

CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, July 09, 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.

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 JUNE 11, 2026.

Certificates of Survey

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF NORMAN RURAL CERTIFICATE OF SURVEY NO. COS-2627-1 FOR NUGENT ESTATES.

NON-CONSENT ITEMS

Arce

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE

NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5) *(This item was postponed from the June 11, 2026, Planning Commission meeting.)*

1 VAN BUREN

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-54: 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 MINI-WAREHOUSE IN THE C-2, GENERAL COMMERCIAL DISTRICT, FOR THE TRACT OF LAND BEING A PART OF GOVERNMENT LOT 8 IN SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1 VAN BUREN STREET; WARD 2)
5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-1: A PRELIMINARY PLAT FOR VAN BUREN SELF STORAGE.

DESKIN DRIVE

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-64: 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 NORTHRIDGE INDUSTRIAL PARK SECTION 7 LOT 8A AKA LOTS 8 AND 9 BLK 2, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3201 DESKIN DRIVE; WARD 8)

SALVATION ARMY

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-75: 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 HIGHLAND LOTS 5-13 BLK 4, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM R-3, MULTI-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (314 E HAYES STREET; WARD 4)

BOB MOORE FARMS NORTH

8. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 TRACT OF LAND BEING A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE WEST HALF (W/2) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-6, MEDIUM DENSITY APARTMENT DISTRICT, AND A-1, GENERAL AGRICULTURAL DISTRICT, AND PLACE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT AND PROVIDING FOR THE SEVERABILITY THEREOF. (WEST OF I-35 AND SOUTH OF W LINDSEY ST AND 36TH AVE SW; WARD 3)

LINDMARK

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 IN THE WEST HALF OF SECTION SEVEN (7), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA AND BEING A PORTION OF LOT ONE (1), BLOCK ONE (1) OF CANADIAN TRAILS ADDITION AS RECORDED IN BOOK 15, PAGES 39 AND 40, PLAT RECORDS OF CLEVELAND COUNTY, FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (801 S CANADIAN TRAILS DRIVE; WARD 2)

CH. 28 OFF-PREMISES SIGNS

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT AND/OR POSTPONEMENT OF ORDINANCE O-2526-72: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 28-601 ("STANDARDS") OF ARTICLE 28-VI ("OFF-PREMISES SIGNS") WITHIN CHAPTER 28 ("SIGN REGULATIONS") OF THE CODE OF THE CITY OF NORMAN TO ADOPT CORRECTED LANGUAGE FULLY IMPLEMENTING PREVIOUSLY-APPROVED STANDARDS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

ALAMEDA TRAILS

11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-45: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-2, LOW-DENSITY APARTMENT DISTRICT, RM-6, MEDIUM-DENSITY APARTMENT DISTRICT, A-2, RURAL AGRICULTURAL DISTRICT, AND C-1, LOCAL COMMERCIAL DISTRICT, TO A PUD, PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NW CORNER OF INTERSECTION OF 36TH AVE NE AND E ALAMEDA STREET; WARD 6)

The item has been withdrawn by the applicant.

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

The item has been withdrawn by the applicant.

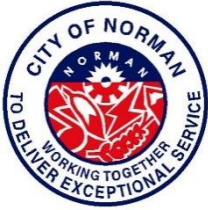
MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

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 JUNE 11, 2026.



CITY OF NORMAN, OK PLANNING COMMISSION MEETING

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

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, June 11, 2026 at 5:30 PM and notice of the agenda of the meeting was posted at the Norman Municipal Building at 201 West Gray, and on the City website at least 24 hours prior to the beginning of the meeting.

Chair Bird called the meeting to order at 5:36 p.m.

ROLL CALL

PRESENT

Commissioner Cameron Brewer at 5:39 p.m.
Commissioner Douglas McClure
Commissioner Liz McKown
Chair Erica Bird
Secretary Kevan Parker
Vice Chair Michael Jablonski
Commissioner Jim Griffith
Commissioner Maria Kindel

ABSENT

Commissioner Steven McDaniel

STAFF PRESENT

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

GUESTS PRESENT

Phillip Starr, 915 E Apache St., Norman, OK
Zhicheng Xu, 914 E Eufaula St., Norman, OK
Russell Rice, 1854 Rolling Hills Ct, Norman, OK
Heidi Smith, 801 84th Ave. N.E., Norman, OK

CONSENT ITEMS

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

Minutes

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

PLANNING COMMISSION MEETING MINUTES OF MAY 14, 2026.

Motion to approve by Vice Chair Jablonski, Seconded by Commissioner McKown.

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

The motion was approved.

NON-CONSENT ITEMS

Arce Rezoning

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

ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report
- 2. Supplemental AIM Documents
- 3. Location Map

Staff Presentation

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

Commissioner Brewer arrived during the staff presentation at 5:39pm

Commissioner McKown asked about unpermitted structures on the property and vehicles stored within the floodplain. Ms. Hoggatt explained two accessory structures were not included on a previously approved site plan, one completed and one consisting only of a slab. She noted vehicles may be stored in the floodplain if they can be removed within 24 hours of a flood event.

Commissioner McKown asked about recourse for the unpermitted structures, and Commissioner Jablonski asked whether they would be allowed if the property reverted to A-2 zoning. Ms. Hoggatt stated the structures would be permitted under A-2 but could not be used for commercial purposes. Ms. Muckala explained the City is pursuing zoning and code enforcement action while working with the property owner toward compliance and noted construction has ceased since enforcement efforts began.

Commissioner Bird asked about the timeline of the northern slab. Ms. Hoggatt stated she was uncertain but noted the southern accessory structure was already present when the item was previously considered. Ms. Muckala added the northern slab had been identified as encroaching into an easement and the applicant must demonstrate compliance with easement and setback requirements. Ms. Hoggatt also confirmed a requested survey had not been received.

Commissioner Bird asked whether uses permitted under the PUD would be grandfathered if the property reverted to A-2. Ms. Hoggatt stated only uses allowed in A-2 would be permitted. Ms. Muckala added the request has been processed as a rezoning to A-2 and additional information is needed regarding the property's future use and compliance with current regulations.

Commissioner Kindel asked about the property's historical lot size requirements and whether approval would effectively constitute a variance. Ms. Hoggatt explained the property was platted with a five-acre minimum lot size before the A-2 standard increased to ten acres in 1997 and noted additional information from the applicant is needed to determine future regulation of the property. Ms. Hoggatt also clarified A-1 zoning has a two-acre minimum lot size requirement.

Commissioner Bird asked about the Commission's authority to postpone the application in the applicant's absence. Ms. Muckala stated the Commission may either postpone the item or proceed with a recommendation. In response to a question from Commissioner Kindel, Ms. Muckala explained the Commission could recommend A-1 zoning instead of A-2 as part of its motion.

Applicant Presentation

The applicant was not present.

Public Comments

There were no public comments.

Commission Discussion

Commissioner McKown stated there was insufficient information from the applicant to properly evaluate the request and expressed support for postponing the item until additional information could be provided.

Commissioner Kindel expressed support for either postponing the item or recommending A-1 zoning instead of A-2, citing the property's size and the lack of information provided by the applicant. She noted concerns approving A-2 could be viewed as granting an exception but acknowledged historical precedent exists.

Commissioner Jablonski asked whether the applicant had intended to attend the meeting and stated they would support postponement if that were the case; otherwise, they would favor denial of the application. Ms. Muckala explained, due to ongoing litigation, communications with the applicant have been conducted through legal counsel and staff is confident the applicant was notified of the hearing through those channels.

Commissioner Bird expressed concern about the lack of information regarding the applicant's intent for the rezoning request, the absence of the requested survey, and unresolved compliance issues. She stated understanding the future use of the property was an important factor in evaluating the request and indicated a willingness to consider various options for moving forward.

Motion to reject made by Commissioner Jablonski.

Commissioner Kindel noted denying the application could result in additional staff time and continued proceedings and questioned whether denial would be the most productive option for all parties involved.

Commissioner Griffith expressed support for postponement, stating additional information is needed and the issues should be fully addressed before making a recommendation to City Council.

Commissioner Brewer agreed with postponement, stating there was not enough information to support either approval or denial of the application. He noted staff had identified outstanding information requests and indicated additional information would be helpful for future consideration of the request.

Motion to reject withdrawn by Commissioner Jablonski.

Motion to postpone to the July 9, 2026 Planning Commission meeting made by Commissioner Kindel, **Seconded** by Commissioner McKown.

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

The motion was approved.

Housing Hub

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

ITEMS SUBMITTED FOR THE RECORD

- 1. Staff Report**
- 2. Supplemental AIM Documents**
- 3. Location Map**
- 4. Narrative**
- 5. Preliminary Site Plan**
- 6. Greenspace Exhibit**
- 7. Pre-Development Summary, 5-28-26**
- 8. Protest Map & Protest Letters**

Staff Presentation

Logan Gray, Planner II, presented the staff report for the Housing Hub project.

Commissioner Jablonski asked what proportion of Norman's homeless population would be served by the proposed Housing Hub. Mr. Gray stated he did not have information available. The applicant clarified the facility is expected to serve 146 individuals rather than 120 but also did not have the percentage available.

Commissioner Jablonski asked about the proposed signage standards. Mr. Gray explained the SPUD would allow up to 75 square feet of signage, compared to 25–26 square feet under the underlying zoning standards. Commissioner Jablonski expressed concern with the larger sign allowance, and Mr. Gray noted the sign is intended to be located toward the rear of the property and oriented away from nearby residences.

Commissioner Jablonski asked about the amount of impervious surface proposed on the site. Brandon Brooks, Capital Projects, Engineer, stated the project complies with applicable requirements. Commissioner Bird noted the plan limits impervious coverage to 75 percent.

Commissioner Kindel asked about comments in protest letters alleging that notice was not received by mail. Mr. Gray stated, to his knowledge, all property owners within the required notification area were notified by U.S. mail but could not speak to individual claims of nonreceipt.

Commissioner Bird asked about the property's relationship to the Griffin Memorial and Original Townsite Special Planning Areas. Mr. Gray clarified the property is located within the Central Norman Neighborhoods Study Area. Jane Hudson, Planning & Community Development Director, added, a master plan concept for part of the Griffin area was developed during the AIM Norman planning process, though the area south of Main Street was not included.

Commissioner Bird referenced a previous ULI study of the Griffin area and asked whether it depicted the subject property as a conceptual mixed-use development with smaller lots to the north and parkland to the south. Mr. Gray confirmed characterization was accurate.

Commissioner Bird asked about the intent and status of the Original Townsite Special Planning Area. Mr. Gray stated the plan is dated and needs updating. Commissioner Bird summarized its focus on preserving neighborhood character, limiting commercial encroachment, and encouraging context-sensitive redevelopment, which Mr. Gray confirmed.

Commissioner Bird asked about comments in a protest letter regarding fencing around the detention pond. Mr. Brooks confirmed the feature is a detention pond and explained fencing is generally permitted if it does not interfere with drainage or floodplain flows. He noted the proposed fence is located near, but not on, the detention basin berm.

Commissioner Kindel asked about the impacts of tents within the floodplain on drainage and water quality and whether their removal would be enforced. Mr. Brooks stated impacts would depend on the circumstances and could not be specifically quantified. Commissioner Kindel expressed concerns about litter and waste affecting nearby waterways. Ms. Hudson noted CityCare would manage the facility and determine whether tents would be permitted on site.

Commissioner Bird asked about requests for stop signs and streetlights referenced in protest letters. David Riesland, Transportation Engineer, explained residents may request evaluations through the Transportation Division and requests are reviewed against established criteria. He added previously denied requests may be reconsidered as conditions change.

Commissioner Bird asked whether fencing improvements along the residential side of Reed Avenue were City-funded. Mr. Gray stated, to his knowledge, the fencing was installed by private property owners.

Commissioner Bird asked whether Reed Avenue connects to Alameda Street. Mr. Brooks confirmed Reed Avenue terminates before reaching Alameda and does not provide a connection.

Commissioner Bird asked about ownership of Reed Avenue. Mr. Brooks explained portions are owned by the City, while a segment between East Main Street and East Eufaula Street remains under state ownership. He stated he was unaware of any plans to acquire the remaining right-of-way and noted site access would be routed through Symmes Street and Eufaula Street if the state-owned segment were ever closed.

Commissioner Bird asked about site circulation and emergency vehicle access. Mr. Brooks explained the proposed drive provides two-way access from both ends of the site. He added emergency vehicles would likely access the building from the east side and the sidewalk along Reed Avenue is expected to be extended in front of the property.

Commissioner Brewer asked about the public notification process. Mr. Gray explained City staff sends notices via certified mail to property owners within 350 feet of the subject tract using a certified ownership list obtained from county records. Ms. Hudson clarified the notices are sent by standard mail, not certified mail. He noted renters may not receive notice and outdated County Assessor records can affect delivery.

Applicant Presentation:

Shawn Lorg and Derrick Paus, representatives of the applicant, presented the Housing Hub project.

Commissioner Griffith asked whether partnering with the Norman Police Department for an on-site security presence had been considered. Mr. Lorg stated the Police Department has been involved in planning discussions and will continue to be a partner as the project moves forward.

Commissioner Bird introduced Shawn Lloyd, operator of CityCare, to answer questions regarding shelter operations.

Commissioner McClure asked about staffing, security, and surveillance. Mr. Lloyd stated the facility is expected to employ approximately 15–18 staff members and currently utilizes private security. He added security cameras monitor both the interior and exterior of the facility.

Commissioner McClure asked about the building's height in relation to nearby residences. Mr. Paus stated the tallest portion of the building is approximately 29.5 feet and the lowest portion is approximately 15–16 feet.

Commissioner Kindel asked about intake procedures. Mr. Lloyd explained clients meet with a resource coordinator for assessment and service referrals before being entered into the shelter system. He added the facility will operate 24 hours a day, reducing lines and improving privacy.

Commissioner Kindel asked about identification requirements. Mr. Lloyd stated the shelter operates as a low-barrier facility and does not require identification for entry, but staff assist clients in obtaining necessary documents and maintaining records through the Homeless Management Information System.

Commissioner Parker questioned the number of restroom fixtures and whether the design had been evaluated for efficiency. Mr. Lorg and Mr. Paus explained fixture counts are based on International Building Code requirements and may be refined as the design progresses.

Commissioner Parker asked about CityCare branding shown in the conceptual renderings. Mr. Lorg stated the renderings are conceptual and signage and branding will be refined during the design process. Commissioner Parker emphasized the importance of fiscal stewardship.

Commissioner Brewer asked whether the project design was driven primarily by CityCare or the City. Mr. Lorg stated the design has been a collaborative effort informed by both CityCare's operational expertise and City input regarding site layout and neighborhood compatibility.

Commissioner Brewer asked whether lessons learned from CityCare's Oklahoma City facility influenced the design. Mr. Lloyd stated the project incorporates operational improvements, including additional gathering and circulation space, and durable materials will be used to support long-term stewardship.

Commissioner Brewer asked about the roof design and building height adjacent to the neighborhood. Mr. Lorg explained the roof includes a central ridge for drainage and variations in height were incorporated to provide architectural interest while maintaining a lower profile in some areas.

Commissioner Brewer asked whether the project's contingency budget was adequate. Mr. Lorg stated the estimates were developed with contractor input and intentionally structured to provide a conservative upper-end project cost. Commissioner Brewer encouraged consideration of multiple bids and additional cost review.

Commissioner Brewer asked whether staffing levels and operational needs were comparable to CityCare's Oklahoma City facility. Mr. Lloyd stated the Oklahoma City shelter serves approximately 140 individuals with about 16 employees, and the Norman facility was designed based on similar operational experience.

Commissioner Brewer asked how CityCare addresses tent encampments on nearby properties. Mr. Lloyd stated camping would not be allowed on site and CityCare works with law enforcement and outreach teams to connect individuals with services and address issues in surrounding areas.

Commissioner Kindel asked whether CityCare has a working relationship with the Cleveland County Sheriff's Office. Mr. Lloyd stated no formal relationship currently exists but CityCare would be willing to develop one if needed.

Commissioner Kindel asked about potential partnerships to offset facility costs. Mr. Lloyd stated CityCare plans to pursue partnerships and private funding opportunities as the project moves forward.

Commissioner Kindel asked how outdoor spaces would be managed. Mr. Lloyd and Mr. Lorg explained families and single adults would be separated through dedicated spaces and operational practices to maintain safety.

Commissioner Brewer asked about the safety and design of outdoor recreation areas. Mr. Lorg confirmed the family recreation yard would be fenced and monitored, and both he and Mr. Lloyd stated design concepts are informed by experiences at similar facilities.

Commissioner Kindel asked whether the facility is adequately separated from nearby schools. Mr. Lloyd responded similar populations are already served in the area and the goal of the project is to improve safety by bringing more individuals indoors and connected to services.

Commissioner Brewer asked about services currently provided by Food and Shelter. Mr. Lloyd explained Food and Shelter offers transitional housing, tiny homes, and daily meals, and the organizations hope to work collaboratively to maximize available resources.

Commissioner Bird asked about parking, staffing, and the potential for spillover parking. Mr. Lloyd stated staffing would be similar to the Oklahoma City facility and nearby parking from other resources may help accommodate demand. He added operations are intended to minimize impacts along Reed Avenue.

Commissioner Brewer asked how the proposed parking count was determined. Mr. Lorg stated the layout is based on preliminary estimates and could be adjusted as the design progresses, though floodplain constraints, fire access requirements, and outdoor amenities limit expansion opportunities.

Commissioner Bird expressed concerns about the proposed building height and requested additional clarification in the PUD. Mr. Lorg stated flexibility was intentionally included in the standards but agreed further refinement may be appropriate. Commissioner Bird also requested clarification regarding fencing and the relationship between the facility and neighboring service providers. Mr. Lloyd explained residents would continue to travel for work and services, but site operations are intended to minimize large gatherings and pedestrian activity along adjacent streets.

Public Comments

Phillip Starr, 915 E Apache St., Norman, OK (Protest)

Zhicheng Xu, 914 E Eufuala St., Norman, OK (Protest)

Russell Rice, 1854 Rolling Hills Ct., Norman, OK (Support)

Heidi Smith, 801 84th Ave N.E., Norman, OK (Support)

Commission Discussion

Commissioner Brewer expressed support for CityCare and its reputation for quality operations. He stated many of his concerns had been addressed and encouraged continued refinement of the signage and design to ensure the facility is attractive, compatible with the neighborhood, and not institutional in appearance.

Commissioner Jablonski acknowledged both the City's need to address homelessness and the concerns of nearby residents. He suggested the City consider complementary investments in the area to help mitigate neighborhood impacts.

Commissioner Parker reflected on Norman's history and stated addressing homelessness should include helping individuals become active contributors to the community while promoting stability and self-sufficiency.

Commissioner Bird stated, while she supports homeless services, she was not convinced the proximity of existing facilities alone justified another high-impact institutional use adjacent to a single-family neighborhood. She expressed concern about cumulative impacts and favored postponement until additional planning and impact analysis could be completed.

Commissioner Kindel agreed additional planning and analysis are needed before moving forward. She emphasized her concerns relate to neighborhood impacts and the lack of supporting studies rather than the need for homeless services and expressed support for postponement.

Commissioner Jablonski stated the Commission could provide recommendations in addition to taking action on the application and suggested emphasizing both the need for homeless services and the need for additional planning.

Commissioner Brewer acknowledged neighborhood concerns but emphasized the time-sensitive nature of the project, noting delays could affect project costs and feasibility. He stated the City must find a way to move forward while addressing impacts.

Commissioner McKown agreed neighborhood impacts should be addressed but stated there is no ideal location for a facility of this type. She expressed support for moving forward with the project while conducting an impact study.

Commissioner Brewer noted voters approved funding for the shelter project and stated this should be considered as part of the Commission's deliberations.

Commissioner Bird clarified, while voters approved funding for a shelter, the ballot language did not identify a specific site.

Commissioners noted City Council later approved acquisition of the property and the site has been publicly identified throughout the project planning process.

Commissioner Jablonski stated both the need for homeless services and neighborhood concerns can be addressed and suggested a task force or similar effort to identify solutions and mitigation measures.

Commissioner McClure supported additional study, community engagement, and the formation of a task force, stating more detailed planning information would have been helpful during the review process.

Commissioner Griffith emphasized the importance of addressing neighborhood concerns alongside the project and supported a task force to explore public safety and mitigation measures.

Commissioner Brewer supported including recommendations with the Commission's action, noting neighborhood impacts, infrastructure, and public safety concerns should continue to be addressed through the City Council process.

Commissioner Bird suggested neighborhood improvements, such as buffering and traffic modifications, be considered as part of a broader planning effort and expressed concern about the timeline for implementation.

Commissioner Brewer stated additional studies and neighborhood improvements should occur concurrently with the project rather than delay it, citing concerns about escalating costs and project viability.

Commissioner Kindel stated the true cost of the project includes investments in neighborhood safety, infrastructure, and community support. She advocated for specific recommendations, including a stakeholder task force and a defined timeline for addressing neighborhood impacts.

Commissioner Jablonski agreed neighborhood impacts should be addressed and supported a focused effort to improve conditions and reduce impacts on nearby residents.

Commissioner Bird stated, if prioritized by the City, neighborhood planning and mitigation efforts could be expedited. She indicated support for approval if accompanied by recommendations for an intensive impact study, infrastructure improvements, stakeholder coordination, and implementation timelines.

Commissioner Griffith emphasized the need to focus on neighborhood impacts and supported robust outreach and engagement with affected residents to ensure their concerns are addressed as planning moves forward.

Motion to approve with the recommendation of a contingency that there be an intensive neighborhood impact study that accounts for the as-is conditions and future proposed use, there be a plan for infrastructure accordingly, a takedown schedule of ideally two years and not longer than five years for said infrastructure to be installed, a task force collaboratively done with Norman Police Department and other neighboring partners, and that several meetings for engagement with a variety of outreach and contact methods, similar to AIM, so that the maximum number of neighborhood

citizens can have input and buy-in for this plan, made by Chair Bird, **Seconded** by Commissioner McClure.

Item 1.

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

Planning Commission recommended approval of O-2526-68.

Chapter 30 Amendment and Resolution

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

ITEMS SUBMITTED FOR THE RECORD

1. **Staff Report**
2. **UR Update**

Staff Presentation

Lora Hoggatt, Planning Services Manager, presented the staff report for the 30 to 10-acre Resolution.

Commissioner Bird stated Norman has approximately 50 parcels in Norman that are 30 acres or larger and asked for staff to confirm. Ms. Hoggatt stated that was correct.

Applicant Presentation

No applicant presentation

Public Comments

There were no public comments.

Commission Discussion

Commissioner Jablonski reiterated his support for focusing growth within existing developed areas of the city to better utilize infrastructure and public services. He expressed concern that continued subdivision of large tracts could contribute to long-term costs and urban sprawl.

Commissioner Kindel stated the current AIM Norman policy language was developed through a deliberate public process and should be respected. She noted mechanisms already exist to address unique situations and expressed concern about amending the policy preemptively.

Commissioner Bird stated she had previously viewed the policy primarily as a stormwater measure but had since learned it may also be intended to preserve larger tracts for future development opportunities. She expressed interest in better understanding the rationale behind the 30-acre threshold.

Commissioner Bird introduced Lee Hall.

Lee Hall, a member of the AIM Norman Steering Committee and Land Use Work Group, explained the 30-acre policy was developed in response to public input, particularly from Ward 5 residents who wanted to preserve undeveloped land and limit future development. She stated the provision was intended to protect larger tracts for the duration of the AIM Norman plan and was the result of extensive public engagement.

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

Commissioner Kindel stated the current policy language was developed through a deliberate planning process and should be preserved. She noted existing processes can address unique situations and expressed concern about amending the policy to accommodate hypothetical future scenarios.

Ms. Hudson clarified no variance process currently exists for exceptions to the 30-acre requirement. She explained the proposed amendment, along with related subdivision regulation changes, was intended to allow such divisions in limited circumstances.

Commissioner Kindel expressed concern that the amendment could open the door to development of land the policy was originally intended to preserve, which she felt would conflict with its purpose.

Commissioner Jablonski reiterated his support for directing growth toward existing developed areas to maximize infrastructure and public services and voiced concerns about policies that could contribute to urban sprawl.

Commissioner Bird noted, while the policy had previously been discussed as an open-space preservation tool, she had since learned it may also have been intended to preserve larger tracts for future comprehensive development opportunities.

