BE SODDED UNLESS NOTED OTHERWISE. ENSURE ALL DISTURBED AREAS HAVE TOPSOIL TO A DEPTH OF FOUR TO SIX INCHES (4"-6"). REFER TO LANDSCAPE PLAN.
7. THE CONTRACTOR SHALL KEEP THE SITE CLEAN AT ALL TIMES AND CONTROL DUST RESULTING FROM THE EARTHWORK OPERATIONS. THE CONTRACTOR SHALL NOT TRACK MUD ON THE PUBLIC STREETS.
8. NEW CONTOURS DENOTE TOP OF FINISHED PAVING AND GRADED AREA AS INDICATED. ALL PROPOSED ELEVATIONS ARE TOP OF CURB, GUTTER OR FINISH GRADE AS INDICATED ON THE PLANS. UNLESS NOTED OTHERWISE.
9. PUBLIC STORM DRAIN SYSTEMS AND STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AUTHORITY HAVING JURISDICTION STANDARD DRAWINGS AND SPECIFICATIONS.
10. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND SHALL NOT DAMAGE OR DISTURB ANY SERVICE. THE CONTRACTOR SHALL REPAIR, AT CONTRACTOR'S OWN EXPENSE, ANY DAMAGED UTILITIES CAUSED BY CONSTRUCTION OPERATIONS.
11. ALL PIPES, SHALL HAVE A MINIMUM COVER OF (1) FEET TO TOP OF PIPE, UNLESS NOTED OTHERWISE. MIN. COVER FOR WATER LINES IS 30".
12. ADJUST ALL VALVE BOXES AND MANHOLE COVERS TO FINISHED GRADE WHEN APPLICABLE.
13. IF FIELD GRADE ADJUSTMENTS ARE REQUIRED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER.
14. MANHOLE LIDS AND SLEEVES IN PAVED AREAS SHALL BE HS-25 TRAFFIC RATED.
15. IF, AT ANY TIME THE CONTRACTOR FINDS ERROR AND/OR CONFLICTS IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER FOR CLARIFICATION PRIOR TO CONSTRUCTION.
16. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS. ANY DISCREPANCY FOUND SHALL BE DISCUSSED WITH THE ENGINEER OF RECORD PRIOR TO ANY CONSTRUCTION WORK.
17. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES ON SITE OR IN RIGHT-OF-WAY. ALL UTILITIES MUST BE LOCATED PRIOR TO GRADING START.
18. ALL CUT OR FILL SLOPES SHALL BE A MAX 3:1 SLOPE OR FLATTER UNLESS OTHERWISE NOTED.
19. ALL STORM SEWER PIPE CONNECTIONS TO STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT. ALL STORM SEWER STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.
20. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH THE PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS AND COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 3" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
21. SITE GRADING SHALL NOT PROCEED UNTIL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AND OUTLINED IN THE GENERAL NOTES PERMIT AND THE SWPPP FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
22. THE CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS THROUGHOUT ALL PHASES OF CONSTRUCTION.
23. CONTRACTOR SHALL REFER TO ARCHITECT DRAWINGS FOR FOR ALL ELEMENTS OF BUILDING, APPURTENCES ATTACHED TO THE BUILDING OR ANY OTHER ITEM WITHIN 5' OF STRUCTURE. FOR UTILITY ENTRANCES TO BUILDING REFER TO MEP PLANS.
24. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE, AS NECESSARY, TO RETURN IT TO THE EXISTING CONDITION OR BETTER. CONTRACTOR SHALL REPAIR AND RESTORE ANY AREAS DAMAGED DURING CONSTRUCTION AS HIS OWN EXPENSE.
25. NO HAZARDOUS MATERIALS SHALL BE BROUGHT ON SITE OR GENERATED AT THE SITE.

GRADING KEYNOTES

(A) DOWNSPOUT

NOTES

1. THE IMPERVIOUS AREA CALCULATIONS ARE SHOWN ON CS101.
2. THE SITE WILL DRAIN TO JENKINS AVENUE AND THE PUBLIC ALLEY IN THE REAR OF THE PROPERTY.