Commissioner Bird sought clarification on options for dividing parcels smaller than 30 acres and confirmed no variance process exists. Jane Hudson, Planning and Community Development Director, explained rezoning and platting would be required. Commissioner Bird stated a 10-acre minimum seems reasonable from a stormwater and low-density perspective but acknowledged the competing goal of preserving larger tracts for future development.

Commissioner Kindel noted development in Ward 5 is constrained by environmental regulations, septic limitations, and the lack of municipal utilities. She stated these factors provide additional support for maintaining the current 30-acre standard.

Commissioner Griffith asked whether engineered stormwater requirements near the lake and floodplain remain in effect. Ms. Hoggatt explained stormwater regulations continue to apply through the Stream Planning Corridor and Water Quality Protection Zone standards

when property is subdivided. Commissioner Parker added engineered solutions can effectively address drainage and water quality concerns during development.

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

Planning Commission recommended rejection of R-2526-158.

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

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report

Staff Presentation

Lora Hoggatt, Planning Services Manager, presented the staff report for the 30 to 10-acre Ordinance.

Applicant Presentation

No applicant presentation

Public Comments

There were no public comments.

Commission Discussion

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

Voting Nay: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Chair Bird, Secretary Parker, Vice Chair Jablonski, Commissioner Griffith, Commissioner Kindel

Planning Commission recommended denial of O-2526-76.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

Lora Hoggatt, Planning Services Manager, presented an update on the Zoning Code Update.

Jane Hudson, Planning and Community Development Director, stated she has received email about Center City and appendix D and she is trying to have someone at the July meeting to discuss and answer questions the commission may have.

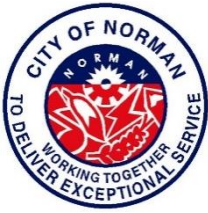
ADJOURNMENT

The meeting was adjourned at 8:53 p.m.

Passed and approved this ____ day of _____ 2026.

File Attachments for Item:

2. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF NORMAN RURAL CERTIFICATE OF SURVEY NO. COS-2627-1 FOR NUGENT ESTATES.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 07/14/2026

REQUESTER: Clint McGregor

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF NORMAN RURAL CERTIFICATE OF SURVEY NO. COS-2627-1 FOR NUGENT ESTATES.

LOCATION: Generally located on the east side of 84TH Avenue S.E. and one-quarter of a mile north of State Highway No. 9.

INFORMATION:

1. Owners. Clint McGregor.
2. Developer. Clint McGregor.
3. Surveyor. Pollard and Whited Surveying, Inc.

HISTORY:

1. October 18, 1961. City Council adopted Ordinance No. 1314 annexing this property into the Norman Corporate City Limits without zoning.
2. October 30, 1961. Planning Commission recommended to City Council that this property be placed in A-2, Rural Agricultural District.
3. December 12, 1961. City Council adopted Ordinance No. 1322 placing this property in A-2, Rural Agricultural District.

IMPROVEMENT PROGRAM:

1. Fire Protection. Fire protection will be provided by the Norman Fire Department.
2. Sanitary Sewer. Individual sanitary sewer systems will be installed in accordance with City and Oklahoma Department of Environmental Quality standards. There is an existing system serving Tract 1.

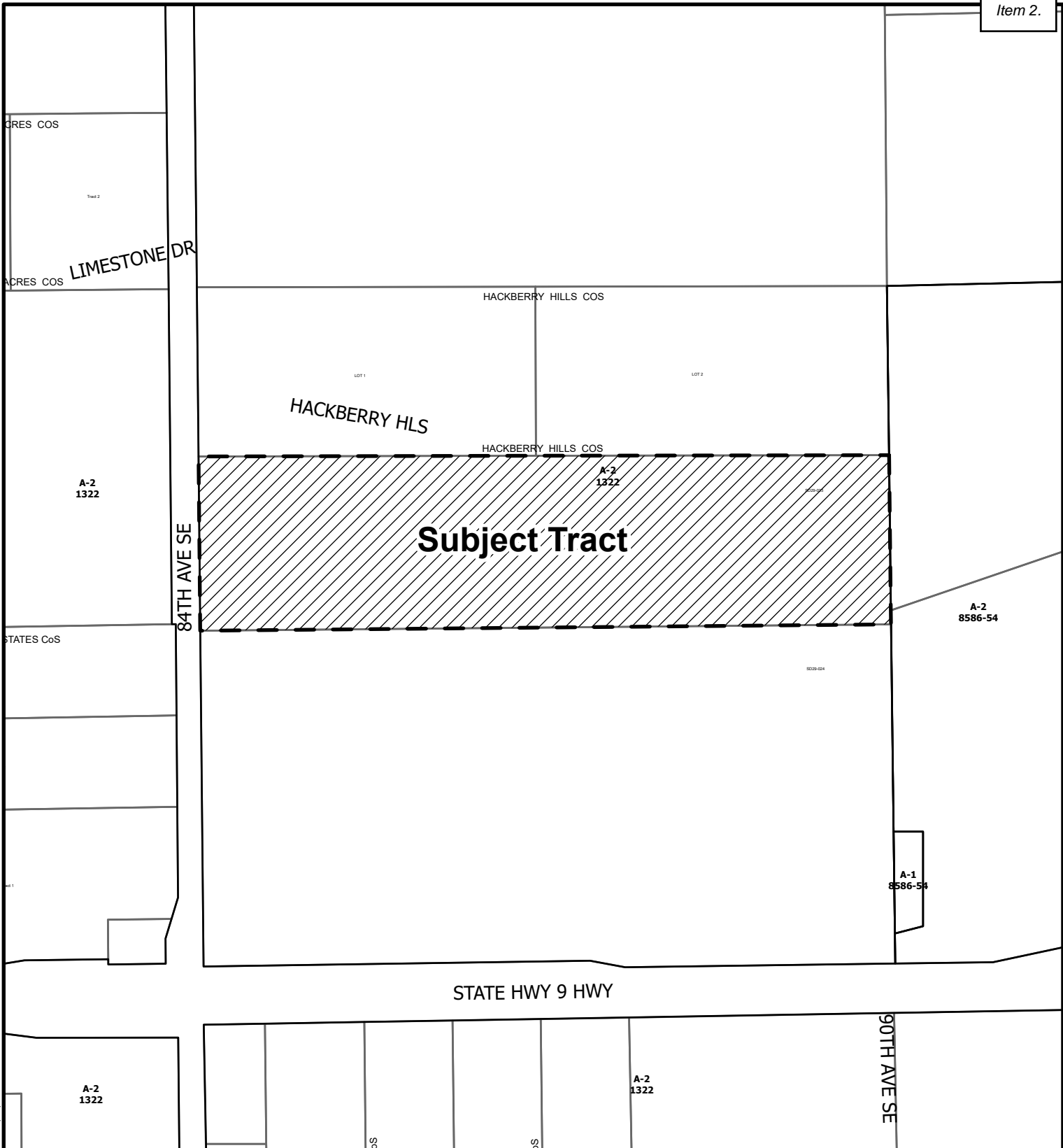
- 3. Water. Individual water wells will be installed in accordance with City and Oklahoma Department of Environmental Quality standards. There is an existing system serving Tract 1.
 - 4. Acreage. This property consists of 37.84 acres. Tract 1 consists of 17.83 acres, Tract 2 consists of 10.005 and Tract 3 consists of 10.005 acres.
 - 5. Private Road. The private road will serve three tracts. City standards requires a private road width of twenty-feet unless serving four (4) tracts or lots or fewer. The applicant has requested a variance in the 20' width to a 12' width private road since it will serve only three tracts.
10. Easements. The owners will submit easement for roadway, drainage and utilities in connection with 84th Avenue S.E.

SUPPLEMENTAL MATERIAL: Copies of a location map, Norman Rural Certificate of Survey No. COS-2627-1 for Nugent Estates and a letter of request for a variance in the minimum width requirement for a private road are included in the Agenda Book.

STAFF COMMENTS AND RECOMMENDATION: There is an existing oil well on Tract 1 that has a service road from the south to this property. The surveyor has provided a 125' setback from the oil well as required by Article 30-310(b)(19)b of the City Code. There is sufficient area to construct a single-family structure on the property. The applicant's surveyor is requesting a variance in the private road width based on the fact it is serving three tracts. Staff recommends approval of a variance in the private road width requirement from 20' width to a 12' width based on the fact there are less than 4 tracts being served by the private road. Staff supports the variance and Norman Rural Certificate of Survey No. COS-2627-1 for Nugent Estates.

ACTION NEEDED: Recommend approval or disapproval of a variance in the private road width from 20' to 12' serving three (3) tracts and recommend approval or disapproval of Norman Rural Certificate of Survey No. COS-2627-1 for Nugent Estates to City Council.

ACTION TAKEN: _____



Location Map

Nugent Estates COS

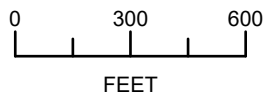


Subject Tract



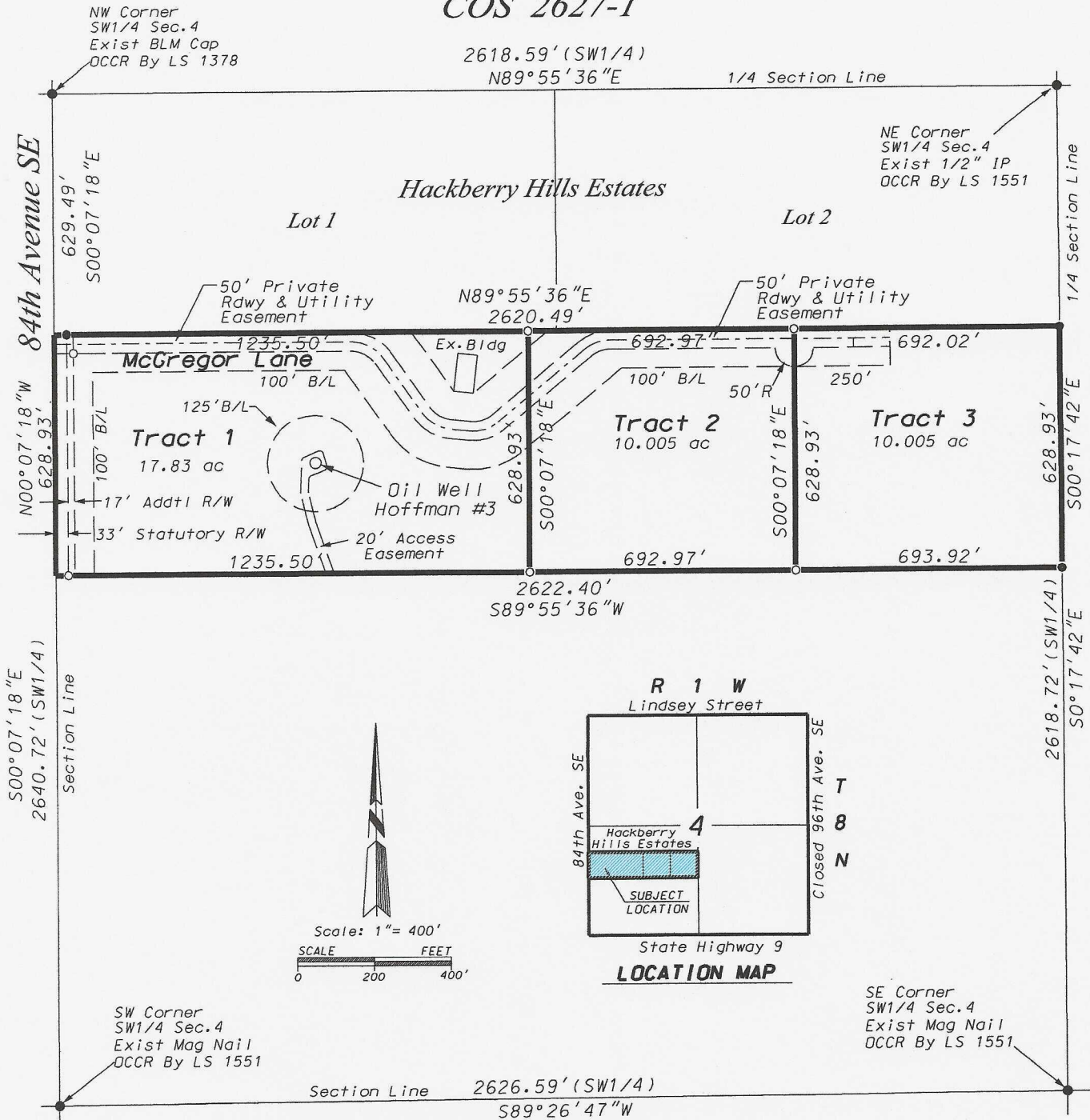
Map Produced by the City of Norman
 Geographic Information System.
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.

June 29, 2026



\\norman-city-department\GIS\Woodruff\Project\Location Maps\Location Maps.aprx

Nugent Estates
 A NORMAN RURAL CERTIFICATE
 OF SURVEY SUBDIVISION
 PART OF THE SW1/4 OF SEC.4, T8N, R1W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA
COS 2627-1



NOTE:

Bearings Shown are Based on a Deed Bearing of S00°07'18"E Between Existing Monuments on the West line of the SW1/4 of Section 4, T8N, R1W, I.M., Cleveland County, Oklahoma.

(●) - Indicates Existing 3/8" Iron Pin Or Monument As Noted.

(○) - Indicates Set 1/2" Iron Pin With Plastic Cap Marked "Pollard PLS 1474" or Set Mag Nail with washer marked "PW Survey CA2380".

(OCCR) - Indicates Oklahoma Certified Corner Record on File With the Oklahoma Department of Libraries, Archives Division.

According the Federal Emergency Management (FEMA) Federal Insurance Rate Map (FIRM) Map/Panel Number 40027C0305H with an effective date of September 26, 2008, the subject property lies in a Zone "A". Zone "X" is defined as "Areas of Minimal Flood Hazards".

POLLARD & WHITED SURVEYING, INC. 6901 72nd Avenue NE Norman, OK 73026 405-366-0001 CA 2380 exp.6-30-27 tpollard@pwsurveying.com	Nugent Estates Norman Rural COS Subdivision Part of SW1/4 Section 4, T8N, R1W, IM Norman, Cleveland County, Oklahoma May 19, 2026 4-8n1w.dgn	
	Drawn By: T. Pollard Sheet 1 of 7	24

CERTIFICATE OF SURVEY

I, Timothy G. Pollard, a Professional Land Surveyor, hereby certify that the attached drawing is a true and accurate representation of a survey of the described property. I further certify that this survey meets or exceeds the current "Oklahoma Minimum Standards For The Practice Of Land Surveying" as adopted by the Oklahoma State Board Of Licensure For Professional Engineers and Land Surveyors.

LEGAL DESCRIPTIONS

TRACT 1

A tract of land being part of the Southwest Quarter (SW1/4) of Section Four (4), Township Eight (8) North, Range One (1) West of the Indian Meridian, Cleveland County, Oklahoma, written by Timothy G. Pollard, PLS 1474 dated May 21, 2026 using a Deed Bearing of S00°07'18"E between existing monuments on the West line of said SW1/4 as a Basis of Bearing, said tract further described as:

COMMENCING at the Northwest Corner of said SW1/4;

Thence S00°07'18"E, on the West line of said SW1/4, for a distance of 629.49 feet to the **POINT OF BEGINNING**;

Thence N89°55'36"E for a distance of 1235.50 feet; Thence S00°07'18"E for a distance of 628.93 feet;

Thence S89°55'36"W for a distance of 1235.50 feet to the West line of said SW1/4;

Thence N00°07'18"W, on the West line of said SW1/4, for a distance of 628.93 feet to the **POINT OF**

BEGINNING, containing 17.83 acres more or less subject to easements and rights-of-way of record.

(aka: **Tract One (1) of Nugent Estates**, a Norman Rural Certificate of Survey Subdivision, a recorded but unplatted subdivision)

TRACT 2

A tract of land being part of the Southwest Quarter (SW1/4) of Section Four (4), Township Eight (8) North, Range One (1) West of the Indian Meridian, Cleveland County, Oklahoma, written by Timothy G. Pollard, PLS 1474 dated May 21, 2026 using a Deed Bearing of S00°07'18"E between existing monuments on the West line of said SW1/4 as a Basis of Bearing, said tract further described as:

COMMENCING at the Northwest Corner of said SW1/4;

Thence S00°07'18"E, on the West line of said SW1/4, for a distance of 629.49 feet;

Thence N89°55'36"E for a distance of 1235.50 feet to the **POINT OF BEGINNING**;

Thence N89°55'36"E for a distance of 692.97 feet; Thence S00°07'18"E for a distance of 628.93 feet;

Thence S89°55'36"W for a distance of 692.97 feet; Thence N00°07'18"W for a distance of 628.93 feet to the

POINT OF BEGINNING, containing 10.005 acres more or less subject to easements and rights-of-way of record.

aka: **Tract Two (2) of Nugent Estates**, a Norman Rural Certificate of Survey Subdivision, a recorded but unplatted subdivision)

TRACT 3

A tract of land being part of the Southwest Quarter (SW1/4) of Section Four (4), Township Eight (8) North, Range One (1) West of the Indian Meridian, Cleveland County, Oklahoma, written by Timothy G. Pollard, PLS 1474 dated May 21, 2026 using a Deed Bearing of S00°07'18"E between existing monuments on the West line of said SW1/4 as a Basis of Bearing, said tract further described as:

COMMENCING at the Northwest Corner of said SW1/4;

Thence S00°07'18"E, on the West line of said SW1/4, for a distance of 629.49 feet;

Thence N89°55'36"E for a distance of 1928.47 feet to the **POINT OF BEGINNING**;

Thence N89°55'36"E for a distance of 692.02 feet to the East line of said SW1/4; Thence S00°17'42"E, on said

East line, for a distance of 628.93 feet; Thence S89°55'36"W for a distance of 693.92 feet; Thence N00°07'18"W

for a distance of 628.93 feet to the **POINT OF BEGINNING**, containing 10.005 acres more or less subject to

easements and rights-of-way of record.

aka: **Tract Three (3) of Nugent Estates**, a Norman Rural Certificate of Survey Subdivision, a recorded but unplatted subdivision)

SURVEYOR'S REPORT AND NOTES

(1) This Survey has been prepared to create a "Norman Rural Certificate Of Survey Subdivision" to be known as "Nugent Estates". This is an unplatted but filed subdivision as specified in the Norman Subdivision Regulations Sec.30-606.

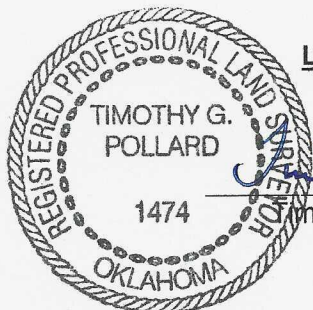
(2) The Boundary of Section 4, T8N, R1W is based on the Bureau of Land Management (BLM) Survey of Lake Thunderbird approved September 23, 1873. It is further based on a perpetuation of the BLM Survey as shown on "Oklahoma Certified Corner Records" (OCCR) on file with the Oklahoma Department Of Libraries, Archives & Records Division in Oklahoma City. Additional information is shown on the OCCR's which is not shown herein.

(3) The bearings, for the attached Survey, are based on a Deed Bearing of S00°07'18"E between existing monuments, as shown hereon, at the NW Corner and the SW Corner of the SW1/4 of Section 4, T8N, R1W, IM. Other Survey in this Quarter Section have used this Basis of Bearing.

(4) No excavations were made, as a part of this Survey, to physically locate underground utilities and facilities. Contact OKIE 811 to have all underground utilities and facilities marked before any excavation.

(5) This "Norman Rural Certificate Of Survey Subdivision" will be filed with the Cleveland County Clerk after it is approved by all parties. This documentation, as recorded in its entirety, shall be attached to OR referred to on any deed, conveyance of title, contract or other instruments prepared in connection with any of the subject property.

(6) It is advised, by the undersigned, that all adjoining property owners should be contacted prior to building any fences or other structures along or on the property lines. Certain legal rights may exist with existing fences that have been used for particular periods of time for lines of possession. If any difference of opinion is indicated a resolution should be reached, preferably in writing, between the owners on the location of any improvements along or on the property lines.



LAND SURVEYOR

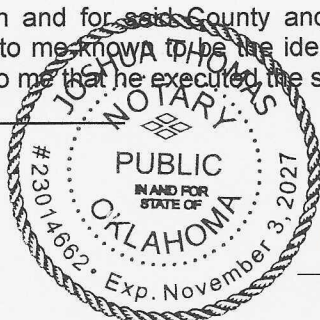
Timothy G. Pollard
Timothy G. Pollard, PLS 1474

NOTARY

State Of Oklahoma)
County Of Cleveland) SS

Before me, a Notary Public, in and for said County and State, on this 21st day of May, 2026, personally appeared, Timothy G. Pollard, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed.

My commission expires: _____



Josh Thomas
Notary Public

NORMAN PLANNING COMMISSION

Accepted by the City of Norman, Oklahoma, Planning Commission on this _____ day of _____, 20__.

ATTEST: _____

Chairperson

NOTARY

State Of Oklahoma)
County Of Cleveland) SS

Before me, a Notary Public, in and for said County and State, on this _____ day of _____, 20__, personally appeared, _____, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that they executed the same as their free and voluntary act and deed.

My commission expires: _____

Notary Public

NORMAN CITY COUNCIL

Accepted by the City of Norman, Oklahoma, City Council on this ____ day of _____, 20__.

ATTEST: _____
City Clerk

Mayor

NOTARY

State Of Oklahoma)
County Of Cleveland) SS

Before me, a Notary Public, in and for said County and State, on this ____ day of _____, 20__, personally appeared, _____, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that they executed the same as their free and voluntary act and deed.

My commission expires: _____

Notary Public

POLLARD & WHITED SURVEYING, INC.

6901 72nd Avenue NE Norman, OK 73026
office (405)366-0001
tpollard@pwsurveying.com

May 21, 2026

City Of Norman Planning Commission
and City of Norman Staff Members
201 W. Gray
Norman, OK 73070

Re: Variance Request for proposed Certificate of Survey (COS) Subdivision
to be known as **“Nugent Estates”**
in the SW1/4 of Sec.4,T8N,R1W, I.M.
Norman, Cleveland County, Oklahoma

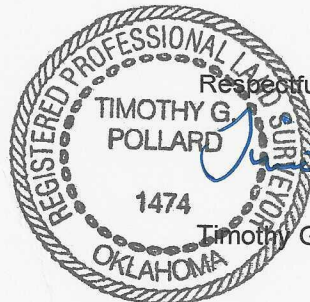
To all interested parties,

An application has been submitted to the City of Norman Staff for **“Nugent Estates”**. The proposed subdivision is located in the SW1/4 of Section 4, T8N, R1W. The location can be generally described as: Located on the East side of 84th Avenue SE approximately 3 tenths of a mile (1650') North of State Highway 9 in Norman.

This letter is a request for variance of the proposed COS Subdivision to be known as **“Nugent Estates”** to the City of Norman, Cleveland County, Oklahoma. The applicant is asking the City of Norman to allow them to vary from the full Twenty (20) foot width and to construct a private road of a minimum of Twelve (12) foot width.

“Nugent Estates” will consist of only Three (3) residential tracts. Each tract will be accessed by a private road easement to be known as **“McGregor Lane”**. McGregor will originate on 84th Avenue SE and extend East to access each of the tracts. Only Three (3) tracts will be served by this private drive and the Applicants would request a variance be granted to allow this private drive to only be Twelve (12) feet wide.

If you have any questions or concerns about this request, please call me at my office (405)366-0001, mobile (405)443-8100, or you can email me at tpollard@pwsurveying.com.



Respectfully,

Timothy G. Pollard, PLS

File Attachments for Item:

3. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5) *(This item was postponed from the June 11, 2026, Planning Commission meeting.)*



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 7/09/2026

REQUESTER: Geoffrey Arce

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-44: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE NORTH HALF (N/2) OF SECTION TWENTY-SIX (26), TOWNSHIP NINE (9) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3766 E. ROBINSON ST.; WARD 5) (This item was postponed from the June 11, 2026, Planning Commission meeting.)

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

REQUESTED ACTION

Revocation of the PUD District

SUMMARY:

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

EXISTING CONDITIONS:

SIZE OF SITE: 5 acres

SURROUNDING PROPERTIES

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

ZONING DESIGNATION

PUD, Planned Unit Development

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

- A maximum choice in the types of environment and living units available to the public.

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

LAND USE DESIGNATION

Urban Low

Open Space

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

CHARACTER AREA DESIGNATION

Suburban

Protected and Sensitive

See attached Suburban and Protected and Sensitive Character Area documents.

NEAREST PUBLIC PARK

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

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

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

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or

division responded with review comments “inconsistent” with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

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

FIRE DEPARTMENT

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

BUILDING REVIEW*

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

PUBLIC WORKS/ENGINEERING

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

TRANSPORTATION ENGINEER*

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

PLANNING*

ZONING CODE CONSIDERATIONS

A-2, Rural Agricultural District

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

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

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

Uses Permitted

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

- One accessory dwelling unit ("ADU").
- Type 2 mobile home.
- Medical marijuana commercial grower, as allowed by State law.
- Medical marijuana education facility (cultivation activities only), as allowed by State law.
- Short-term rentals.

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

Area Regulations

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

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

Landscaping

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

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

Lighting

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

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

Signage

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

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

Screening

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

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

Exterior Materials

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

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

LAND USE CONSIDERATIONS

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

Overarching Residential Policies

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

Suburban Policies

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

Protected and Sensitive Policies

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

approved as part of the previously approved site plan. These vehicles must be removed to ensure consistency with the Protected and Sensitive Policies.

Urban Low Land Use Policies

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

Building Types

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

Site Design

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

Transportation

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

Utility Access

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

Public Space

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

Open Space Land Use Policies

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

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

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

Building Types

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

Site Design

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

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

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

Transportation

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

Utility Access

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

Public Space

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

Neighborhood and/or Special Area Plans

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

UTILITIES*

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

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

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

OTHER UTILITIES COMMENTS

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

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

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

DISCUSSION:

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

CONCLUSION:

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

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

SUBURBAN NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

GOALS

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

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

OPPORTUNITIES

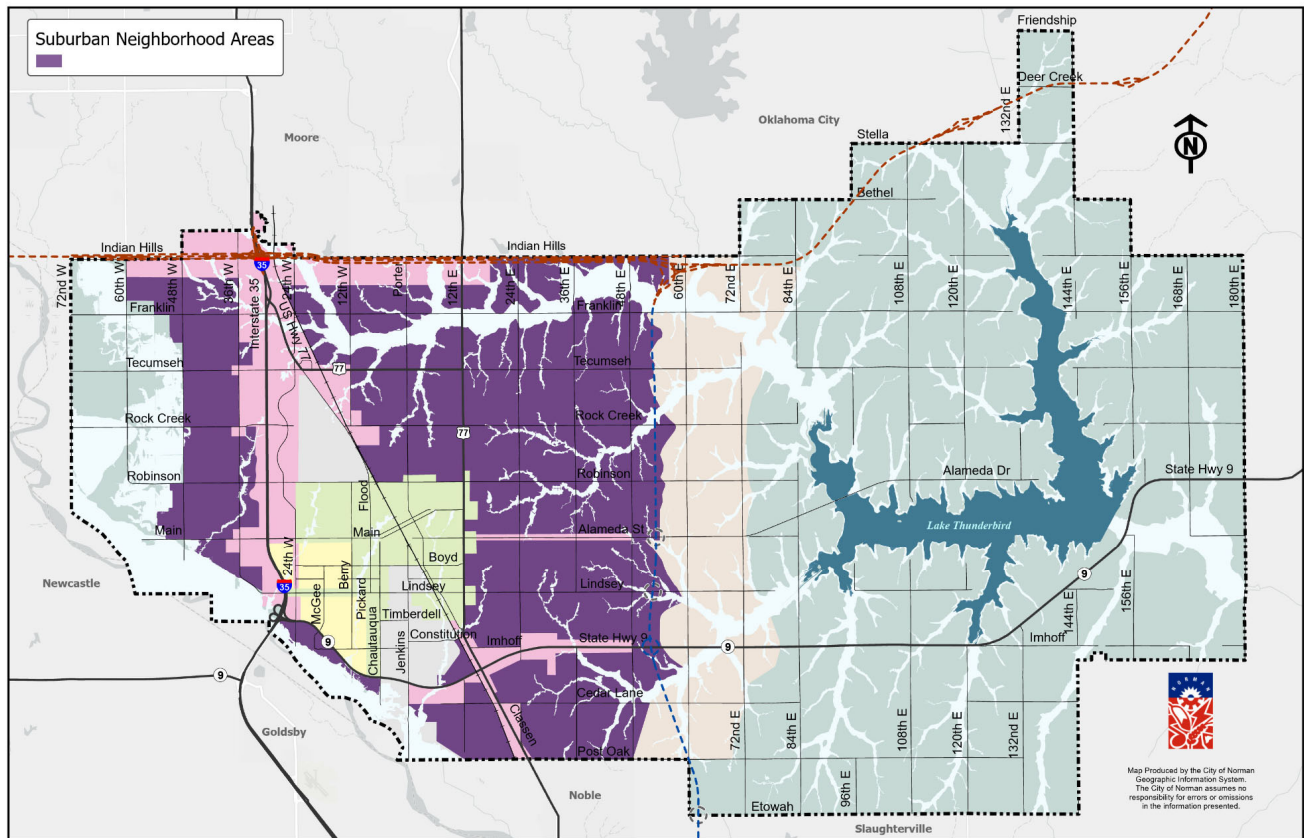
- Naturally occurring affordable housing options near Core, Classic, and Corridor Character Areas.
- Trail network connection possibilities.
- Greenfield development opportunities for efficient, compact subdivision design.

CHALLENGES

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

POLICIES

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



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

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

ACTION ITEMS

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

PROTECTED & SENSITIVE AREAS

CHARACTERISTICS & INTENT

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

GOALS

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

OPPORTUNITIES

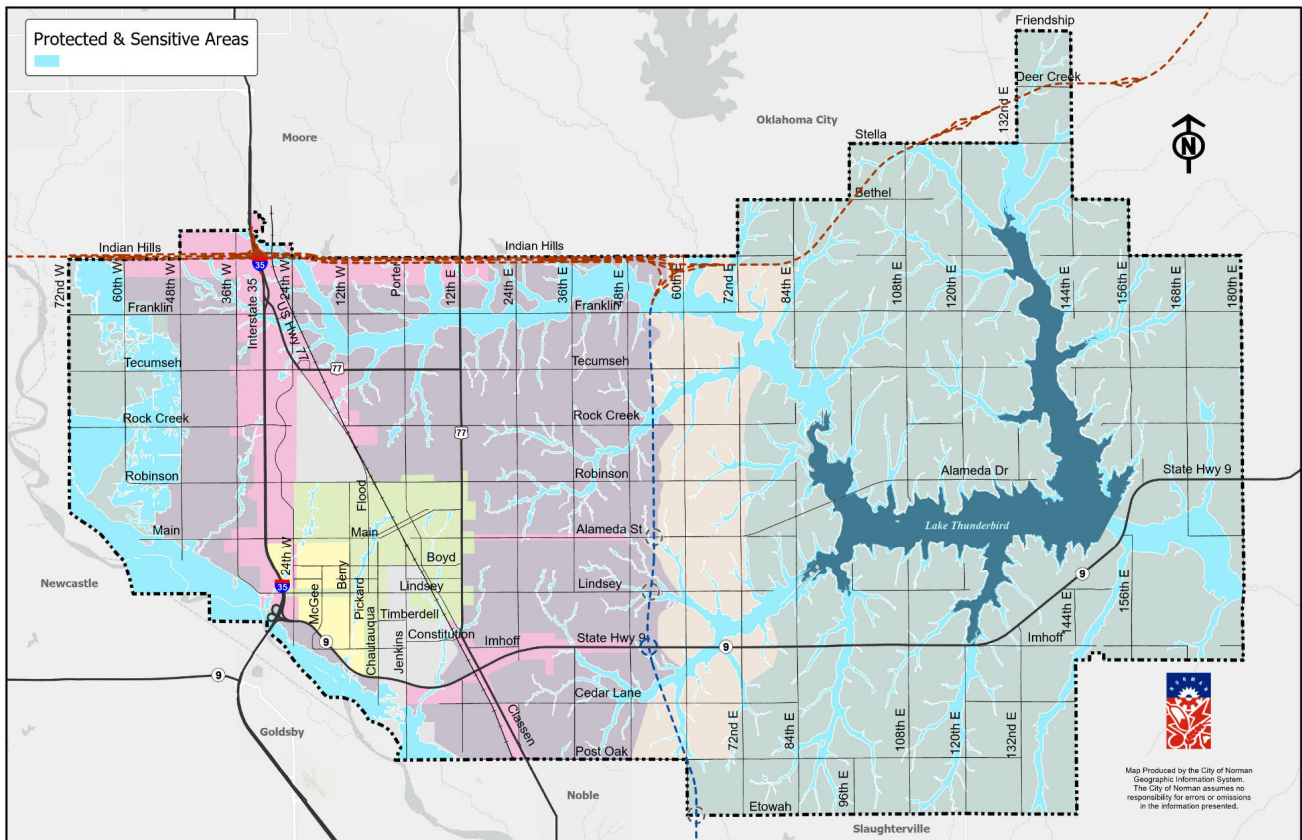
- Space for conservation and low-impact uses like parks.

CHALLENGES

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

POLICIES

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



LAND USE

Land Use Category Descriptions

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

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

Norman’s Current Zoning Districts are:

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

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

LAND USE CATEGORY

Open Space (OP)

DESCRIPTION & CONTEXT

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

BUILDING TYPES

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

SITE DESIGN

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

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

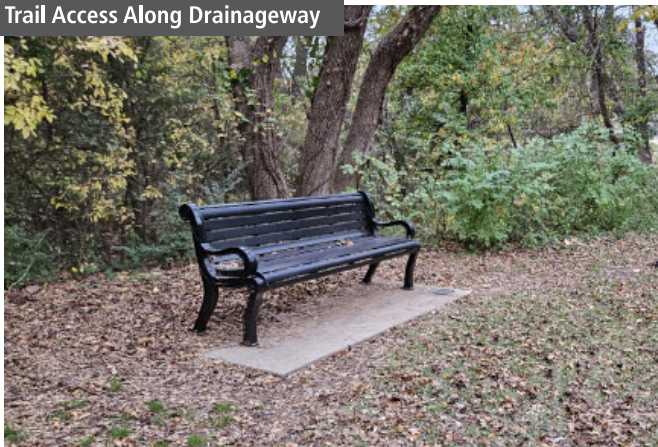
- If a property is removed from the regulatory floodplain, it is eligible for a Land Use change to higher intensity designations.

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

Park



Trail Access Along Drainageway



LAND USE CATEGORY

Urban Low (UL)

DESCRIPTION & CONTEXT

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

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

BUILDING TYPES

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

New Development:

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

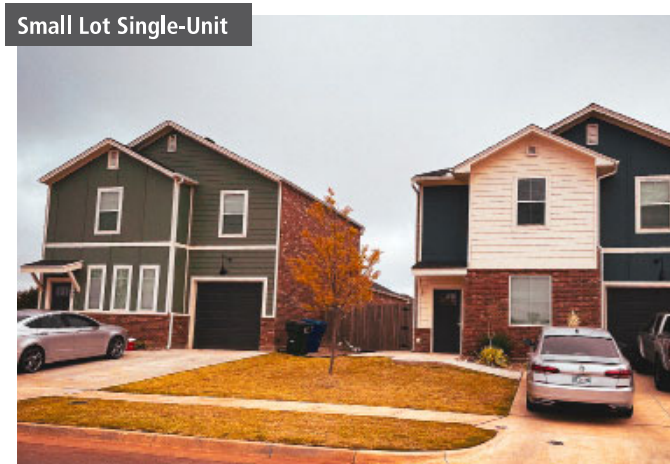
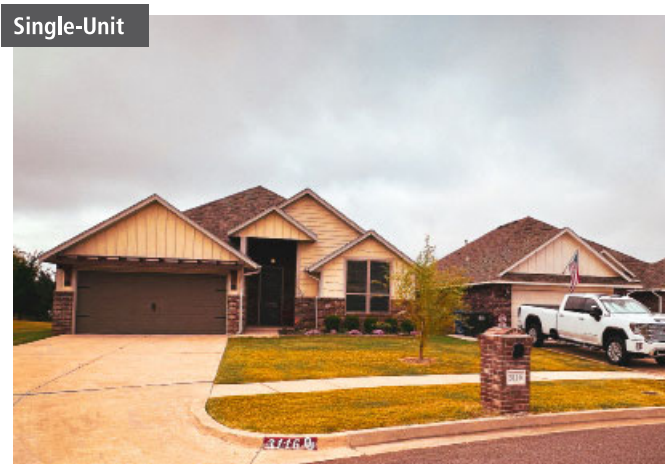
This UL Land Use supports a variety of public spaces including parks of various sizes, regional trails, natural areas including wildlife corridor, and walking paths.

LOCATIONAL CRITERIA

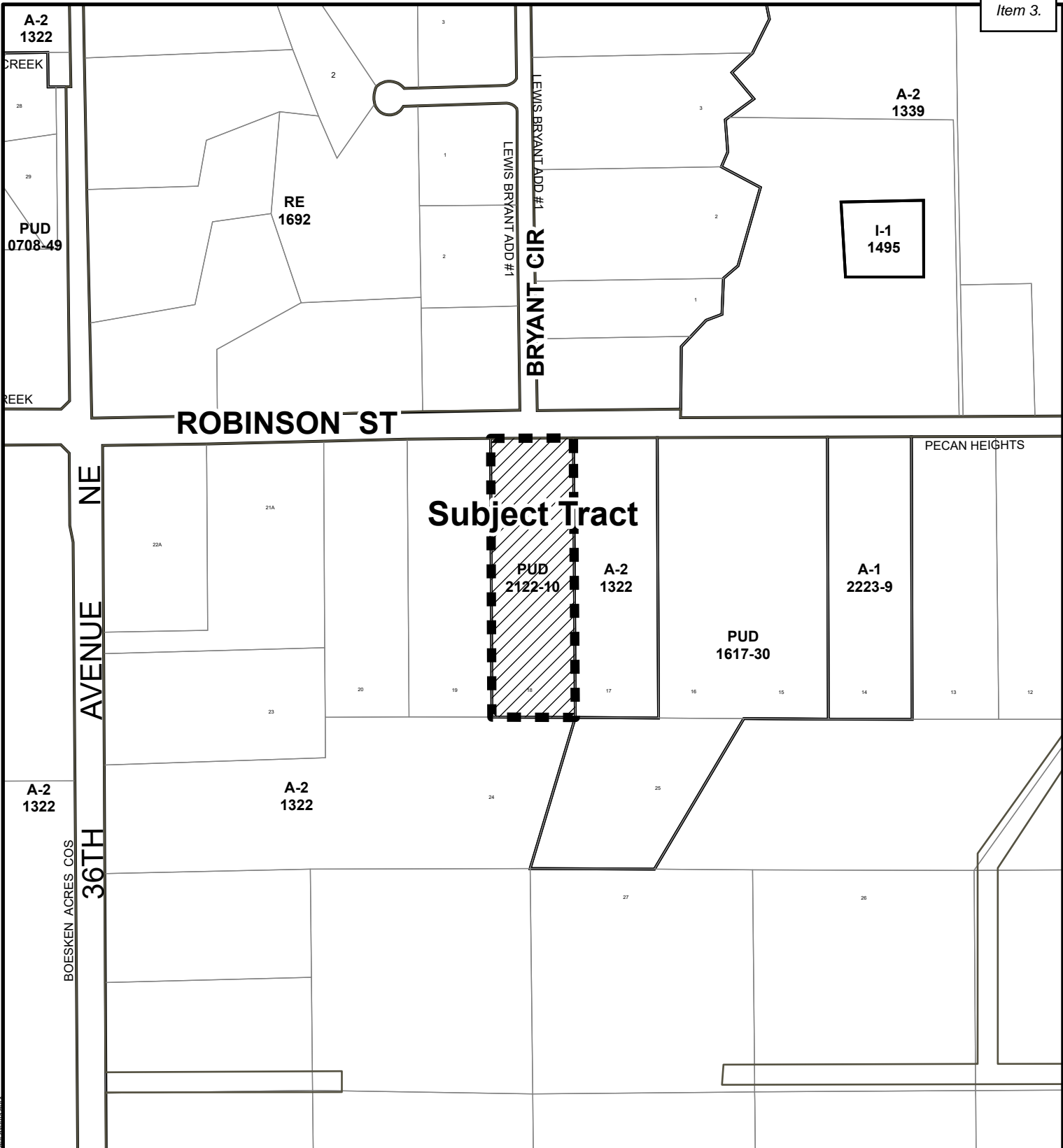
- Low intensity residential uses shall be adequately buffered or spaced from intensities posing adverse effects including noise, odors, air and light pollution, and heavy traffic.
- Lower intensity residential uses are not appropriate along arterial streets and should be located behind higher intensity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

ZONING DISTRICTS

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



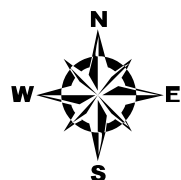
Item 3.



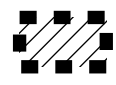
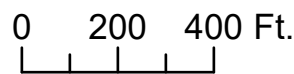
Location Map



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



May 5, 2026

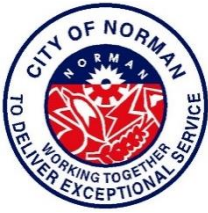


Subject Tract

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File Attachments for Item:

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-54: 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 MINI-WAREHOUSE IN THE C-2, GENERAL COMMERCIAL DISTRICT, FOR THE TRACT OF LAND BEING A PART OF GOVERNMENT LOT 8 IN SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1 VAN BUREN STREET; WARD 2)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 7/9/2026

REQUESTER: Glenn Foster

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-54: 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 MINI-WAREHOUSE IN THE C-2, GENERAL COMMERCIAL DISTRICT, FOR THE TRACT OF LAND BEING A PART OF GOVERNMENT LOT 8 IN SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1 VAN BUREN STREET; WARD 2)

APPLICANT/REPRESENTATIVE	Barefoot Land Co.
LOCATION	1 Van Buren St.
WARD	2
CORE AREA	No
EXISTING ZONING	C-2, General Commercial District
EXISTING LAND USE DESIGNATION	Interchange Mixed-Use
CHARACTER AREA	Suburban
PROPOSED ZONING	C-2, General Commercial District, with Special Use for a Mini-warehouse
PROPOSED LAND USE	No change requested

SUMMARY:

The applicant, Glenn Foster, represented by Barefoot Land Co., is requesting rezoning from C-2, General Commercial District, to C-2, General Commercial District, with Special Use for Mini-warehouse, and preliminary plat.

EXISTING CONDITIONS:

SIZE OF SITE: 3.5 Acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	C-2	C-2	C-1/R-1	C-2/RM-6/ O-1	C-2/RM-6
Land Use	Interchange Mixed-Use	Interchange Mixed-Use	Interchange Mixed-Use/ Urban Low	Interchange Mixed-Use	Interchange Mixed-Use
Current Use	Vacant	Office, Commercial, & State Highway 9 Right-of-Way	Office & Single-Family Residential	Multi-Family Residential & Vacant	Office & Multifamily Residential

ZONING DESIGNATION

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. Persons 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.

LAND USE DESIGNATION

Interchange Mixed-Use

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

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

CHARACTER AREA DESIGNATION

Suburban Neighborhood Areas

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

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

NEAREST PUBLIC PARK

Adkin’s Crossing Park is located approximately 0.25 miles south of the subject property. However, it is not accessible via pedestrian infrastructure from the subject property.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT: PD-26-5 February 26, 2026
PD-26-11 June 25, 2026

The applicant attended the February 26 Pre-Development meeting for the special use request. The applicant also attended the June 25 Pre-Development meeting for the associated preliminary plat request. Please see the attached summaries.

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

CITY DEPARTMENTS

- Fire Department
- Building Permitting Review
- Public Works/Engineering
- Transportation Engineer
- Planning
- 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 the Engineer regarding the associated preliminary plat request.

TRANSPORTATION ENGINEER

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

PLANNING

ZONING CONSIDERATIONS

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. Persons 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.

Uses Permitted

In addition to the uses allowed in the C-2 District, the applicant is requesting Special Use for a Mini-warehouse, as described in Section 36-525(c)(5), C-2, General Commercial District.

Area Regulations

The area regulations will follow those described in Section 36-525, C-2, General Commercial District.

Height Regulations

There are no height limits for any buildings or structures within the C-2 District.

Landscaping

Landscaping will meet Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, as amended. The Mini-warehouse Special Use requires additional landscaping along all property boundaries, including a 20-foot landscape strip across the front of the property, and at least one tree per 20 linear feet of perimeter landscaping.

Parking

Parking for the property will be as shown on the Site Plan. Per Section 36-548, Off-Street Parking Requirements, the minimum recommended number of parking spaces for mini storage warehousing is 1 per 8 rental units.

Lighting

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

Signage

Signage will comply with Section 28-505, Commercial Zone Sign Standards, as amended.

Screening

The Mini-warehouse Special Use, per Section 36-525(c)(5), requires a minimum six-foot masonry and/or wrought iron wall along the front of the property. All other screening will comply with Section 36-552, Fencing, Walls, and Screening.

Exterior Materials

The Mini-warehouse Special Use, Per Section 36-525(c)(5), requires that the front façade of all buildings be brick, masonry, or stone, and that all remaining perimeter walls be masonry, brick, or patterned tilt-up concrete. Metal wall siding is only allowed on interior walls for this special use. Roofs must be composition shingles or standing-seam metal. Galvanized or corrugated metal roofs are not allowed. All other exterior materials will comply with Section 36-547, Exterior Appearance.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Policies

The overall proposed development, as shown on the submitted preliminary plat site plan is **consistent** with the Overarching General and Non-Residential Character Area Policies, as it requires high-quality building materials and screened parking and loading areas for the proposed mini-warehouse. Parking areas are also screened from abutting residential districts along the southern boundary. Landscape buffers are proposed for all other areas. As shown, the development will also expand pedestrian connectivity in the area and connect to the greater multi-modal transportation network through its proximity to an Embark bus stop. However, it should be noted that this request is strictly for the Mini-warehouse Special Use, and only bound to the corresponding site plan.

Suburban Neighborhood Area Policies

The development, as shown on the submitted preliminary plat site plan, is **generally consistent** with the Suburban Neighborhood Area Policies, as it utilizes existing utility infrastructure, is screened from nearby residential uses, and promotes vehicular circulation while still providing pedestrian connectivity.

Interchange Mixed-Use (IMX) Land Use Policies

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

- **Site Design**
- **Transportation**
- **Utilities**

The development, as shown on the submitted preliminary plat site plan, is **mostly consistent** with the Interchange Mixed-Use Policies. The site features pedestrian facilities, which connect to Norman's greater multi-modal transportation network, being located approximately 0.65 miles southwest of the nearest Embark bust stop on W. Lindsey St. Parking areas utilize cross access, shared parking, and are screened from the rights-of-way surrounding the proposed mini-warehouse, and feature landscape buffers for all other areas.

The proposal is **inconsistent** with the following IMX Land Use policies:

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

The Special Use request proposes a single-use, single-story mini-warehouse structure, and the overall development lacks dedicated outdoor plazas or similar recreational amenities, making it **inconsistent** with the Building Types and Public Space Policies.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

Proposed project 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 existing project.

Wastewater Availability

Adequate capacity within the wastewater system exists to serve the existing project.

DISCUSSION:

The proposed rezoning request is intended to allow Mini-warehouse as a Special Use, in addition to the uses currently allowed by-right in the C-2, General Commercial District. The Special Use provisions required by Section 36-525(c)(5) provide a greater degree of protection for the residential uses to the west than would otherwise be required for other allowed commercial uses. This proposal is part of a larger plan to develop the property for commercial activity, as indicated on the preliminary plat site plan. While the overall development is generally consistent with the AIM Norman Character Area and Land Use Policies, it should be noted that the request is strictly for the Mini-warehouse Special Use.

CONCLUSION:

Staff forwards this request for rezoning from C-2, General Commercial District, to C-2, General Commercial District, with Special Use for a Mini-warehouse and Ordinance O-2526-54, to the Planning Commission for consideration and recommendation to City Council.