GRADING LEGEND

DRAINAGE FLOW

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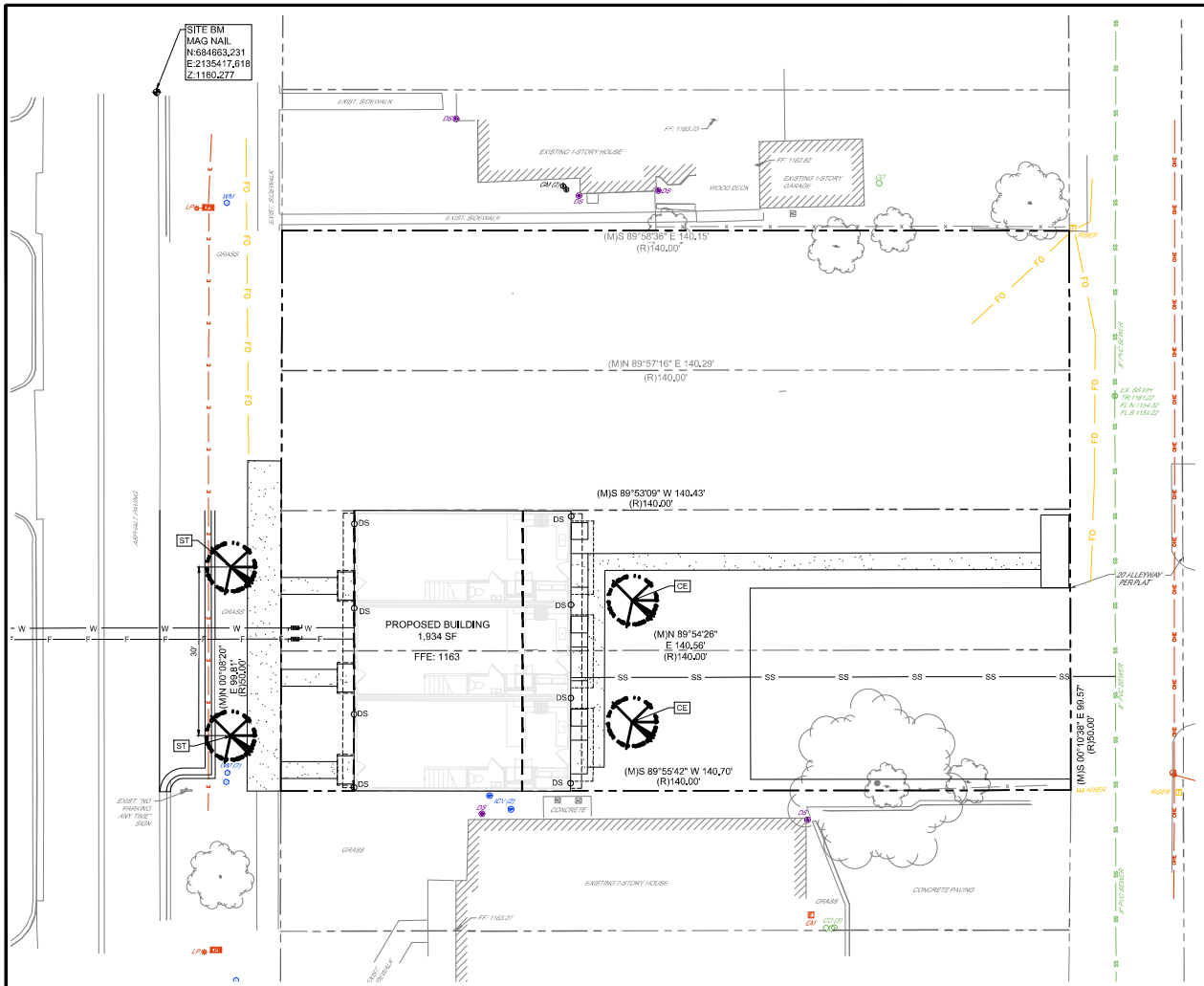
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GRADING AND DRAINAGE PLAN

JENKINS INFILL
731 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY: EB
APPV. BY: BC
DATE: 10/15/2026
SHEET: C101

Item 5.



LANDSCAPE & IRRIGATION NOTES

ALL PLANTING SHALL BE TO THE STANDARDS OF HORTICULTURE PRACTICE.

ALL PLANT MATERIAL SHALL BE SOUND HEALTHY, VIGOROUS AND WELL BRANCHED. PLANTS SHALL BE FREE FROM INSECTS, PEST EGGS AND LARVAE AND SHALL HAVE HEALTHY ROOT SYSTEMS.