ATTACHMENTS:

Van Buren AIM Supporting Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

SUBURBAN NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

GOALS

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

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

OPPORTUNITIES

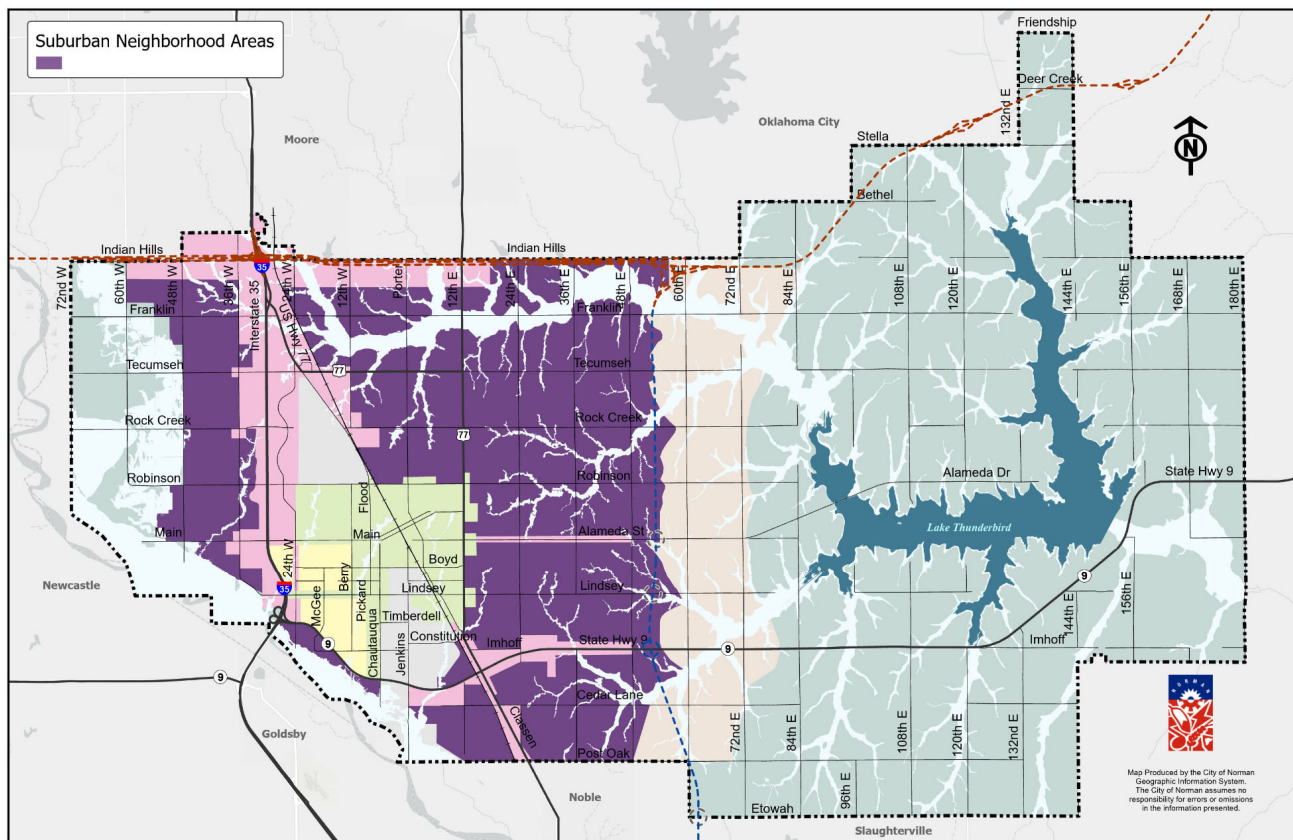
- Naturally occurring affordable housing options near Core, Classic, and Corridor Character Areas.
- Trail network connection possibilities.
- Greenfield development opportunities for efficient, compact subdivision design.

CHALLENGES

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

POLICIES

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



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

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

ACTION ITEMS

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

LAND USE CATEGORY

Interchange Mixed-Use (IMX)

DESCRIPTION & CONTEXT

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

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

BUILDING TYPES

Existing: Primarily medium to large single-story “boxes.” Outparcel buildings, single-story, are common. Minimal high density residential uses.

New Development:

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

SITE DESIGN

- Sites in this land use should be carefully planned to be attractive, especially from both Interstate-35 and potential turnpike corridors.
 - *Building design, articulation, and landscaping should contribute to the attractiveness of sites from the major roadways.*
 - » *Parking areas should be oriented away from sight lines from both Interstate-35 and potential Turnpike corridors.*
- Site layout should make it comfortable to walk throughout the area and experience the unique place.
- Adjacent buildings and uses should be clearly integrated with thoughtful design such as cross-access, shared parking, driveway closures, and connected pathways.
 - *Special attention to pedestrian circulation from tenant to tenant is important.*
- Accommodates a wide variety of activities that support commercial uses. Components such as well-designed outdoor seating, landscaping, bike and pedestrian improvements, site lighting improvements, diversified tenant mix, and other placemaking opportunities must be incorporated into proposed developments.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

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

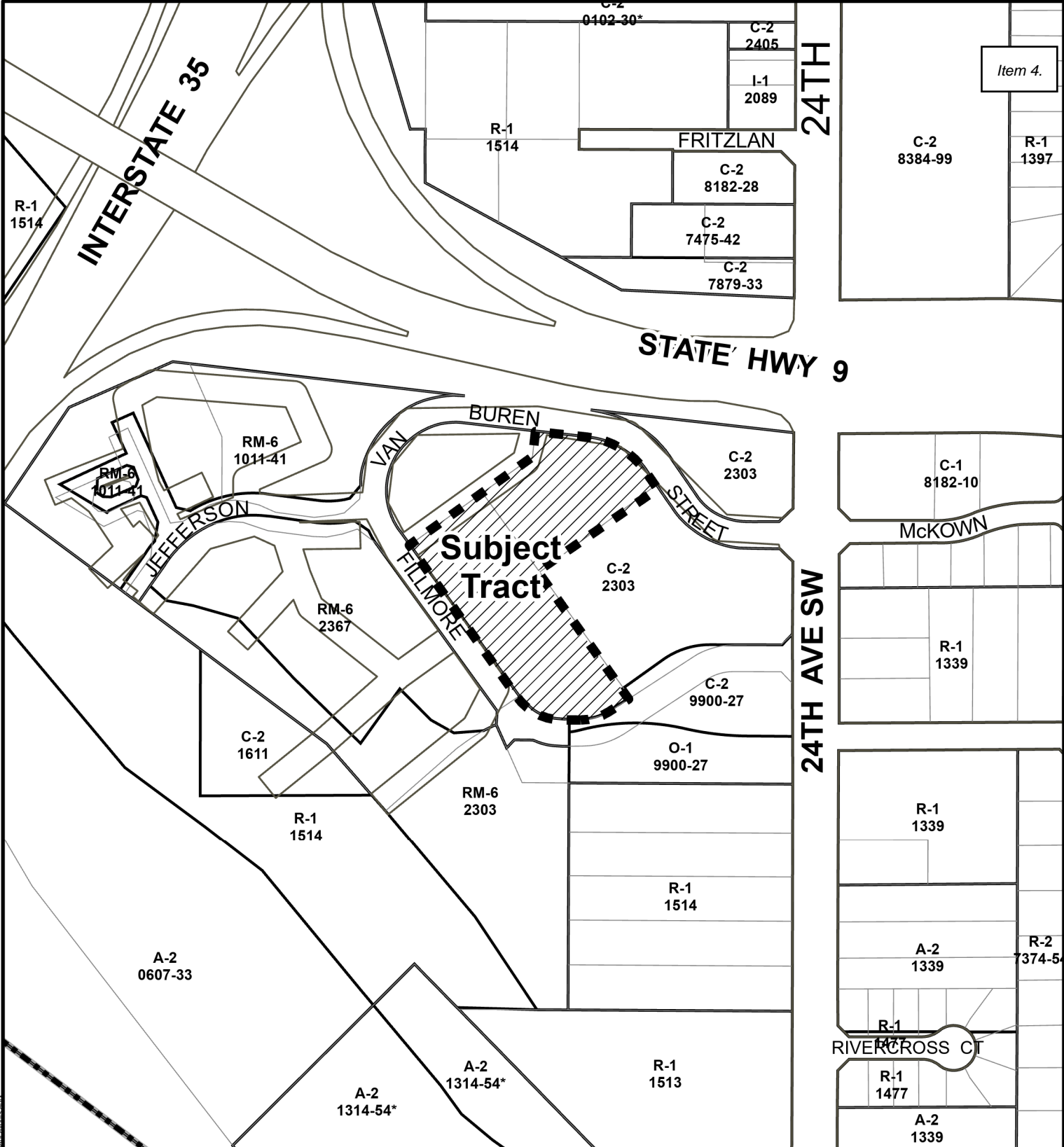
Plazas, café seating, and other outdoor spaces of significance should be present. Traditional public parks are not appropriate. Private parks within housing developments are permissible. Pedestrian amenities and connections to regional trails are commonly integrated.

LOCATIONAL CRITERIA

- Contained within a quarter-mile of the interchanges or along Freeway, Highway, and/or potential Turnpike corridors.
- Interchange Mixed-Use is most compatible adjacent to: UH, ULC, MX, LCC, C, JC, and TOD.
- Interchange 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

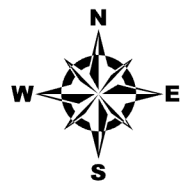
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PUD	SPUD	C-2	PL														
A-1	A-2	RE	R-1	R-1-A	R-2	RM-2	RM-4	RM-6	R-3	RO	TC	CR	C-3	I-1	I-2	M-1	



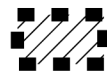
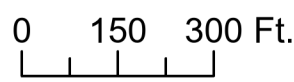
Location Map



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



February 4, 2026



Subject Tract

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Applicant: Barefoot Land Co.

Project Location: 1 Van Buren St.

Case Number: PD 26-5

Time: 5:30 p.m.

Applicant Representative:

Glenn Foster
Brady McDonald
Christian Hagen

Attendees:

Erica Bird
Judy Hatfield
Richard Wyatt

City Staff:

Lora Hoggatt, Planning Services Manager
Jonah McGuffie, Planner I
AshLynn Wilkerson, Assistant City Attorney I

Application Summary:

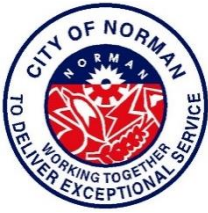
The applicant is considering requesting a Special Use for Mini-Warehouse in the C-2, General Commercial District.

Neighbors' Comments/Concerns/Responses:

Neighbors requested information on the exterior materials for the proposed buildings. The applicant explained they use a neutral palette, with mainly beige, black, and gray. One neighbor mentioned they appreciate the indoor concept of accessing storage units inside the buildings instead of on the exterior. They also think this project will help activate this area where business activity has been slow.

File Attachments for Item:

5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-1: A PRELIMINARY PLAT FOR VAN BUREN SELF STORAGE.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 07/14/2026

REQUESTER: Barefoot Land Co.

PRESENTER: Ken Danner, Subdivision Development Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2627-1: A PRELIMINARY PLAT FOR VAN BUREN SELF STORAGE.

LOCATION: Generally located south and west of the intersection of 24th Avenue S.W. and Van Buren Street.

INFORMATION:

1. Owners. Landmark Development Group, LLC. and South Canadian Development, LLC.
2. Developer. Barefoot Land Co.
3. Engineer. Crafton Tull & Associates, Inc.

HISTORY

1. July 9, 1963. City Council adopted Ordinance No. 1514 annexing this property into the Norman Corporate City Limits. By law, the property was placed in the R-1, Single-Family Dwelling District.
2. February 25, 1964. City Council adopted Ordinance No. 1611 placing a portion of this property in C-2, General Commercial District and removing it from R-1, Single-Family Dwelling District.
3. July 9, 1970. Planning Commission, on a vote of 6-1, recommended to City Council that a portion of this property not be placed in C-2, General Commercial District and removed from C-2, General Commercial District and R-1, Single-Family Dwelling District.
4. July 9, 1970. Planning Commission, on a vote of 7-0, approved the preliminary plat for I-35-9 Addition.
5. November 10, 1970. City Council adopted Ordinance No. 2303 placing a portion of this property in C-2, General Commercial District and removing it from R-1. Single-Family Dwelling District and C-2, General Commercial District.

6. December 9, 1971. Planning Commission, on a vote of 9-0, recommended to City Council the final plat for Presidential No. 1 Addition be approved. A portion of this property was included in the final plat.
7. April 4, 1972. City Council approved the final plat and accepted Subdivision Bond No. B-7172-258 for Presidential No. 1 Addition.
8. April 5, 1972 the final plat for Presidential No. 1 Addition was filed of record with the Cleveland County Clerk.
9. May 1978. This portion of property contained within the final plat for Presidential No. 1 Addition was vacated in District Court (C-78-378 (w)) with some easements retained.
10. November 12, 1981. Planning Commission, on a vote of 6-0, approved the preliminary plat for Presidential No. 2 Addition. A portion of this property was included with Presential No. 2 Addition preliminary plat.
11. August 9, 1984. Planning Commission, on a vote of 9-0, approved the preliminary plat for The Center at Riverside Addition. The final plat for Greystone Number 1 Addition was filed of record with the Cleveland County Clerk on February 21, 1986. The final plat is located north of this property
12. August 9, 1989. The approval of the preliminary plat for The Center at Riverside became null and void.
13. June 13, 1991. Planning Commission, on a vote of 6-3, recommended to City Council that a portion of this property be placed in the C-2, General Commercial District and removed from RM-6, Medium Density Apartment District and C-2, General Commercial District.
14. June 13, 1991. Planning Commission, on a vote of 9-0, approved the preliminary plat for Presidential No. 2 Addition.
15. July 23, 1991. City Council rejected Ordinance No. O-9091-41 placing a portion of this property in C-2, General Commercial District and removing it from RM-6, Medium Density Apartment District and C-2, General Commercial District.
16. January 13, 2000. Planning Commission, on a vote of 7-0-1, recommended to City Council that a portion of this property be placed in O-1, Office-Institutional District and C-2, General Commercial District and removed from RM-6, Medium Density Apartment District.
17. January 13, 2000. Planning Commission, on a vote of 7-0-1, approved the preliminary plat for Waterfront Place Addition.

- 18. February 8, 2000. City Council adopted Ordinance No. O-9900-27 placing a portion of this property in the O-1, Office-Institutional District and C-2, General Commercial District and removing it from RM-6, Medium Density Apartment District
- 19. July 9, 2026. The applicant has made a request to place a portion of this property in the C-2, General Commercial District with Special Use for a Mini-Warehouse.

IMPROVEMENT PROGRAM:

- 1. Fire Hydrants. Fire hydrants will be installed in accordance with approved plans. Their locations will be reviewed by the Fire Department.
- 2. Permanent Markers. Permanent markers will be installed prior to the final plat being filed of record.
- 3. Sanitary Sewers. Sanitary sewer mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards.
- 4. Sidewalks. A sidewalk will be required adjacent to 24th Avenue S.W., Van Buren Street and Filmore Avenue.
- 5. Storm Sewers. Based on the fact this property is adjacent to the Canadian River and there no other properties under separate ownership between this property and the Canadian River, staff recommends fee in lieu of detention.
- 6. Streets. Twenty-fourth Avenue S.W., and Filmore Avenue will be constructed to current City paving standards.
- 7. Water Mains. Water mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards.

PUBLIC DEDICATIONS:

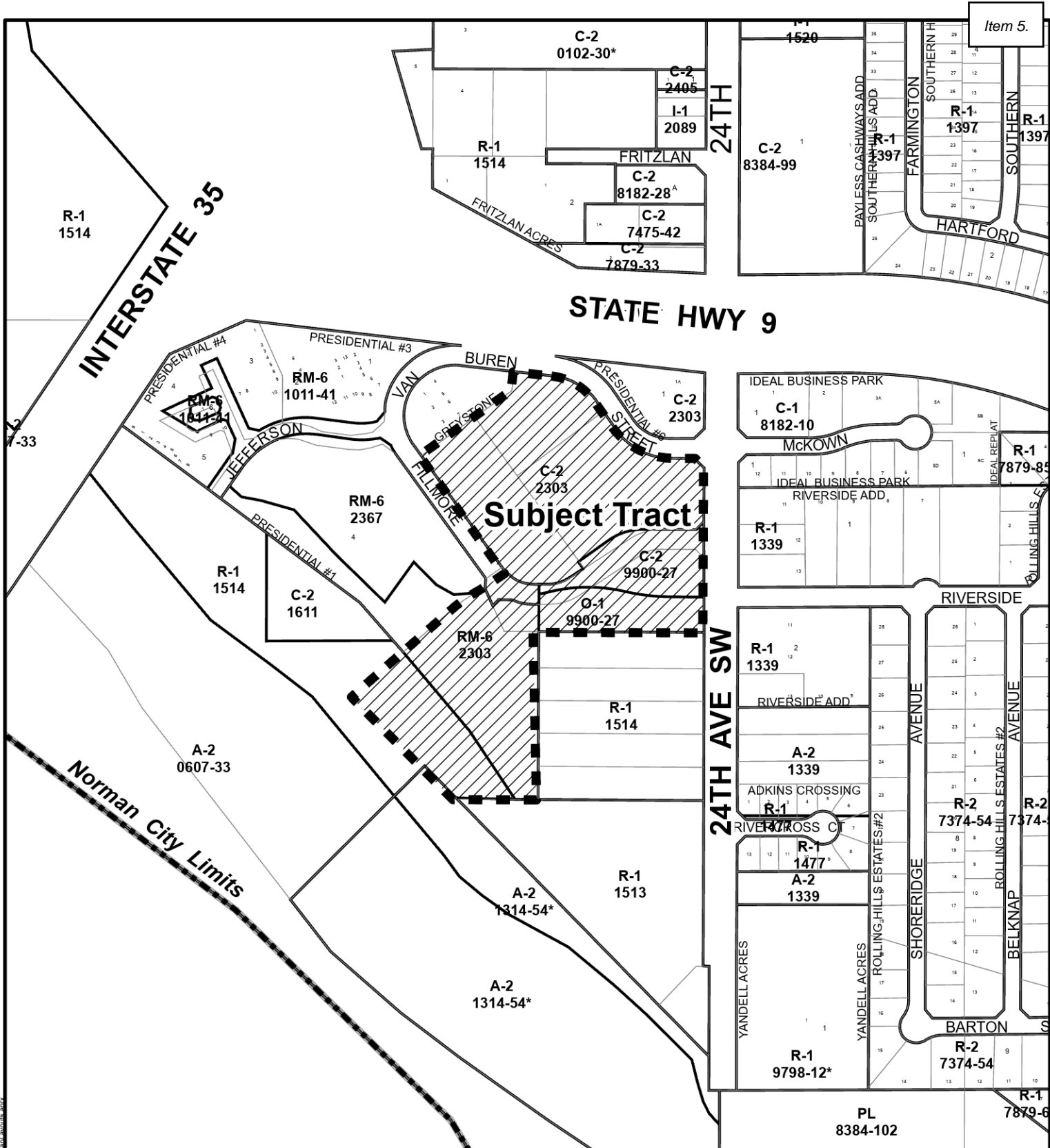
- 1. Easements. All required easements will be dedicated to the City with final platting.
- 2. Rights-of-Way. All required rights-of-way will be dedicated with final platting.

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

STAFF COMMENTS AND RECOMMENDATION: This property consist of 15.93 acres and 6 lots. The proposal is self storage facility, commercial and office uses.

ACTION NEEDED: Recommend approval or disapproval of the preliminary plat for Van Buren Self Storage to City Council.

ACTION TAKEN: _____



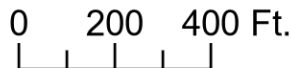
Location Map



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



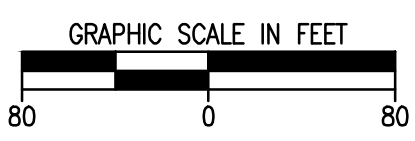
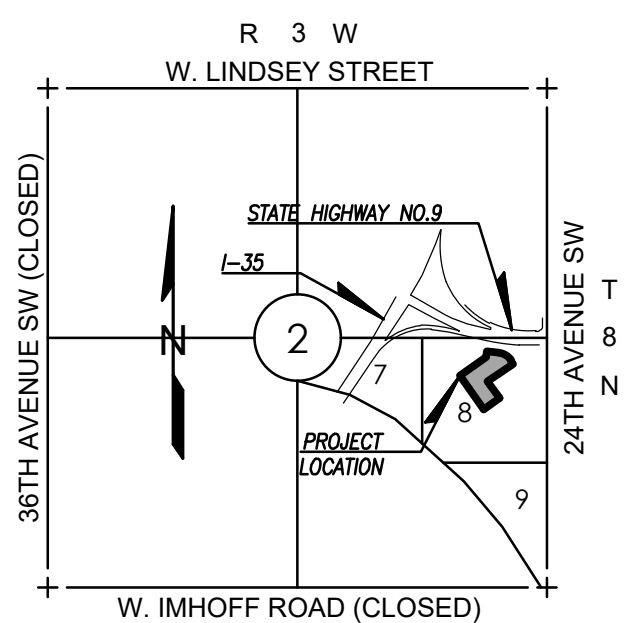
June 3, 2026



Subject Tract

PRELIMINARY PLAT OF VAN BUREN SELF STORAGE

A PART OF GOVERNMENT LOT 8, SECTION 2, T8N, R3W, I.M.
CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA



LOCATION MAP
SCALE: 1" = 2000'

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	85.44'	S34° 26' 48"E
L2	65.65'	S89° 51' 28"E
L3	35.51'	S44° 51' 28"E
L4	86.65'	N56° 26' 55"E
L5	56.18'	N06° 06' 23"E
L6	116.23'	S83° 53' 37"E

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	222.43'	230.00'	055°24'40"	S62° 09' 08"E	213.87'
C2	47.92'	1475.53'	001°51'39"	N49° 14' 21"E	47.92'
C3	32.89'	452.68'	004°09'48"	N53° 06' 09"E	32.89'
C4	56.15'	465.78'	006°54'25"	N58° 44' 15"E	56.12'
C5	24.14'	123.70'	011°10'58"	N41° 02' 18"W	24.11'
C6	157.57'	182.58'	049°28'51"	S59° 10' 12"E	152.73'

- ① FOUND 3/8" IRON PIN NO CAP
- ② FOUND 3/8" IRON PIN CSE "CA2977"
- ③ FOUND 3/8" IRON PIN BENT
- ④ FOUND CST DTM "CA6391" NAIL
- ⑤ FOUND CUT X

ZONING
 EXISTING: C-2 COMMERCIAL
 PROPOSED: C-2 COMMERCIAL
 NO CHANGE

OWNER/DEVELOPER
 BAREFOOT LAND COMPANY
 4234 NW 10TH STREET
 CAPE CORAL, FLORIDA 33993
 PH: 512.774.3401

LEGEND

P.O.B.	POINT OF BEGINNING
EX.	EXISTING
BK.	BOOK
PG.	PAGE
R/W	RIGHT-OF-WAY
BL	BUILDING LIMIT LINE
UE	UTILITY EASEMENT
DE	DRAINAGE EASEMENT
STAT.	STATUTORY

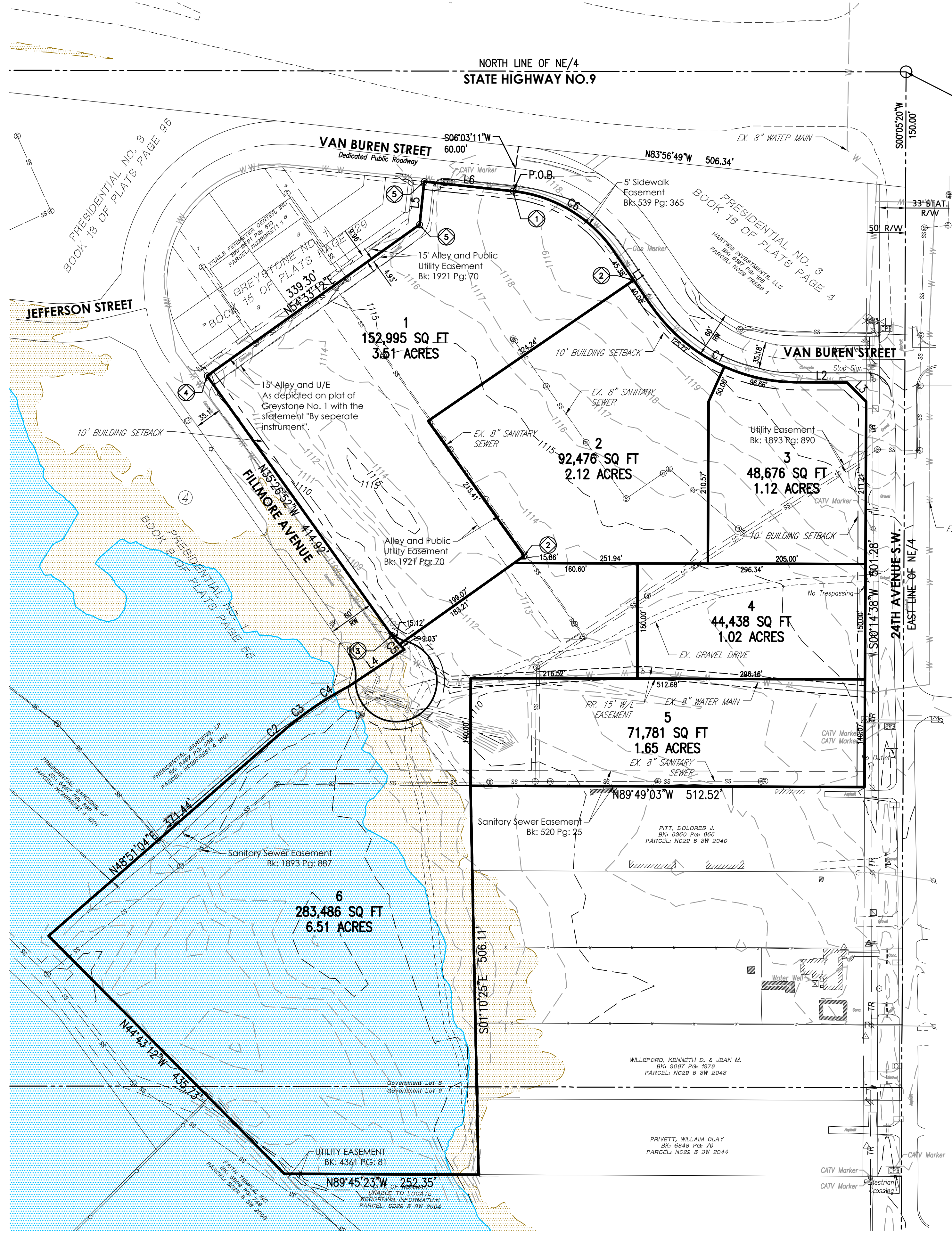
(WQPZ) WATER QUALITY PROTECTION ZONE

NOTE: THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION WITHIN THE WATER QUALITY PROTECTION ZONE (WQPZ) EASEMENT EXCEPT AS PERMITTED BY THE DIRECTOR OF PUBLIC WORKS UNLESS SUCH DISTURBANCE IS DONE IN ACCORDANCE WITH [SUBSECTION] 19-514(E) OF THE NORMAN CITY CODE.

NOTE: THE WQPZ IS SUBJECT TO PROTECTIVE COVENANTS THAT MAY BE FOUND IN THE LAND RECORDS AND THAT RESTRICT DISTURBANCE AND USE OF THESE AREAS.

STORM DRAINAGE DETENTION FACILITY EASEMENT

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTION AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE RIGHT, DUTY AND RESPONSIBILITY OF THE PROPERTY OWNER(S) IN THE PLAT OF VICTORY FAMILY CHURCH 2024 PARKING; HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNUSUAL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE CITY ENGINEER, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORN UPON SAID PROPERTY OWNER(S). OFFICIALS REPRESENTING THE PUBLIC WORKS DEPARTMENT SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY, UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, PROVIDED OWNER(S) MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT, PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.



POINT OF COMMENCEMENT
 NE CORNER OF GOV'T. LOT 8,
 SECTION 2, T8N, R3W, I.M.

- NOTES**
- THIS PLAT OF SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, AND THAT SAID FINAL PLAT COMPLIES WITH THE REQUIREMENTS OF TITLE 11 SECTION 41-108 OF THE OKLAHOMA STATE STATUTES.
 - CENTERLINE OF ROADWAY MONUMENTS SHALL BE AS FOLLOWS: MAGNETIC NAIL WITH WASHER STAMPED "CTA CA973" FOR ALL PAVED SURFACES.
 - PROPERTY CORNER MONUMENTS SET SHALL BE: 3/8" IRON ROD WITH A PLASTIC CAP STAMPED "CTA CA973".
 - THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION WITHIN THE WATER QUALITY PROTECTION ZONE (WQPZ) EASEMENT EXCEPT AS PERMITTED BY THE DIRECTOR OF PUBLIC WORKS UNLESS SUCH DISTURBANCE IS DONE IN ACCORDANCE WITH [SUBSECTION] 19-514(E) OF THE NORMAN CITY CODE.
 - PORTIONS OF SUBJECT TRACT FALL WITHIN A SPECIAL FLOOD HAZARD AREA, AS DESCRIBED ON THE FLOOD INSURANCE RATE MAPS FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED, SHOWN HEREON USING GIS DATA PROVIDED BY FEMA AS A PART OF THE NFHL.
 FIRM PANEL: 40027C0280J
 EFFECTIVE DATE: 01/15/2021
 THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.
 ZONE X (SHADED) - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
 ZONE AE - AN AREA INUNDED BY 1% ANNUAL CHANCE FLOODING, FOR WHICH bfeS HAVE BEEN DETERMINED.
 - BENCHMARK #1 - FOUND BRASS CAP STAMPED "CA2054" ON THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY 77.
 NORTHING: 705877.72
 EASTING: 2123692.73
 ELEVATION: 1148.99
 - THERE WILL BE NO SIDEWALK OR PAVING IMPROVEMENTS ALONG SW 24TH AVENUE.

LEGAL DESCRIPTION

A tract of land situated in Government Lot 8, Section 2 (2), Township Eight (8) North, Range Three (3) West of the Indian Meridian, Norman, Cleveland County, Oklahoma; said tract being more particularly described as follows:

Commencing at the Northeast Corner of said Government Lot 8 of Section 2; thence S00°05'20"W along the East line of said Government Lot 8 a distance of 150.00 feet; thence N83°56'49"W a distance of 506.34 feet; thence S06°03'11"W a distance of 60.00 feet to the Point of Beginning, said point being on the Southerly right-of-way line of Van Buren Street; thence along said right of way the following five (5) courses:

- along a curve to the right having a radius of 182.58 feet, an arc distance of 157.57 feet with a chord bearing of S59°10'12"E and a chord distance of 152.73 feet; thence
- S34°26'48"E a distance of 85.44 feet to the beginning of a curve to the left; thence
- 222.43 feet along the arc of said curve having a radius of 230.00 feet, subtended by a chord of 213.87 feet which bears S62°09'08"E; thence
- S89°51'28"E a distance of 65.65 feet; thence
- S44°51'28"E a distance of 35.51 feet; thence

S00°14'38"W a distance of 501.28 feet; thence
 N89°49'03"W a distance of 512.52 feet; thence
 S01°10'25"E a distance of 506.11 feet; thence
 N89°45'23"W a distance of 252.35 feet; thence
 N44°43'12"W a distance of 435.73 feet; thence
 N48°51'04"E a distance of 371.44 feet to the beginning of a curve to the right; thence
 47.92 feet along the arc of said curve having a radius of 1475.53 feet, subtended by a chord of 47.92 feet which bears N49°14'21"E to the beginning of a curve to the right; thence
 32.89 feet along the arc of said curve having a radius of 452.68 feet, subtended by a chord of 32.89 feet which bears N53°06'09"E the beginning of a curve to the right; thence
 56.15 feet along the arc of said curve having a radius of 465.78 feet, subtended by a chord of 56.12 feet which bears N58°44'15"E; thence
 N56°26'55"E a distance of 86.65 feet to the beginning of a non-tangent curve to the right; thence
 24.14 feet along the arc of said curve having a radius of 123.70 feet, subtended by a chord of 24.11 feet which bears N41°02'18"W; thence
 N35°26'52"W a distance of 414.92 feet; thence
 N54°33'12"E a distance of 339.30 feet; thence
 N06°06'23"E a distance of 56.18 feet to a point on the Southerly right-of-way line of Van Buren Street; thence
 S83°53'37"E along said Southerly right-of-way line a distance of 116.23 feet to the POINT OF BEGINNING.

Said tract contains 693,852 Sq Ft or 15.93 Acres, more or less.

**PRELIMINARY PLAT
 VAN BUREN SELF STORAGE**

300 Points Parkway Blvd.
 Yukon, Oklahoma 73099

Crafton Tull
 architectural | engineering | surveying
 405.787.6270 | 405.787.6274
 www.craftontull.com

SHEET NO.: 1 of 1
 DATE: 06/18/2026
 PROJECT NO.: 25612500

CERTIFICATE OF AUTHORIZATION:
 CA 173 (FIELD EXP) 6/20/2024

Van Buren Self-Storage Preliminary Plat

The proposed 80,200 square foot self-storage development is proposed for location on the southwest quadrant of the State Highway 9 intersection with 24th Avenue SW. The site will contain access points along both Van Buren Street and Fillmore Avenue as well as 24th Avenue SW and is expected to generate 6 AM peak hour trips, 11 PM peak hour trips, and 103 trips on an average weekday. Obviously being well 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 Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACK-GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
24 th Avenue SW	2	2,000 ¹	103	2,103	17,100	11.70	12.30

¹ Estimated

All of the streets adjacent to the proposed site are either collectors or local streets. As such, the requirements in the City’s Engineering Design Criteria for driveway spacing, etc., are not applicable. Therefore, no additional off-site improvements are anticipated. There are no applicable traffic impact fees to be collected in the area.



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

DATE: June 11, 2026

STAFF REVIEW BY: David Riesland, P.E.
City Transportation Engineer

PROJECT NAME: Van Buren Self-Storage Preliminary Plat **PROJECT TYPE:** Commercial
Owner: Landmark Development Group, LLC
Developer's Engineer: Crafton Tull
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

The area near the southwest corner of the intersection of State Highway 9 and 24th Avenue SW is zoned commercial and office with low density residential further to the south. 24th Avenue SW is the main north-south roadway in the area which serves to funnel all site related traffic toward State Highway 9.

ALLOWABLE ACCESS:

The site will contain access points along both Van Buren Street and Fillmore Avenue as well as 24th Avenue SW. All of the streets adjacent to the proposed site are either collectors or local streets. As such, the requirements in the City's Engineering Design Criteria for driveway spacing, etc., are not applicable.

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

24th Avenue SW: 2 lanes (existing), Speed Limit - 25 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: YES NO

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

TRIP GENERATION

Time Period	Total	In	Out
Weekday	103	52	51
A.M. Peak Hour	6	4	2
P.M. Peak Hour	11	5	6

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

Obviously being well 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 Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development. . This proposed connections to the public roadway will all afford full access.

RECOMMENDATION: APPROVAL DENIAL N/A STIPULATIONS

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

The proposed 80,200 square foot self-storage development is proposed for location on the southwest quadrant of the State Highway 9 intersection with 24th Avenue SW. The site will contain access points along both Van Buren Street and Fillmore Avenue as well as 24th Avenue SW and is expected to generate 6 AM peak hour trips, 11 PM peak hour trips, and 103 trips on an average weekday. Obviously being well 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 Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

All of the streets adjacent to the proposed site are either collectors or local streets. As such, the requirements in the City's Engineering Design Criteria for driveway spacing, etc., are not applicable. Therefore, no additional off-site improvements are anticipated. There are no applicable traffic impact fees to be collected in the area.

Applicant: Barefoot Land Co.

Project Location: 1 Van Buren St.

Case Number: PD 26-11

Time: 5:30 P.M.

Applicant Representative:
Christian Hagen

Attendees:
Richard Wyatt
Glenn Foster
Erica Bird

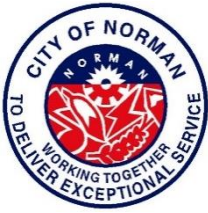
City Staff:
Logan Gray, Planner II
Beth Muckala, Assistant City Attorney III
Landon Gum, Subdivision Development Coordinator

Application Summary:
Barefoot Land Co. requests a Preliminary Plat for 1 Van Buren St.

Neighbors' Comments/Concerns/Responses:
There was one neighbor in attendance. He stated that the project looked great, but that he would miss the deer in the area.

File Attachments for Item:

6. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-64: 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 NORTHRIDGE INDUSTRIAL PARK SECTION 7 LOT 8A AKA LOTS 8 AND 9 BLK 2, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3201 DESKIN DRIVE; WARD 8)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 07/09/2026

REQUESTER: John and Lisa Proctor

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-64: 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 NORTHRIDGE INDUSTRIAL PARK SECTION 7 LOT 8A AKA LOTS 8 AND 9 BLK 2, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM I-1, LIGHT INDUSTRIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3201 DESKIN DRIVE; WARD 8)

APPLICANT/REPRESENTATIVE	John and Lisa Proctor/Shannan Hinckley, Countdown Events
LOCATION	3201 Deskin Dr.
WARD	8
CORE AREA	No
EXISTING ZONING	I-1, Light Industrial District
EXISTING LAND USE DESIGNATION	Job Center
CHARACTER AREA	Corridor (Gateway)
PROPOSED ZONING	SPUD, Simple Planned Unit Development
PROPOSED LAND USE	No Change
REQUESTED ACTION	Rezone to SPUD, Simple Planned Unit Development, to allow for a multipurpose event venue

SUMMARY:

The applicants, John and Lisa Proctor, represented by Shannan Hinckley, of Countdown Events, are requesting to rezone from I-1, Light Industrial District, to SPUD, Simple Planned Unit Development. The proposed rezoning will allow for the operation of a multipurpose event venue on the site.

EXISTING CONDITIONS:

SIZE OF SITE: +/- 0.96 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	I-1	I-1	I-1	I-1	I-1
Land Use	Job Center	Job Center	Job Center	Job Center	Job Center
Current Use	Multipurpose Event Venue	Industrial	Industrial	Industrial	Industrial

ZONING DESIGNATION

I-1, Light Industrial District

This industrial district is intended for the conduct of light industrial uses that do not generate excessive noise, odor, dust, smoke, or vibration, and are otherwise not injurious to the health and safety of the neighborhood. Certain retail activities associated with such light industrial uses are allowed, as are professional offices.

LAND USE DESIGNATION

Job Center

See attached Job Center Land Use Category document.

CHARACTER AREA DESIGNATION

Corridor Areas

See attached Corridor (Gateway) Character Area document.

NEAREST PUBLIC PARK

Highland Village Park is approximately 1 mile southeast of the subject property. However, it is not accessible via pedestrian infrastructure from the subject property.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

A Pre-Development meeting is not required for this request, as the subject property is under 40 acres.

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

This was a medical marijuana grow facility as late as 2020 with an annual inspection resulted in 2023 by NFD. An event center would be a change of use and the structure would need to comply with the IBC requirements for A-3 or A-2 depending on their intent of use.

BUILDING REVIEW

A building permit will be required to change the occupancy of the building to an Assembly Use. Building codes and all applicable trades will be addressed at the building permit stage.

PUBLIC WORKS/ENGINEERING

The proposal is located within an existing development that was platted as Northridge Industrial Park Section 7. There are no additional comments from Public Works/Engineering.

TRANSPORTATION ENGINEER

The proposal is located within an existing development that was platted as Northridge Industrial Park Section 7. There are no additional comments from the Transportation Engineer.

PLANNING*

ZONING CONSIDERATIONS

SPUD, Simple Planned Unit Development

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

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

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in

achieving the goals of comprehensive plan of record. In addition, the SPUD provides for the following:

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

The applicant requests rezoning to SPUD, Simple Planned Unit Development, to allow for the operation of a multipurpose event venue, which is not a defined or allowed use in any existing zoning district. The proposal is **consistent** with the purpose of a SPUD.

Uses Permitted

- The proposed uses of the site will be those allowed in the I-1, Light Industrial District, with the addition of a multipurpose event venue, as listed in Exhibit C of the SPUD narrative.

The uses permitted within the proposed development mirror those allowed in the I-1, Light Industrial District, with the addition of a multipurpose event venue. These proposed uses are **consistent** with the surrounding I-1 zoning. A multipurpose event venue is a less intensive use than several of the uses allowed by the current zoning district.

Area Regulations

- Front Setback: 25'
- Side Setback: 15' where abutting a residential zoning district, and 0' in all other cases.
- Rear Setback: 30' where abutting a residential zoning district, unless a rear alley is provided. 0' when there is a rear alley provided or the Property does not abut a residential zoning district.

The area regulations of the proposal are **consistent** with the setbacks of the surrounding area.

Height Regulations

- There shall be no maximum height for building within this SPUD, except where the lot abuts a residential zoning district, in which case any building shall not exceed three stories or 45 feet in height, unless it is set back one foot from all yard lines for each foot of additional height above 45 feet.

The proposed height limits are **consistent** with the surrounding area.

Landscaping

- Landscaping will comply with Norman's applicable ordinances.

The landscaped areas within the development are existing. Any redevelopment of the off-street parking areas will require landscaping that is **consistent** with City standards.

Parking

- The development will provide parking as shown on the Site Development Plan. All parking areas will comply with applicable ordinances. There is an existing gravel parking area on the south side of the property that may remain.

The proposed development is **inconsistent** with the City's parking regulations, due to the inclusion of a gravel parking area. Gravel is not an allowed parking surface, but the gravel parking area on the Property has been maintained since at least 2005. With this zoning request, gravel will be permitted as a parking surface.

Lighting

- All exterior lighting shall be installed in accordance with the applicable regulations of Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

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

Signage

- All signage shall comply with applicable provisions of the Industrial Sign Standards of the City of Norman Municipal Code.

All signage will be **consistent** with applicable City regulations.

Screening

- Screening shall meet or exceed the applicable provisions of Section 36-552, Fencing, Walls, and Screening, of the City of Norman Municipal Code. Additionally, outdoor storage shall be screened from public rights-of-way and adjacent residential areas.

All screening will be **consistent** with the City's screening regulations.

Exterior Materials

- All buildings shall comply with the applicable provisions of Section 36-547, Exterior Appearance, of the City of Norman Municipal Code.

The proposed exterior material regulations are **consistent** with the surrounding zoning, as they also must comply with the cited provisions. However, the development has existed since 2003, pre-dating the Exterior Appearance ordinance's effective date of October 28, 2005.

AIM NORMAN LAND USE CONSIDERATIONS

Please see the attached descriptions from the AIM Norman Land Use Plan. It should be noted that the development has existed since 2003, pre-dating the policies found within the land use plan.

Overarching Non-Residential Policies

The development is generally **inconsistent** with the overarching non-residential policies. However, it should be noted that the development has existed since 2003, pre-dating these policies. No new development is proposed as part of this SPUD.

Corridor Areas (Gateway) Policies

The proposal is generally **inconsistent** with the Corridor Areas (Gateway) policies, as it is single-use in nature, and does not feature pedestrian infrastructure. However, the development has existed since 2003, pre-dating these policies.

Job Center Land Use Policies

Job Center Policies

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

While the proposed SPUD, for the purpose of allowing a multipurpose event venue, is not typically associated with the types of uses described in the Job Center Land Use Policies, it is a similar land use to those supported uses. It also offers a service that is otherwise not described in any existing zoning district. Under the proposed SPUD, other uses allowed in the I-1, Light Industrial District, are allowed, meaning the site could come further into compliance with the spirit of this Land Use Policy in the future. Furthermore, the proposal does not allow for any residential development. Overall, the proposal is generally **consistent** with the Job Center Land Use Policy.

Building Types

There is no height limit within the proposed SPUD when not abutting a residential zoning district. The proposal is **consistent** with this Job Center Land Use Policy.

Site Design

The existing development is generally **consistent** with this Job Center Land Use Policy, as it features a simple site layout and utilizes landscaping to improve the development's attractiveness along Deskin Dr. and Double Dr. However, there are no pedestrian facilities proposed, as the development is located within an existing industrial park without larger pedestrian infrastructure or trail access.

Transportation

The proposal is **consistent** with this Job Center Land Use Policy, as it is located within an industrial park with simple access to W. Tecumseh Rd.

Utility Access

The site is currently connected to public water and sanitary sewer facilities. The proposal is **consistent** with this Job Center Land Use Policy.

Public Space

There are no formal plazas or gathering spaces proposed. For this reason, the proposal is **inconsistent** with this Job Center Land Use Policy. However, it should be noted that the proposal is located within an existing development which pre-dates AIM Norman, and no major improvements to the site are proposed.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

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

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

Overall, the proposed development largely aligns with the AIM Norman Land Use and Character Area objectives, as the proposal is located within an existing development, and the proposed SPUD is similar to the regulations of the site's existing I-1, Light Industrial District, zoning designation. The intended use of a multipurpose event venue is generally less intensive than many of the uses allowed within the I-1 District, meaning there is no anticipated negative impact on the surrounding area.

CONCLUSION:

Staff forwards this request for rezoning from I-1, Light Industrial District, to SPUD, Simple Planned Unit Development, and Ordinance O-2526-64 to the Planning Commission for consideration and recommendation to City Council.

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORRIDOR AREAS

CHARACTERISTICS & INTENT

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

Gateway Corridors

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

In-Town Corridors

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

Downtown Corridors

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

GOALS

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

OPPORTUNITIES

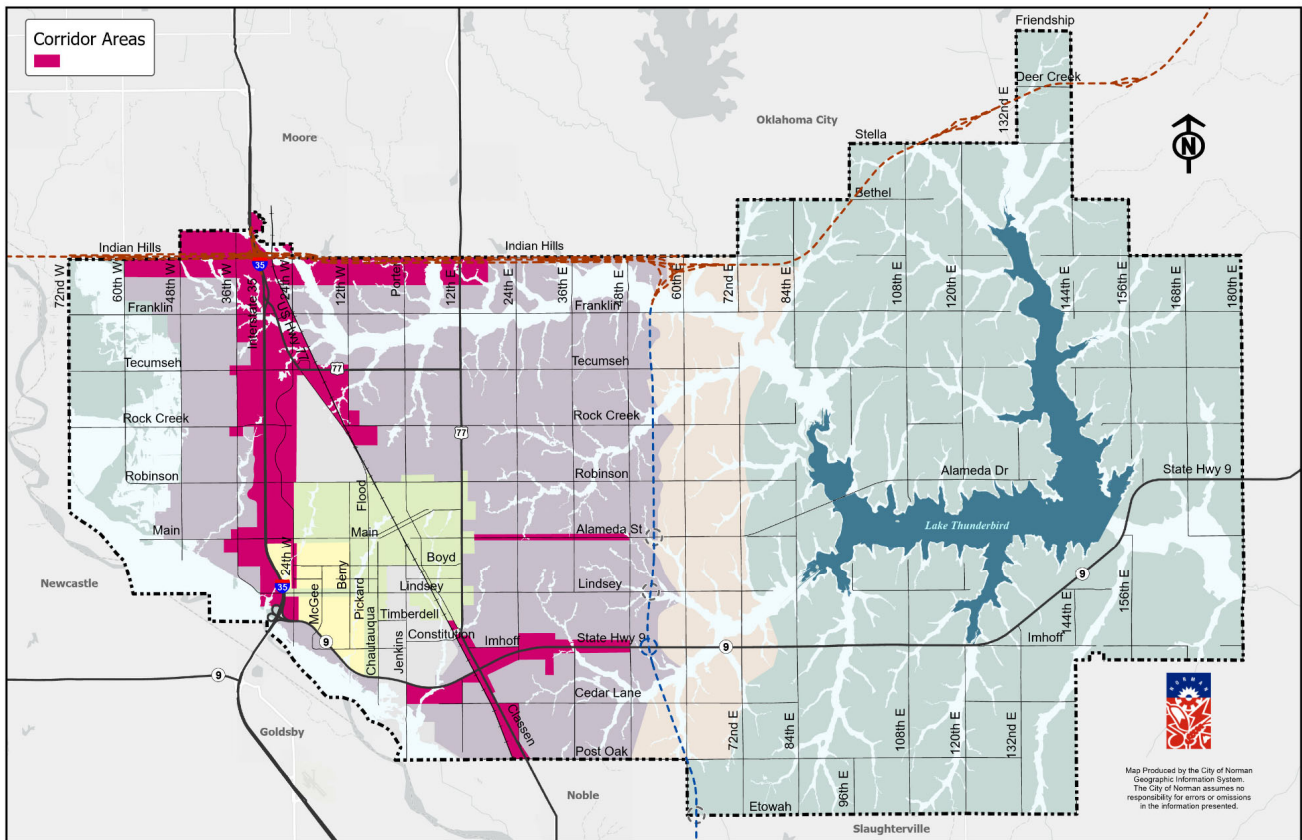
- Access to public transit systems.
- New and redevelopment opportunities.
- Convenient connections to nearby neighborhoods.