PLANT MATERIAL SHALL BE WATERED UNTIL PLANTED. ROOT BALL SHALL NOT BECOME DRY.

AN AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED IN NOTED LANDSCAPED AREAS.

ELECTRIC SOLENOID CONTROLLED UNDERGROUND SPRINKLER SYSTEM OF PVC PLASTIC PIPING AND FITTINGS WITH FIXED POP-UP HEADS IN A MULTI-STATION SYSTEM. PROGRAMING SHALL BE AS APPROVED BY OWNER AND ARCHITECT.

FINISH GRADE FOR LAWN AREAS SHALL BE HELD 1" BELOW THE TOP OF ADJACENT PAVEMENT AND CURBS.

AREAS DENOTED AS SOD SHALL BE PLANTED WITH SOLID SOD BERMUDA GRASS.

TREE PLANTING NOTES

TREE SHALL BE PLANTED IN A PIT THAT HAS A MINIMUM OF 12"WIDER THEN THE ROOT BALL.

MIX 1 BAG OF BACK TO EARTH SOIL CONDITIONER WITH THE EXCAVATED TOPSOIL TO USE AS BACKFILL.

USE 4 AGRIFORM TABLETS FOR EACH TREE 2" CALIPER AND LESS.
USE 6 AGRIFORM TABLETS FOR EACH TREE LARGER THAN 2" IN CALIPER.
EQUALLY SPACE TABLETS AROUND TREE, 6" FROM ROOT BALL AND 4" INTO BACKFILL.
AGRIFORM TABLETS TO BE 20-10-5 WITH MINORS, 21 GRAM.

PLANT TREE 3" ABOVE FINISH GRADE TO ALLOW FOR PROPER DRAINAGE.

ALL TREES SHALL BE STAKED WITH APPROVED STAKING METHOD FOR A PERIOD OF ONE YEAR.

REFER TO TREE PLANTING DETAIL FOR MORE INFORMATION.

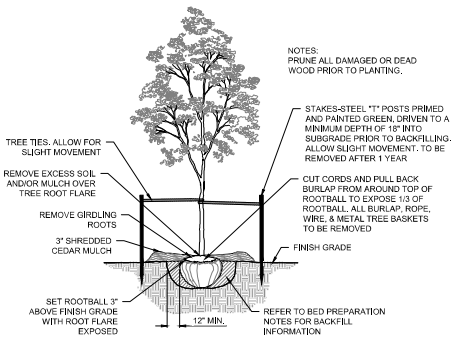
City of Norman

CCFBC Landscape Requirements

Street Trees		30' Max Separation
S. JENKINS AVENUE	Total Street Frontage:	50 LF
	Total Trees Required:	2
	New Trees Provided:	2
Private Open Area		1 Tree per 800SF of Required Private Open Area
	Private Open Area Required:	956 SF
	Private Open Area Provided:	1,974 SF
	Trees Required:	2
	Trees Provided:	2

Plant Material Schedule

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
2	ST	Sawtooth Oak	Quercus acutissima	2.5" cal., 10' ht. min. B&B
2	CE	Chinese/Lacebark/Drake Elm	Ulmus parvifolia	2.5" cal., 10' ht. min. B&B



2 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

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LANDSCAPE PLAN

JENKINS INFILL
731 S JENKINS AVE
NORMAN, OK 73069

DRAWN BY:	EB
APPV'L BY:	BC
DATE:	10/15/2026
SHEET	L1.01

Applicant: Riggins Ventures, LLC

Project Location: 731 Jenkins Ave

Case Number: PD 26-27

Time: 6:00 P.M.

Applicant Representative:
Kaitlyn Turner (Box Law Group)

Attendees:
Keith McCabe
Bill Diedrich

City Staff:
Greyson Williams, Planner II
Anais Starr, Planner II
Logan Gray, Planner II

Application Summary:
The applicant is requesting a Special Use Designation for the subject property at 731 Jenkins Ave. The requested Special Use Designation is for an additional bedroom within the proposed unit design, bringing the bedroom count from three per unit to four per unit, thus triggering the Special Use.

Neighbors' Comments/Concerns/Responses:

Neighbors staff and applicant discussed proposed fire code and ladder access.

Neighbors staff and applicant discussed polycarts and trash pickup.

Neighbors and applicant discussed construction methods and logistics.