CHALLENGES

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

POLICIES

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



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

ACTION ITEMS

- Complete corridor-specific plans for Ed Noble Parkway and the potential Transit Oriented Development (TOD) sites that identify residential development opportunities that have good access management, improved site design, and low impact transitions to non-residential uses.
- Offer wayfinding and gateway features that welcome and orient visitors.
- Conduct a parking study with intent to reduce parking abundance by evaluating the amount of parking needed at the development or block level rather than at the individual business level.
- Establish incentives for the I-35 Corridor that:
 - *Elevate the image of the community as compared to other sections of the I-35 corridor in the metropolitan area. Examples may include,*

LAND USE CATEGORY

Job Center (JC)

DESCRIPTION & CONTEXT

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

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

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

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

LOCATIONAL CRITERIA

- Strong, if not direct, access to regional highway network. Typically along connector and arterial streets or at places of high accessibility.
- May connect to regional commercial centers, though not required.
- Job Center is most compatible adjacent to: UM, UH, ULC, MX, IMX, CBD, LCC, C, TOD, OP, and CIV.
- Job Center is least compatible adjacent to: UL, RR, and AR. and requires additional buffering from uses that generate more noise, odors, air and light pollution, and heavy traffic.

ZONING DISTRICTS

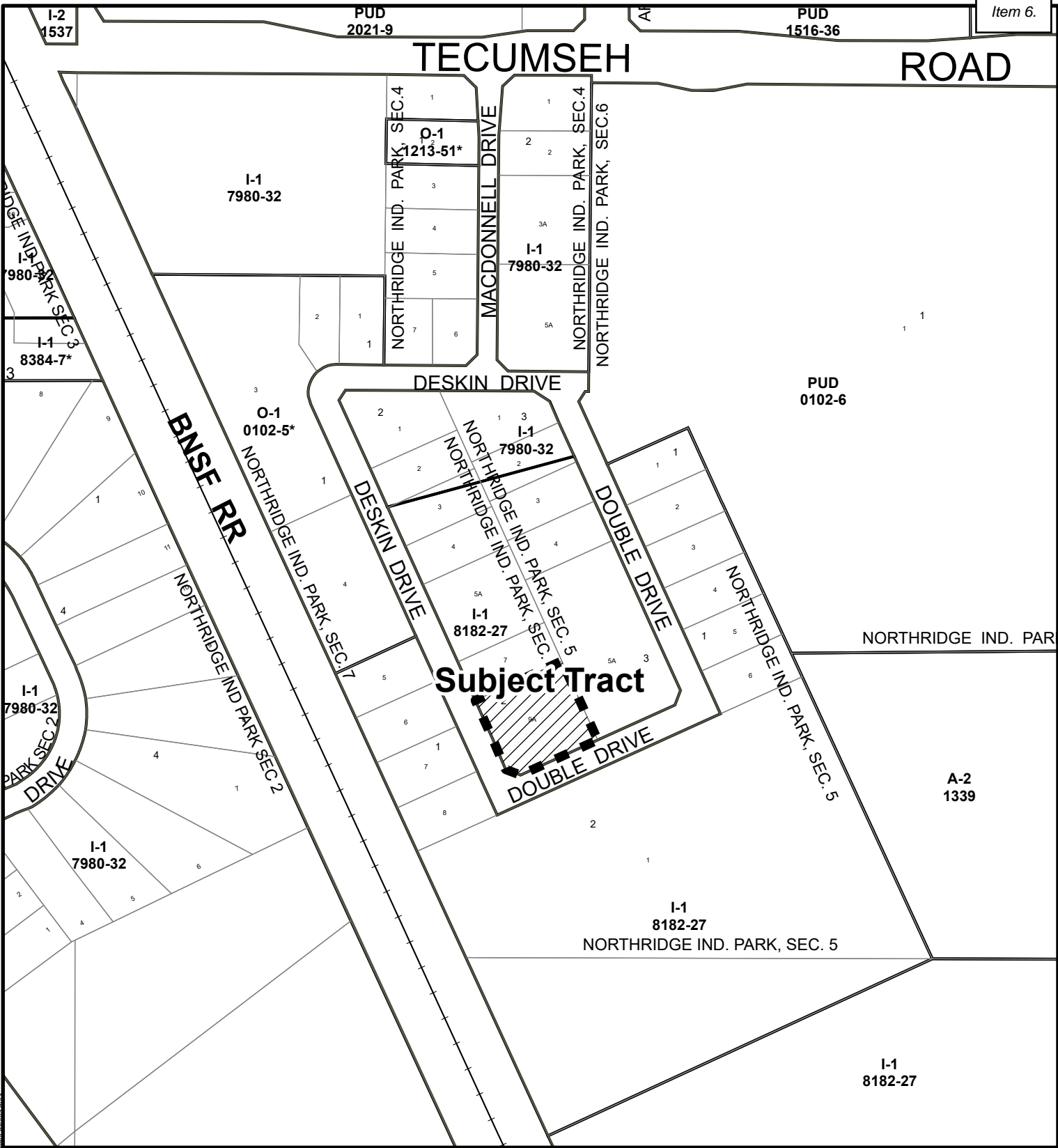
I-1	I-2	M-1																	
PUD	SPUD																		
A-1	A-2	RE	R-1	R-1-A	R-2	TC	CR	I-1	I-2	M-1									

Office



Industrial

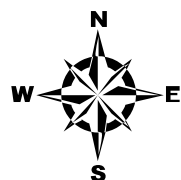




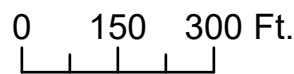
Location Map



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



May 5, 2026



Subject Tract

3201 Deskin Dr
SIMPLE PLANNED UNIT DEVELOPMENT (SPUD)
Norman, Oklahoma

APPLICANT:

John and Lisa Proctor

APPLICATION FOR:

Simple Planned Unit Development (SPUD)
Norman, 2026

SUBMISSION DATES:

Submitted: June 1, 2026
Revised: June 29, 2026

PREPARED BY:

Shannan Hinckley, Countdown Events
3201 Deskin Dr

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EXHIBITS

- A. Legal Description
- B. Site Development Plan
- C. Allowable Uses

I. INTRODUCTION

John and Lisa Proctor (the “Applicant”) propose to rezone the property described in **Exhibit “A”** (the “Property”) as a Simple Planned Unit Development (“SPUD”) to allow for the use, operation, and associated amenities of a multipurpose event venue.

The Property contains approximately 0.96 acres and includes one existing building, approximately 5,300 SF in size, and an accessory building, approximately 200 SF in size, to serve as a multipurpose event space and staging area. A Site Development Plan is included as **Exhibit “B”**.

II. PROPERTY DESCRIPTION / GENERAL SITE CONDITIONS

A. Location

The Property is generally located at the northeast corner of Deskin Dr. and Double Dr., with the assigned street address of 3201 Deskin Dr.

B. Existing Land Use and Zoning

The Property is currently zoned I-1, Light Industrial District, and is used for a multipurpose event venue.

C. Elevation and Topography

The Property was platted as Lots 8 and 9 of Block 2 of the Northridge Industrial Park Section 7, Norman, Cleveland County, Oklahoma.

D. Drainage

Development will comply with all applicable drainage regulations and requirements of the City of Norman.

E. Utility Services

Utilities including water, sewer, electric, gas, and telecommunications are existing and currently serve the Property.

F. Fire Protection Services

Fire protection will be provided by the Norman Fire Department in accordance with applicable codes and regulations.

G. Traffic Circulation and Access

Access points and circulation patterns are shown on the Site Development Plan.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property will be developed generally in accordance with the Site Development Plan (**Exhibit “B”**), subject to final engineering and permitted adjustments under applicable SPUD regulations.

A. Uses Permitted

The development will allow for the same uses currently allowed in the I-1, Light Industrial District, as well as a multipurpose event venue and associated amenities thereof. A detailed list of permitted uses is provided in **Exhibit “C”**.

B. Area Regulations

Setbacks:

- Front: 25 feet
- Side: 15 feet where abutting a residential zoning district or any street side corner. There shall be no side yard setback requirement where the Property does not abut a residential zoning district.
- Rear: 30 feet where abutting a residential zoning district, unless a rear alley is provided, in which case there is no required setback. There shall be no rear yard setback requirement where the Property does not abut a residential zoning district.
- Additional restrictions: Easements as shown on the Property’s Preliminary and Final Plats.

Coverage:

There shall be no maximum impervious surface coverage within this SPUD.

Height:

There shall be no maximum height for buildings within this SPUD, except where the lot abuts a residential zoning district, in which case any building shall not exceed three stories or 45 feet in height, unless it is set back one foot from all yard lines for each foot of additional height above 45 feet.

Minimum Lot Size:

There shall be no minimum lot size within this SPUD.

C. Development Criteria

1. Exterior Materials

All buildings shall comply with applicable provisions of Section 36-547, Exterior Appearance, of the City of Norman Municipal Code. Additional architectural controls may be established through private covenants.

2. Sanitation

All uses within the SPUD shall comply with applicable City solid waste disposal regulations.

3. Signage

Signage shall comply with applicable provisions of the Industrial Zone Sign Standards of Chapter 28, Sign Regulations, of the City of Norman Municipal Code.

4. Traffic Access and Circulation

Vehicular access and internal circulation shall be developed as shown on the Site Development Plan.

5. Parking

Parking shall comply with applicable provisions of Sections 36-548, Off-Street Parking Requirements, and 36-550, Development and Maintenance of Off-Street Parking Facilities, of the City of Norman Municipal Code, and the conceptual layout shown on the Site Development Plan. There is an existing gravel parking lot on the south side of the property that may remain.

6. Outdoor Storage

Outdoor storage shall be screened and not visible from public rights-of-way or adjacent residential areas.

8. Landscaping and Fencing

Landscaping shall meet or exceed the applicable provisions of Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, of the City of Norman Municipal Code, as amended from time to time. Fencing may be installed as shown on the Site Development Plan and as needed. Fencing will meet Section 36-552, Fencing, Walls, and Screening, as amended from time to time.

9. Lighting

Lighting shall comply with applicable provisions of Section 36-549, Commercial Outdoor Lighting Standards, of the City of Norman Municipal Code, as amended from time to time, and be designed to minimize off-site impacts.

Exhibit A: Legal Description

A parcel of land being all of Lots eight (8) and Nine (9), of Block Two (2), of the NORTHRIDGE INDUSTRIAL PARK SECTION 7, to Norman, Cleveland Conty, Oklahoma according to the recorded plat thereof, and being more particularly described as follows:

Beginning at the Northwest Corner of said Lot 8;

Thence North $65^{\circ}38'04''$ East a Distance of 215.00 feet;

Thence South $24^{\circ}24'56''$ East a Distance of 195.33 feet;

Thence South $65^{\circ}38'03''$ West a Distance of 190.00 feet;

Thence North $69^{\circ}23'27''$ West a Distance of 35.37 feet;

Thence North $24^{\circ}24'56''$ West a Distance 170.15 feet to the Point of Beginning.

NKA Lots 8A according to the Lot Line Adjustment recorded in Book 3489, Page 853.

Exhibit B: Site Development Plan

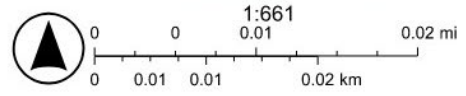


Exhibit C: Allowed Uses

- Automobile sales and service, but not including automobile or machinery wrecking establishments
- Boat sales and service
- Building materials sales yard, including the sale of rock, sand, gravel, and cement and the like as an incidental part of the main business. This shall not be construed as permitting a cement batch plant or transit mix plant.
- Contractor's equipment storage yard or yard for rental equipment of a type commonly used by contractors.
- Crematorium, subject to all the following conditions and requirements:
 1. Crematoriums shall meet the setback requirements of the underlying zoning district, except that they will be located a minimum of 400 feet from any RE, R-1, R-2, and R-3 zoning districts and 100 feet from all other zoning districts measured from the closest point of the building to the nearest residential district.
 2. Facilities shall meet all applicable State and federal requirements for incineration equipment and shall be licensed at all times.
 3. All storage shall be inside.
 4. Incinerator stacks shall not be located on the front side of the roof of any structure facing the street.
 5. Crematoriums shall have direct vehicle access to an arterial street.
- Funeral parlor, mortuary, and crematorium so long as the crematorium is attached to the funeral parlor or mortuary and complies with the following conditions and requirements:
 1. Any building which incorporates a crematorium shall meet the setback requirements of the underlying zoning district.
 2. Facilities shall meet all applicable State and federal requirements for incineration equipment and shall be licensed at all times.
 3. All storage shall be inside.
 4. Incinerator stacks shall not be located on the front side of the roof of any structure facing the street.
- Farm machinery or contractor's machinery storage yard
- Mobile home or camper sales
- Office buildings and offices for such professional services as accountant, architect, attorney, business or management consultant, court reporter, dentist or dental surgeon, engineer, geologist or geophysicist, linguist, landscape architect, optometrist, optician, osteopathic physician, planning consultant, psychologist, physician or surgeon, or registered nurse; provided, however, that no retail sales nor

stock of goods shall be permitted other than the incidental sale of merchandise within the above professional offices or a pharmacy which may be located only in a building providing space for medical offices. Funeral homes and mortuaries shall not be considered professional services permitted in this district.

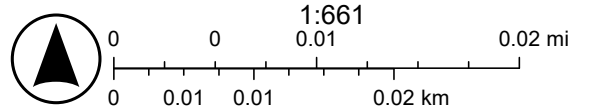
- Public utility service company yard or electric receiving or transforming station.
- Truck and farm implement sales and service.
- Truck terminal
- Veterinary hospital
- Warehousing
- Trade schools and schools for vocational training
- Impoundment yard, subject to the following conditions:
 1. The operator of the storage facility must obtain both a City license to operate an impoundment yard and a State wrecker license;
 2. All areas used for the storage of impounded vehicles shall be completely screened by an eight-foot tall opaque fence, and maintained in good condition;
 3. All public parking areas shall be paved in accordance with City standards. However, areas used for storage of disabled vehicles shall, at a minimum, be surfaced with at least six inches of crushed rock, preferably limestone with appropriate gradations, installed on a sub-base which has been cleared and grubbed, properly graded and compacted, and consists of a suitable soil (one with a low to moderate plasticity index);
 4. No disabled automobiles, parts, or salvage material of any kind shall be stored outside or above the fence.
- The following uses when conducted within a completely enclosed building:
 - Manufacture of beer, wine and spirits and associated sales of those products manufactured on-site, subject to the following conditions and requirements and compliant with the State Alcoholic Beverage Laws and Enforcement Commission (ABLE):
 1. Compliance with all applicable State ABLE laws regarding manufacturing and packaging of beer, wine and spirits;
 2. Compliance with all applicable State ABLE laws regarding on-site serving of alcoholic beverages (beer, wine and spirits) and pre-packaged sales, as well as retailing of associated merchandise;
 3. Licensure with the State ABLE and the City.
 - The manufacture, compounding, processing or treatment of such products as bakery goods, candy, cosmetics, dairy products, drugs, perfumes, pharmaceuticals, toiletries, and food products

- The manufacture, compounding, assembling, or treatment of articles or merchandise from the following previously prepared materials: Bone, cellophane, canvas, cloth, cork, feathers, felt, fiber, fur, glass, hair, horn, leather, paper, plastics, precious or semi-precious metals or stone, shell, textiles, tobacco, wood, yarn, and paint not employing a boiling process
- The manufacture of pottery and figurines or other similar ceramic products, using only previously pulverized clay, and kilns fired only by electricity or gas.
- The manufacture and maintenance of electric and neon signs, commercial advertising structures, light sheet metal products, including heating and ventilating ducts and equipment, cornices, eaves, and the like.
- Manufacture of musical instruments, toys, novelties, and rubber and metal stamps
- Machine shop excluding punch presses over 20 tons rated capacity, drop hammers, and automatic screw machines
- Assembly of electrical appliances, electronic instruments and devices, radios and phonographs, including the manufacture of small parts only, such as coils, condensers, transformers, crystal holders and the like
- Laboratories. Experimental, photo or motion picture, film or testing. For the purposes of this section, the term "laboratories" includes medical marijuana testing laboratories, as allowed by State law, that fully comply with this provision
- Poultry or rabbit killing incidental to a retail business on the same premises
- Foundry casting light weight non-ferrous metals
- Tire retreading and recapping when incidental to a retail tire business
- Pipe storage yard
- Machinery or equipment storage yard
- Medical marijuana commercial grower, as allowed by State law
- Medical marijuana education facility, as allowed by State law
- Medical marijuana processor (any tier, except that Tier I and Tier II will not be allowed to have on-site sales), as allowed by State law
- Medical marijuana storage facility
- Medical marijuana waste facility (incineration and/or compositing only), as allowed by State law
- Multipurpose event venue; events may include but are not limited to the following:
 - Bridal Showers
 - Graduations
 - Birthday Parties
 - Weddings and Wedding Receptions
 - Rehearsal Dinners

- Celebrations of Life
- Banquets
- Meetings
- Classes and workshops
- Religious services and events
- Live music and DJ performances commonly associated with these uses, except that there shall be no live entertainment events for which an admission fee or cover charge is imposed to observe said entertainment.
- Buildings, structures and uses accessory and customarily incidental to any of the above uses

3201 Deskin Dr Site Development Plan

Item 6.



File Attachments for Item:

7. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-75: 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 HIGHLAND LOTS 5-13 BLK 4, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM R-3, MULTI-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (314 E HAYES STREET; WARD 4)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 7/9/2026

REQUESTER: Salvation Army

PRESENTER: Kelly Abell, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-75: 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 HIGHLAND LOTS 5-13 BLK 4, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM R-3, MULTI-FAMILY DWELLING DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (314 E HAYES STREET; WARD 4)

APPLICANT/REPRESENTATIVE	Salvation Army/Jackson Construction
LOCATION	314 E Hayes
WARD	4
CORE AREA	Yes
EXISTING ZONING	R-3, Multifamily Dwelling District, Central Norman Zoning Overlay District
EXISTING LAND USE DESIGNATION	Mixed-Use
CHARACTER AREA	Core Neighborhood
PROPOSED ZONING	SPUD, Simple Planned Unit Development
PROPOSED LAND USE	No Change
REQUESTED ACTION	Rezone to SPUD, Simple Planned Unit Development, to facilitate the development of a dining facility.

SUMMARY:

The applicant, Salvation Army, is requesting to rezone the subject property to a Simple Planned Unit Development (SPUD). The proposed rezoning will allow for the construction of a new dining facility while continuing the existing community services provided on the property, including emergency overnight shelter, food distribution, and supportive services for individuals and families experiencing homelessness. The new dining facility will serve as an additional component of the property's overall service offerings.

EXISTING CONDITIONS:

SIZE OF SITE: 0.75 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	R-3	R-3	C-3	I-1	R-3
Land Use	Mixed-Use	Mixed-Use	Mixed-Use	Mixed-Use	Mixed-Use
Current Use	Community services	Multifamily	Commercial	Industrial	Multifamily

ZONING DESIGNATION

R-3, Multifamily 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 Documents.

CHARACTER AREA DESIGNATION

Core Neighborhood Areas

See attached Core Neighborhood Character Area document.

NEAREST PUBLIC PARK

Tulls Park is approximately 0.3 miles northwest of the subject property and is accessible via sidewalks along north Peters, and east Dale Street.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

This property is platted as Highland Addition and does not exceed 40 acres; therefore, a Pre-Development meeting with neighboring property owners was not required.

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or division responded with review comments “inconsistent” with AIM Norman Plan. Items 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

The property is platted as Highland. The applicant will be required to complete a Lot Line Adjustment after zoning approval, before a permit will be issued.

TRANSPORTATION ENGINEER

The Transportation Engineer has no comments as the property is already platted.

PLANNING

ZONING CODE CONSIDERATIONS

SPUD, Simple Planned Unit Development

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

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

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in

achieving the goals of comprehensive plan of record. In addition, the SPUD provides for the following:

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

The applicant is requesting to rezone the subject property to a SPUD, Simple Planned Unit Development, to allow for the construction of a new dining facility and to provide flexibility in setback requirements due to the site's limited developable area under the proposed master plan. The requested modifications and development flexibility are **consistent** with the purpose and intent of the SPUD zoning district.

Uses Permitted

- Allowed uses within the proposed development include a dining facility, place of worship, office space, and sheltering services. A detailed list of permitted uses is provided in **Exhibit "C"**.

The uses proposed within the development are **consistent** with and of similar intensity to the surrounding low-intensity commercial uses, including the veterinary office to the north and the companion food pantry to the east. The properties to the west of the subject site are zoned R-3, Multifamily Dwelling District, and the south is zoned I-1, Light Industrial District.

Area Regulations

- The property shall comply with the following development regulations: the minimum front yard setback shall be fifteen (15'6) feet, the minimum side yard setback shall be three (3) feet, and the minimum rear yard setback shall be three (3) feet.

The area regulations of the proposal are generally **consistent** with the setbacks of the surrounding area; however, they are smaller than the required front and rear setbacks of the R-3 District. All developments will be reviewed for compliance at the building permit stage.

Height Regulations

- Maximum building height for any structure is three stories.

The proposed height limits are **consistent** with the surrounding zoning districts. The R-3 District allows height up to three stories. The C-3 District does not have a height maximum. I-1

District allows up to three-stories (or 45') unless adjoining a dwelling district, then modifications to the setbacks are required.

Landscaping

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

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

Parking

- The development will provide parking as shown on the Preliminary Site Development Plan. All parking areas will comply with applicable City ordinances.

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

Lighting

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

Exterior lighting within the development will be **consistent** with applicable City regulations and will be addressed at the building permit stage.

Signage

- Signage shall comply with applicable provisions of the Commercial Zone Sign Standards of the City of Norman Sign Regulations, as amended from time to time.

The proposal is **consistent** and complies with Commercial Zone Sign Standards. The applicant will be required to submit a sign permit application for any signs requested.

Exterior Materials

- All buildings shall comply with applicable provisions of Section 36-547, Exterior Appearance, of the City of Norman Municipal Code.

The proposed exterior building materials are **consistent** with City regulations for Exterior Appearance.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching Non-Residential Policies

The proposal is **consistent** with the Overarching Non-Residential Policies, as the development is using high quality building materials, such as brick and stone.

Core Neighborhood Policies

The proposal is **consistent** with the Core Neighborhood Character Area policy as the development has an internal pedestrian network between buildings.

Mixed-Use Land Use Policies

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

Building Types

The proposal is generally **inconsistent** with this Mixed-Use Land Use Policy, because the proposed structure on the site plan is one-story and there is not a residential component to the project. However, this site is an existing use and the development will fit with the building types of the surrounding area.

Site Design

The Mixed-Use Site Design policies are largely not applicable to this development as it is an existing campus with only one new building proposed.

Transportation

The proposed development is **consistent** with the Mixed-Use Land Use policy, as the site has access to public transit and is connected to the existing sidewalk network and nearby transit stops.

Utility Access

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

Public Space

The proposal is **consistent** with this Mixed-Use Land Use policy as the dining facility will also function as a place of worship, allowing community to gather.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

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

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

Overall, the proposed development is consistent with the AIM Norman Comprehensive Plan and advances the applicable Land Use and Character Area objectives. The project incorporates high-quality building materials, including brick and stone, and enhances pedestrian connectivity through an internal walkway network that links buildings across the campus. The site is located in an area with existing pedestrian infrastructure and access to nearby goods and services, and the proposed improvements further strengthen walkability. Additionally, the scale of the development is compatible with the surrounding neighborhood, supporting the area's established character while accommodating the proposed uses.

CONCLUSION:

Staff forwards this request for zoning to SPUD, Simple Planned Unit Development, and Ordinance O-2526-75 to the Planning Commission for consideration and recommendation to City Council.

Attachment:

Salvation Army AIM Supporting Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

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

GOALS

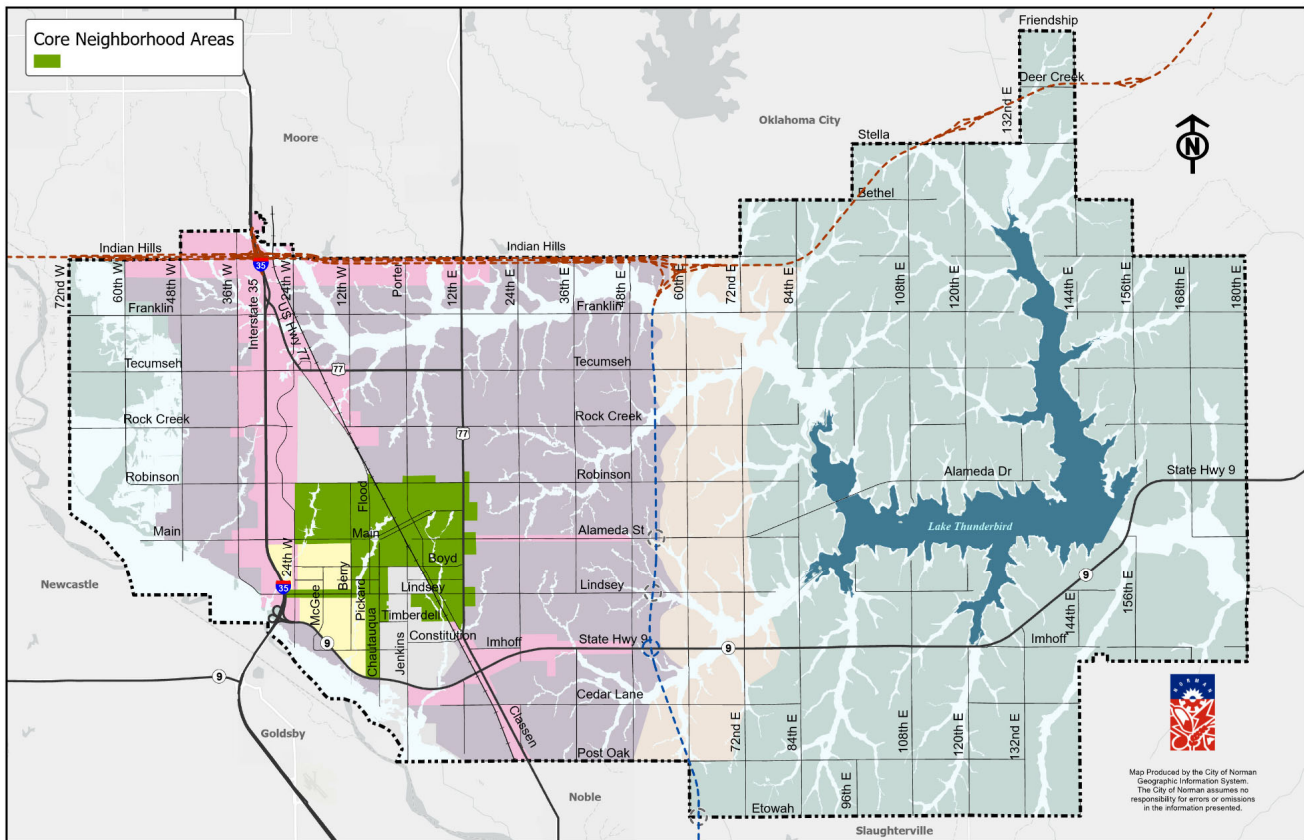
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that’s enjoyable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

OPPORTUNITIES

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

CHALLENGES

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



POLICIES

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

ACTION ITEMS

- Work with Downtown businesses to explore a Business Improvement District.
- Incorporate results of the Center City Infrastructure Study into future projects.
- Based on the most recently adopted Housing Plan, establish programming to encourage rehabilitation of residential structures.

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

LAND USE

Land Use Category Descriptions

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

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

Norman’s Current Zoning Districts are:

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

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

LAND USE CATEGORY

Mixed-Use (MX)

DESCRIPTION & CONTEXT

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

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

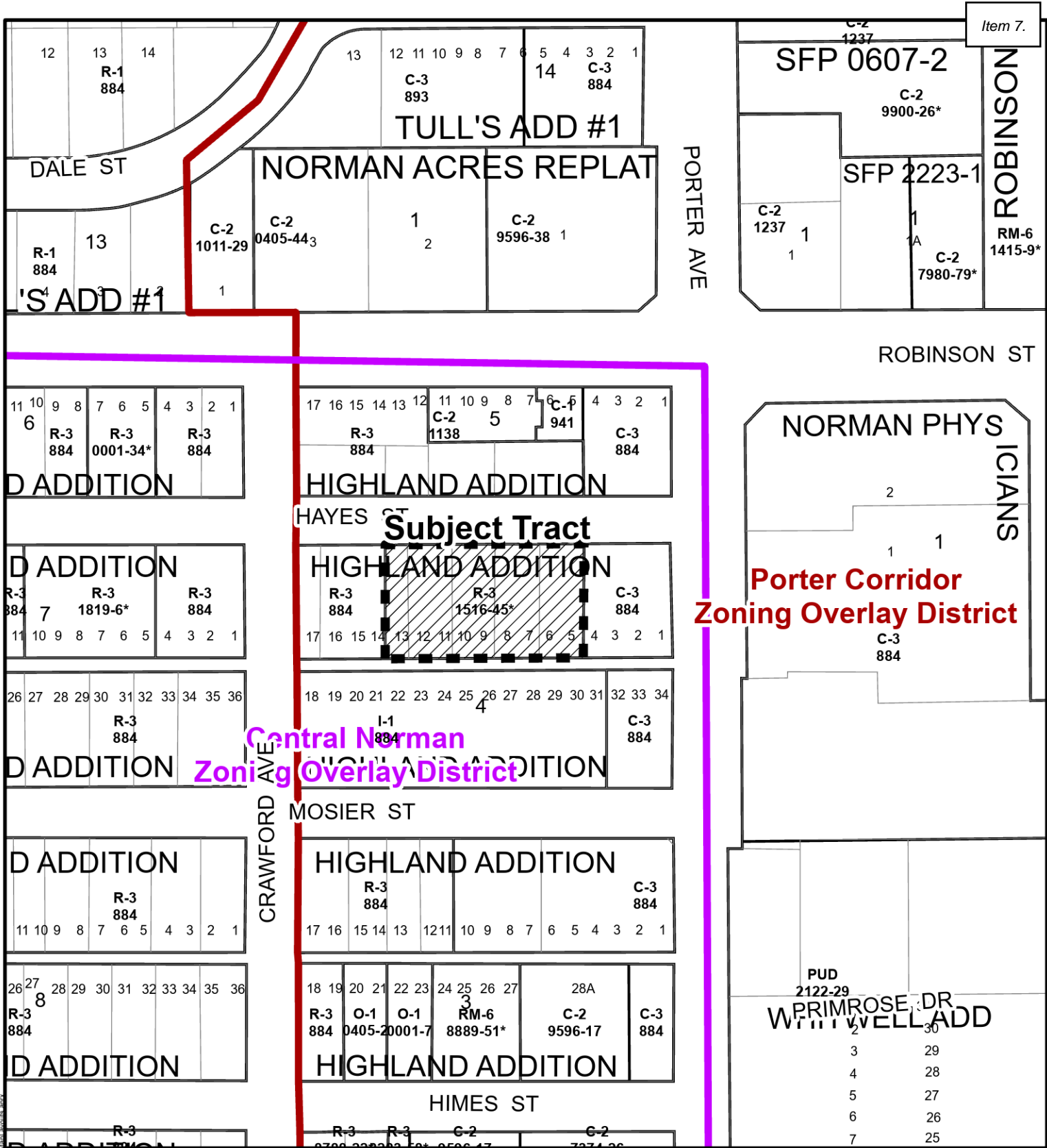
RM-2	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	MUD		
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Mixed-Use



Mixed-Use in West Village, Oklahoma City, OK





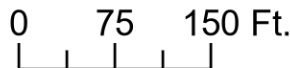
Location Map



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



June 16, 2026



Subject Tract

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Salvation Army New Dining Facility
SIMPLE PLANNED UNIT DEVELOPMENT (SPUD)
Norman, OK 73069

APPLICANT:
Salvation Army

APPLICATION FOR:
Simple Planned Unit Development (SPUD)
Norman, OK 73069

SUBMISSION DATES:
Submitted: 6-30-26

PREPARED BY:
Pinnacle Design Group
333 12th Ave, SE Suite 201
Norman, OK 73071

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- I. Introduction
- II. Property Description / General Site Conditions
 - A. Location
 - B. Existing Land Use and Zoning
 - C. Elevation and Topography
 - D. Drainage
 - E. Utility Services
 - F. Fire Protection Services
 - G. Traffic Circulation and Access
- III. Development Plan and Design Concept
 - A. Uses Permitted
 - B. Area Regulations
 - C. Development Criteria

EXHIBITS

- A. Legal Description
 - B. Site Development Plan and Elevations
 - C. Allowable Uses
 - D. Landscape Plan and Open Space Plan
-

I. INTRODUCTION

Salvation Army requests to rezone the Property described at 314 E Hayes St as a Simple Planned Unit Development (“SPUD”) to allow for construction of a new dining facility.

The Property contains approximately .75 acres. The property contains two existing structures, and two separate parking areas. A conceptual Site Development Plan is included. The intent of the SPUD is to develop an overall Master Plan for the future development of the Salvation Army property.

II. PROPERTY DESCRIPTION / GENERAL SITE CONDITIONS

A. Location

The Property is generally located on E Hayes St, South of Robinson St and West of Porter Ave.

B. Existing Land Use and Zoning

The Property is currently zoned R3, Multifamily Dwelling District with Special Use for a Church, temple, or other place of worship, Ordinance O-1516-45. This property is located within the Porter Corridor Overlay District. The Property is within the Commercial Development line; therefore, does not require additional buffering along the west side of the Property. The current land use for the area is for Salvation Army, and associated companion uses provided by Salvation Army. The AIM designation for this site is Mixed Use with a Character Aras of Core Neighborhood.

C. Elevation and Topography

The property is platted as Lots 5-13, of Block 4, Highland Addition to the City of Norman, Cleveland County, Oklahoma. Elevations and topography details for the property may be found in the subdivisions final plat, filed of record with Cleveland County Oklahoma.

D. Drainage

Development will comply with all applicable drainage regulations and requirements of City of Norman.

E. Utility Services

Utilities including water, sewer, electric, gas, and telecommunications are available nearby or will be extended to serve the Property.

F. Fire Protection Services

Fire protection will be provided by City of Norman Fire Department in accordance with applicable codes and regulations.

G. Traffic Circulation and Access

Access points and circulation patterns are shown on the Site Development Plan.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property will be developed generally in accordance with the Site Development Plan, subject to permitted adjustments under applicable SPUD regulations.

A. Uses Permitted

The development will allow for continued services provided by Salvation Army. A list of permitted uses is listed:

- Commercial dining facility with kitchen
- Place of worship
- Respite and unhoused overnight and emergency sheltering services
- Facilities supporting sheltering services to include laundry, storage, showers, multi-use space.
- Staff and office use for outreach and related services.

B. Area Regulations**Setbacks:**

- Front: 15'-6" feet
- Side: 3'-0" feet
- Rear: 3'-0" feet

Coverage:

The total impervious area is 16,751 SF (57%).

Height:

Maximum building height for any structure is three stories.

C. Development Criteria**1. Exterior Materials**

All buildings shall comply with applicable provisions of Section 36-547, Exterior Appearance, of the City of Norman Municipal Code. Additional architectural controls may be established through private covenants. Exterior Building Elevations attached.

2. Sanitation

Location shown on site plan shall be reviewed and approved by sanitation services.

3. Signage

Signage shall comply with applicable provisions of the Commercial Zone Sign Standards of the City of Norman Sign Regulations, as amended from time to time.

4. Traffic Access and Circulation

Vehicular access and internal circulation shall be developed as shown on the Site Development Plan.

5. Open Space

The total open space is 5,723 SF (20%).

6. Parking

Parking shall comply with applicable provisions of Sections 36-548, Off-Street Parking Requirements, and 36-550, Development and Maintenance of Off-Street Parking Facilities, of the City of Norman Municipal Code, and the conceptual layout shown on the Site Development Plan.

7. Outdoor Storage

Outdoor storage shall be screened and not visible from public rights-of-way or adjacent residential areas.

8. Landscaping and Fencing

Landscaping shall meet or exceed the applicable provisions of Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, of the City of Norman Municipal Code, as amended from time to time. Fencing may be installed as shown on the Site Development Plan and as needed. Fencing will meet Section 36-552, Fencing, Walls, and Screening, as amended from time to time. Landscape Plan Attached.

9. Lighting

Lighting shall comply with applicable provisions of Section 36-549, Commercial Outdoor Lighting Standards, of the City of Norman Municipal Code, as amended from time to time, and be designed to minimize off-site impacts.

Exhibit A – Legal Description

Highland Lots 5-13 BLK 4

Exhibit C – Allowable Uses

- Commercial dining facility with kitchen
- Place of worship
- Respite and unhoused overnight and emergency sheltering services
- Facilities supporting sheltering services to include laundry, storage, showers, multi-use space.
- Staff and office use for outreach and related services.

File Attachments for Item:

8.

CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 TRACT OF LAND BEING A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE WEST HALF (W/2) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-6, MEDIUM DENSITY APARTMENT DISTRICT, AND A-1, GENERAL AGRICULTURAL DISTRICT, AND PLACE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT AND PROVIDING FOR THE SEVERABILITY THEREOF. (WEST OF I-35 AND SOUTH OF W LINDSEY ST AND 36TH AVE SW; WARD 3)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 7/9/2026

REQUESTER: Bob Moore Farms North, LLC

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 TRACT OF LAND BEING A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE WEST HALF (W/2) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE SOUTHWEST QUARTER (SW/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST AND THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, AND A TRACT OF LAND LYING IN THE NORTHWEST QUARTER (NW/4) OF SECTION TWO (2), TOWNSHIP EIGHT (8) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, CITY OF NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-6, MEDIUM DENSITY APARTMENT DISTRICT, AND A-1, GENERAL AGRICULTURAL DISTRICT, AND PLACE SAME IN THE A-2, RURAL AGRICULTURAL DISTRICT AND PROVIDING FOR THE SEVERABILITY THEREOF. (WEST OF I-35 AND SOUTH OF W LINDSEY ST AND 36TH AVE SW; WARD 3)

APPLICANT/REPRESENTATIVE Bob Moore Farms North, LLC

LOCATION Generally located west of I-35 and south of West Lindsey Street

WARD 3

CORE AREA	No
EXISTING ZONING	RM-6, Medium-Density Apartment District, R-1, Single Family Dwelling District, and A-1, General Agricultural District
EXISTING LAND USE DESIGNATIONS	Open Space and Agricultural Residential
CHARACTER AREA	Corridor, Rural and Protected & Sensitive Areas
PROPOSED ZONING	A-2, Rural Agricultural District
PROPOSED LAND USE	No Change

SUMMARY:

The owner proposes to rezone the subject property from its existing zoning designations of RM-6, Medium-Density Apartment District, R-1, Single-Family Dwelling District, and A-1, General Agricultural District. These zoning classifications have been in place since the adoption of Ordinance O-8384-144 in July 1985. At the time of the 1985 rezoning, the property was planned for a golf course and associated open space.

Moving forward, the applicant seeks to utilize the property for the keeping and grazing of several head of cattle. However, the existing zoning districts do not permit the raising of farm animals. Rezoning the property to the A-2, Rural Agricultural District will allow this agricultural use and is consistent with the applicant's intended use of the property.

In conjunction with the rezoning request, the applicant also proposes to construct a barbed wire fence to contain the livestock. Barbed wire fencing is not permitted under the current zoning districts but is allowed within the proposed A-2, Rural Agricultural District.

EXISTING CONDITIONS:

SIZE OF SITE: 130 acres

SURROUNDING PROPERTY DESIGNATIONS

	Subject Property	North	East	South	West
Zoning	RM-6/R-1/ A-1	RM-6/R-1	C-2/RM-6/ R-1	State Property/River	A-2

Land Use	Open Space/ Agricultural Residential	Urban Low/Urban Living Center/ Mixed-Use	Urban High/ Agricultural Residential	Open Space	Open Space/ Agricultural Residential
Current Use	Vacant	Vacant	Commercial/ Residential	Vacant	Vacant

CURRENT ZONING DESIGNATIONS (3)

A-1, General Agricultural District

This district is intended to provide a zoning classification for the land situated on the fringe of the urban area that is used for agricultural purposes but will be undergoing urbanization in the future. Most of these areas will be in close proximity to residential and commercial uses. Therefore, the agricultural activities conducted in this district should not be detrimental to urban land uses. It is not intended that this district provide a location for a lower standard of residential development than is authorized in other districts. The types of uses, area and intensity of use of land which is authorized in this district is designed to encourage and protect agricultural uses until urbanization is warranted and the appropriate change in district classification is made.

R-1, Single-Family Dwelling District

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

RM-6, Medium-Density Apartment District

The RM-6 district is designed to encourage the development of neighborhoods having a variety of dwelling types, including townhouses, thus providing for the varying requirements of families. The regulations are intended to ensure compatibility with adjacent existing and proposed low-density apartment development.

CURRENT LAND USE DESIGNATIONS (2)

Open Space

See attached Open Space Land Use Category document

Agricultural Residential

See attached Agricultural Residential Land Use Category document

CURRENT CHARACTER AREA DESIGNATIONS (3)

Corridor

See attached Corridor Character Area document.

Rural

See attached Rural Character Area document.

Protected and Sensitive

See attached Protected and Sensitive Character Area document.

PROCEDURAL REQUIREMENTS:**PRE-DEVELOPMENT: PD26-16 June 25, 2026**

Rezoning requests exceeding 40 acres are required to attend a Pre-Development meeting. The applicant attended the June 25 Pre-Development meeting. This application does not require platting. Please see the attached summary.

REVIEW COMMENTS:

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

CITY DEPARTMENTS

1. Fire Department
2. Building 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

This application for rezoning does not include any structures. Any building permits will be required to go through the standard review process if the applicant decides to move forward with construction.

PUBLIC WORKS/ENGINEERING

The property is not platted and is not required to plat as part of this rezoning request.

TRANSPORTATION ENGINEER

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

PLANNING

Proposed Zoning Consideration
A-2, Rural Agricultural District

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

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

The applicant requests rezoning of the property to A-2, Rural Agricultural District, to permit running of cattle and related agricultural uses. The proposed use of the property is **consistent** with the intent and purpose of the A-2, Rural Agricultural District, which is intended to accommodate agricultural operations and rural land uses while preserving the agricultural character of the area.

AIM NORMAN LAND USE DESIGNATIONS

Please see the attached descriptions of the designated land uses for this property from the AIM Norman Land Use Plan.

There are no proposed changes to the AIM Norman Land Use Designations as part of this rezoning request.

LAND USE DESIGNATIONS (2)

Open Space

The proposal to preserve the area for agricultural use is **consistent** with this Open Space designation.

Agricultural Residential, AR

The agricultural use planned for this site is **consistent** with the Agricultural Residential designation within AIM.

CHARACTER AREA DESIGNATIONS (3)

Corridor Area Policies

The Corridor Area designation applies to a small area located in northeast portion of the site. This area is very small and situated between two areas designated as flood plain. The property is not platted; therefore, platting will be required prior to any future development. With that platting process, future development will be reviewed for

compliance with the Corridor Area Policy as adopted by AIM. Until such development is proposed, this section is considered N/A for this item.

Rural Area

The proposal is **consistent** with this Rural Area designation. The overall use of the property is agricultural in nature, and this request will preserve that use.

Protected & Sensitive Areas

The agricultural use planned for this site is **consistent** with the Protected & Sensitive Areas policies within AIM.

SITE REVIEW

Structures

N/A, no structures are proposed as part of this request. If properly permitted, accessory structures may be constructed within this zoning district. Structures are required to be located outside the existing flood plain area(s). If structures are planned within the designated flood plain areas, approval from the Flood Plain Permit Committee is required.

Site Design

The proposed agricultural use fits within the Rural and Protected & Sensitive Area Character Area designations as well as the current Land Use designations. If future development is proposed for the area designated as Corridor, a preliminary plat and rezoning will be required for that development in the future.

Transportation

The property is not platting at this time; there is no requirement for a traffic report. The existing access point located at the northwest corner and the east side will remain and be the only points of access.

Utility Access

The site has access to public water and sanitary sewer facilities. If the property is developed in the future, the development will be reviewed for proper utility access at that time.

Public Space

There is no public space planned as part of this application. Much of the area is covered with flood plain. If the property is developed in the future, the plan will be reviewed for the needed public spaces for the proposed use.

Neighborhood and/or Special Area Plans

The Corridor Area designated in the northeast portion of this property is included in the overall Ed Noble Parkway Center Special Study Area. This area is not covered with any flood plain and could be developed in the future with proper platting and rezoning.

UTILITIES

AIM NORMAN PLAN CONFORMANCE

N/A – This application is only for downzoning; there is no development proposed with this rezoning application.

SOLID WASTE MANAGEMENT

N/A – This application is only for downzoning; there is no development proposed with this rezoning application.

WATER/WASTEWATER AVAILABILITY

Water Availability

N/A – This application is only for downzoning; there is no development proposed with this rezoning application.

Wastewater Availability

N/A – This application is only for downzoning; there is no development proposed with this rezoning application.

DISCUSSION:

The proposed rezoning request seeks to change the subject property from the more intensive zoning classifications of RM-6, Medium-Density Apartment District, R-1, Single Family Dwelling District, and A-1, General Agricultural District, to A-2, Rural Agricultural District, to allow for the intended use of the land for running cattle and related agricultural activities. This request represents a reduction in development intensity, preserving the rural character and existing flood plain areas of the property, while supporting a agricultural use. Rezoning to an agricultural district is consistent with maintaining open space, minimizing impacts on surrounding properties, and promoting the productive use of the land for cattle grazing rather than higher-density residential or commercial development in this protected and sensitive area of southwest Norman.

CONCLUSION:

Staff forwards this request for rezoning from RM-6, Medium-Density Apartment District, R-1, Single Family Dwelling District, and A-1, General Agricultural District, to A-2, Rural Agricultural District, and Ordinance O-2526-74 to the Planning Commission for consideration and recommendation to City Council.

Attachments:

BMFN AIM Supporting Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

CORRIDOR AREAS

CHARACTERISTICS & INTENT

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

Gateway Corridors

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

In-Town Corridors

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

Downtown Corridors

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

GOALS

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

OPPORTUNITIES

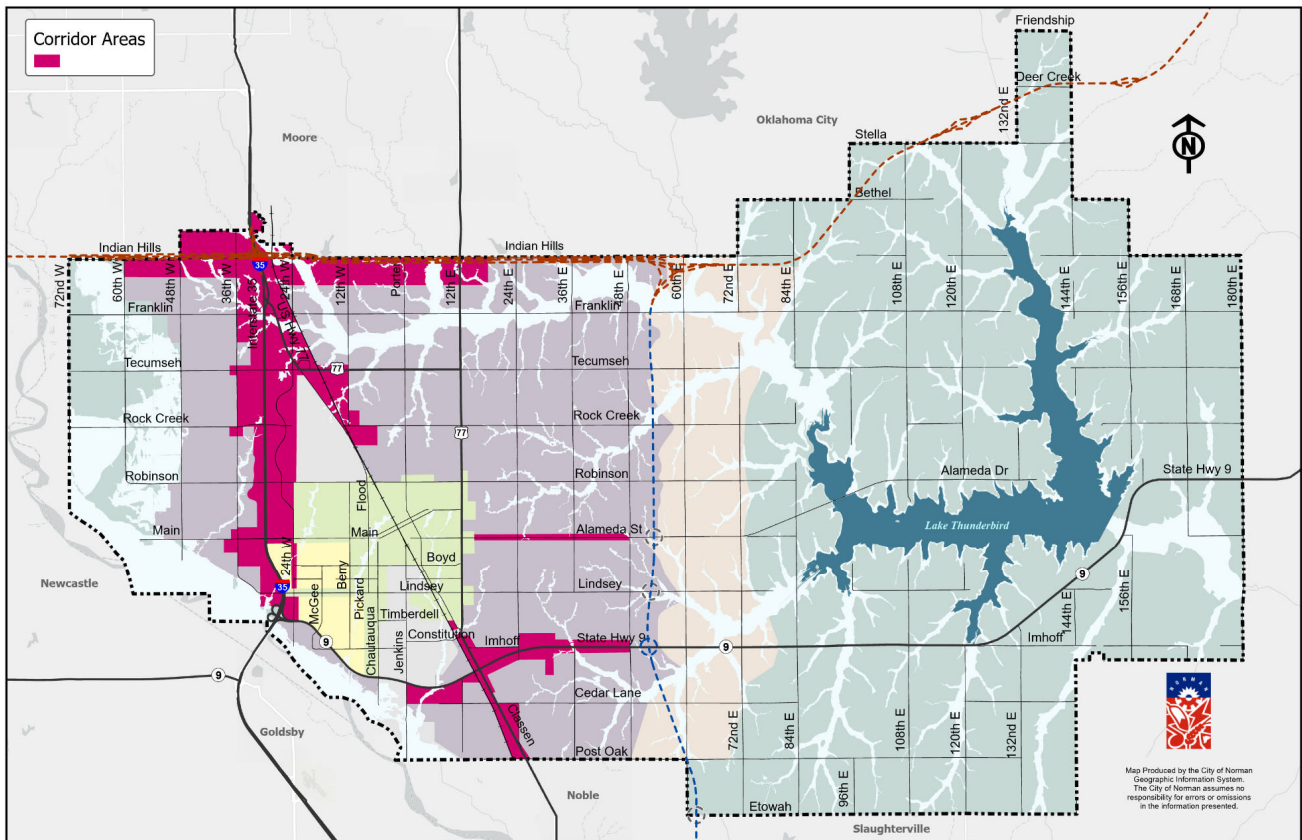
- Access to public transit systems.
- New and redevelopment opportunities.
- Convenient connections to nearby neighborhoods.

CHALLENGES

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

POLICIES

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



- Use screening, with natural materials when possible, to lessen noise pollution and visual clutter from existing and future uses along the corridor.
- Promote circulation and manage access to keep traffic flowing by:
 - *Including access along and into properties for vehicles, public transit, pedestrians, and bicyclists during street and interchange improvements.*
 - *Projects should not create fragmented parcels or impede on- and off-site circulation through, to reduce restriction of future development.*
 - *Allowing redevelopment of excess parking areas or commercial building space for residential uses, especially along public transit routes and areas with strong existing or planned pedestrian connections.*
 - *Requiring shared entrances, cross-access, and avoiding multiple access points for new commercial developments at major intersections.*
- Commercial developments should offer both internal and external pedestrian connections, especially between hotels, restaurants, and retail services.
 - *Connections to the corridors and through developments should improve safety for those walking, bicycling, or using mobility devices.*
- Allow redevelopment for high density residential and mixed-residential uses near public transit stops, along pedestrian routes, and where site design does not create secluded enclaves of apartments.
- Add density through development of sites behind properties directly facing streets.
- Retrofit or mask existing strip development or other unsightly features, as necessary.
- Explore requiring that stormwater management and detention have lower impact than historic stormwater conditions for all new or redevelopment along corridors.

but are not limited to: limiting signage and low quality building materials, increasing landscaping features, showcasing renewable energy, and/or featuring public art and lighting.

- *Improve efficiency of land use in the area and avoid large expanses of parking and disconnected uses.*
- Update regulations to:
 - *Emphasize community aesthetics, high-quality building design and materials, and image for Gateway Corridors.*
 - *Protect and/or preserve wetlands and wildlife habitat when developing east towards the 2045 Reserve.*
 - *Streamline projects that increase cross access between land uses and/or properties.*
- Elevate the image of all Gateway Corridors from the roadway. Examples may include, but are not limited to: limiting signage and low-quality building materials, increasing landscaping features, showcasing renewable energy, and/or featuring public art and lighting.

ACTION ITEMS

- Complete corridor-specific plans for Ed Noble Parkway and the potential Transit Oriented Development (TOD) sites that identify residential development opportunities that have good access management, improved site design, and low impact transitions to non-residential uses.
- Offer wayfinding and gateway features that welcome and orient visitors.
- Conduct a parking study with intent to reduce parking abundance by evaluating the amount of parking needed at the development or block level rather than at the individual business level.
- Establish incentives for the I-35 Corridor that:
 - *Elevate the image of the community as compared to other sections of the I-35 corridor in the metropolitan area. Examples may include,*

RURAL AREAS

CHARACTERISTICS & INTENT

The area of Norman east of the 2045 Reserve is dominated by Lake Thunderbird, publicly owned land, and large agricultural/grazing land tracts. There are also historic farmsteads and pockets of large-lot residential subdivisions with pastoral views and a high degree of building separation. Commercial activity is primarily located at arterial intersections. Most of the area follows vestige section line streets, with smaller, private roadways serving residential uses. High intensity development is not present in this area. Recreational amenities offered by Lake Thunderbird are the largest economic attraction of the area.

Future growth and development in Norman should continue to remain to the west of the 2045 Reserve area and therefore, land use patterns in this Character Area are likely to remain unchanged in the next twenty years.

GOALS

- Protect agricultural uses and maintain Rural Character.
- Anticipate and plan for impacts of potential turnpike and interchanges on development.

OPPORTUNITIES

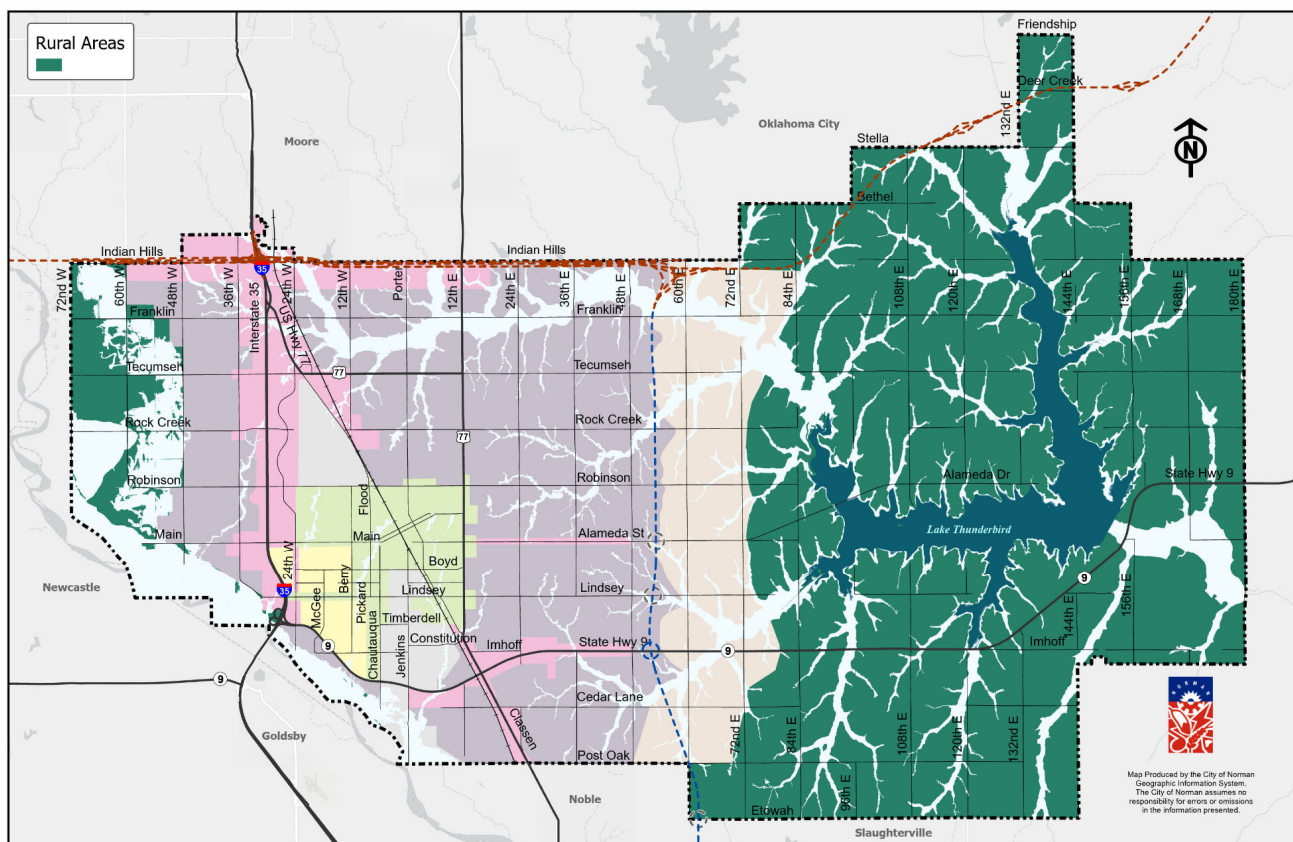
- Large, unplatted lots offer agricultural uses.
- Natural and wild areas for wildlife habitat protection.

CHALLENGES

- Limited access to infrastructure connections.
- Heavy influence on the Lake Thunderbird watershed.

POLICIES

- Continue Water Quality Protection Zone (WQPZ) policies and regulations.
 - *Expand any of these areas within the City's most recently adopted Stormwater Master Plan.*
- New development should not be permitted within the floodplain, except for appropriate recreational and conservatory uses.
- New development should not exceed the intensity of existing development patterns on abutting properties.
- Development, including recreation amenities and services related to the Lake, may be allowed:
 - *A stormwater management plan that includes Best Management Practices is established and realistically implemented.*
 - *Drainageways are preserved with easements and proper buffering.*
 - *When possible, safe, convenient connections to the trail system are included.*



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.

ACTION ITEMS

- Monitor future corridor planning of a north-south turnpike segment for potential changes in land use policy.
 - *Develop detailed land use policies for areas around proposed interchanges and along the turnpike that include: proper buffering for lower intensity uses and rural landscape and protection and expansion of wetlands and wildlife habitat.*
- Update regulations to protect and/or preserve wetlands when developing east towards the 2045 Reserve.

PROTECTED & SENSITIVE AREAS

CHARACTERISTICS & INTENT

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

GOALS

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

OPPORTUNITIES

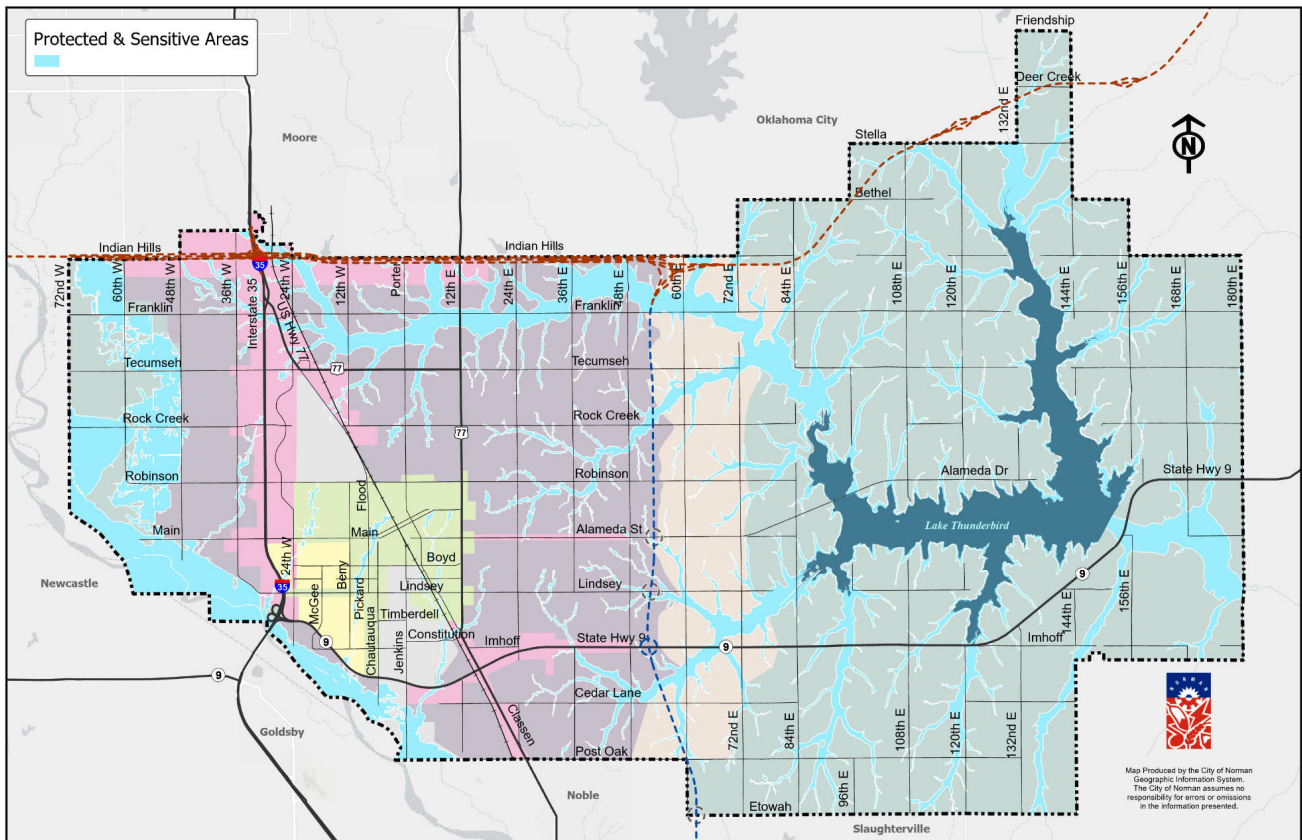
- Space for conservation and low-impact uses like parks.

CHALLENGES

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

POLICIES

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



LAND USE

Land Use Category Descriptions

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

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

Norman’s Current Zoning Districts are:

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

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

LAND USE CATEGORY

Open Space (OP)

DESCRIPTION & CONTEXT

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

BUILDING TYPES

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

SITE DESIGN

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

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

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

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

Park



Trail Access Along Drainageway



LAND USE CATEGORY

Agricultural Residential (AR)

DESCRIPTION & CONTEXT

Areas of Norman, far east and west of the City Core that are primarily agricultural uses or large-lot residential living. These areas are unlikely to develop during the life of this plan due to the lack of access to urban services and location within, or adjacency to, sensitive areas.

Future residential developments should have a minimum lot size of 10 acres.

- Lots down to 2 acres may be allowed as part of a Planned Unit Development (or other appropriate regulatory process) where 65% of the area is reserved as open space for preservation and conservation or undeveloped.

Commercial uses are inappropriate exclusive of:

- Support services related to Lake Thunderbird and agritourism.
- Small-scale services, where necessary to support the surrounding community.
- Small businesses using accessory structures associated with a residence.

BUILDING TYPES

- Houses, barns, silos, stables, and other structures associated with working farms/ranches.
- Accessory dwelling units are appropriate, but generally the area is a restrictive land use emphasizing single-unit housing, open space, natural vegetation, wildlife habitat, and agricultural activity.

SITE DESIGN

- Drainageways should be properly buffered and easements secured for access and maintenance.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

No public water or sewer service provided. Electrical service provided to support very low intensity development.

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

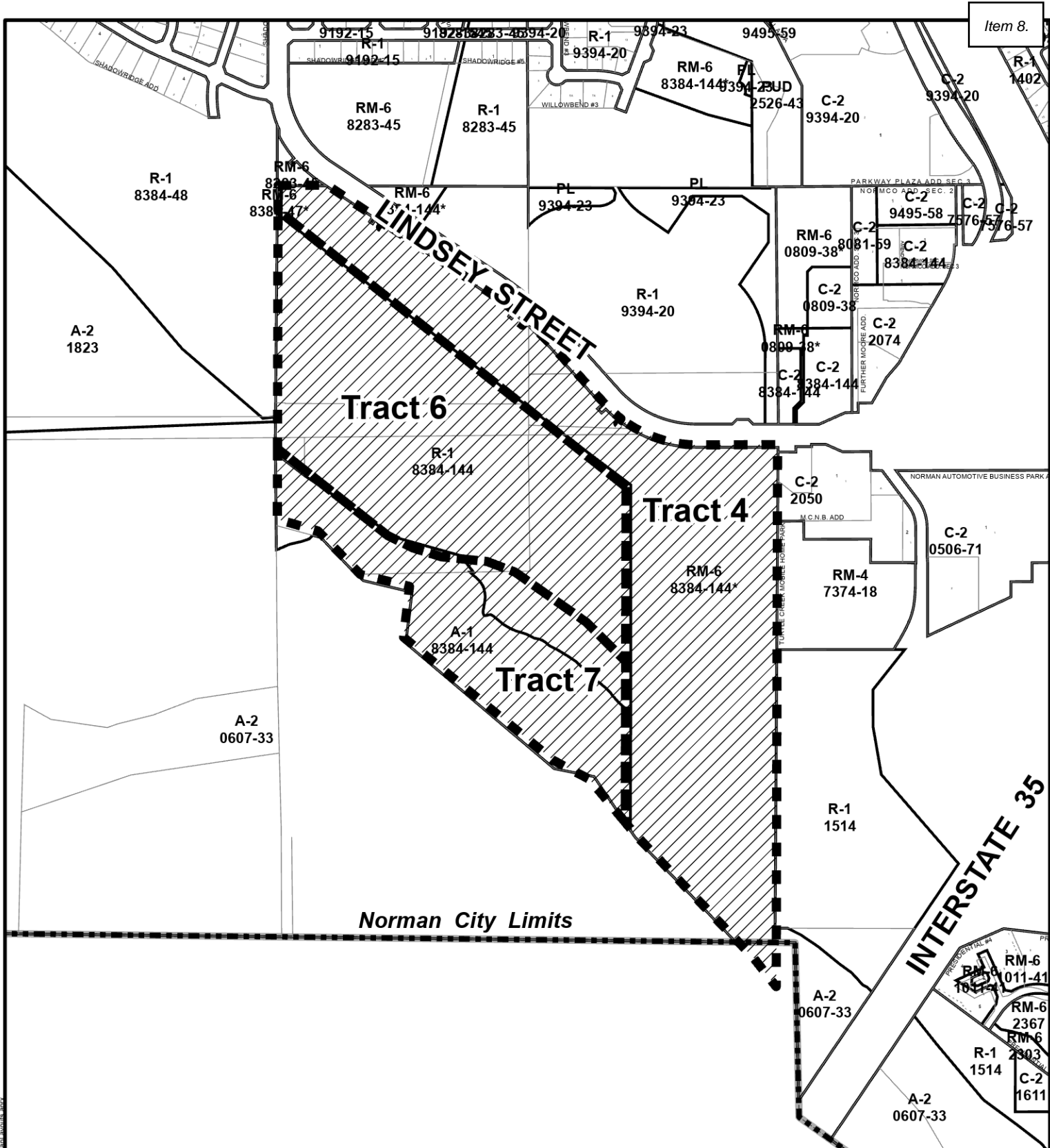
- Areas within city limits, but unlikely to see urban services during the life of the plan.
- Locations within the Rural Character Area.
- Commercial services primarily be located off State Highway 9 or near access points to Lake Thunderbird.
- Agricultural Residential is most compatible adjacent to: UL, RR, UR, and OP.
- Agricultural Residential is least compatible adjacent to: UM, UH, ULC, MC, IMC, CBD, LLC, C, JC, and TOD.

ZONING DISTRICTS

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

Agricultural Lane





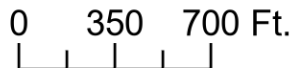
Location Map



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.

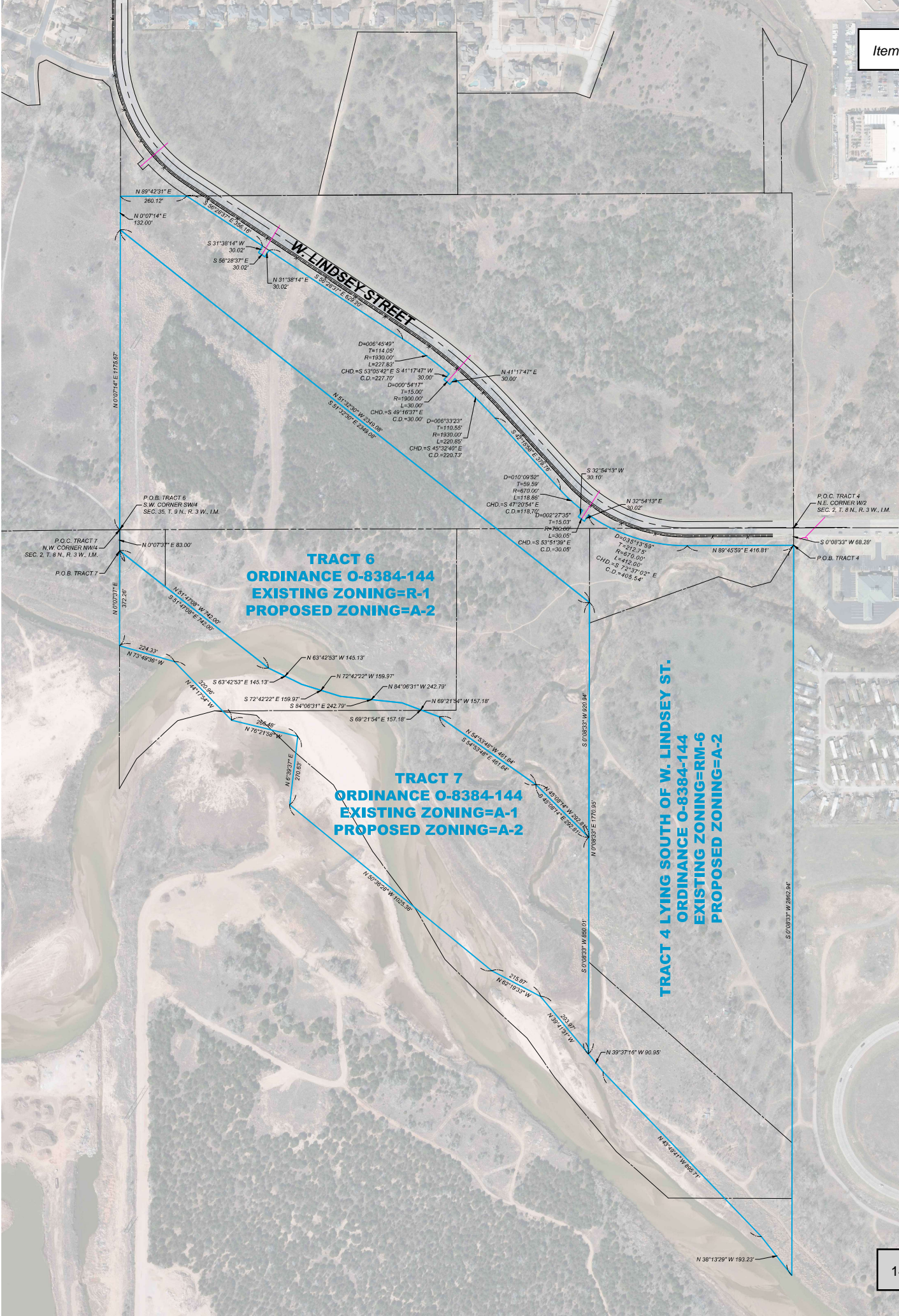


June 4, 2026



Subject Tract

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TRACT 6
ORDINANCE O-8384-144
EXISTING ZONING=R-1
PROPOSED ZONING=A-2

TRACT 7
ORDINANCE O-8384-144
EXISTING ZONING=A-1
PROPOSED ZONING=A-2

TRACT 4 LYING SOUTH OF W. LINDSEY ST.
ORDINANCE O-8384-144
EXISTING ZONING=RM-6
PROPOSED ZONING=A-2

File Attachments for Item:

9. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 IN THE WEST HALF OF SECTION SEVEN (7), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA AND BEING A PORTION OF LOT ONE (1), BLOCK ONE (1) OF CANADIAN TRAILS ADDITION AS RECORDED IN BOOK 15, PAGES 39 AND 40, PLAT RECORDS OF CLEVELAND COUNTY, FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (801 S CANADIAN TRAILS DRIVE; WARD 2)



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 7/9/2026

REQUESTER: Lindmark HQ LLC

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-74: 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 IN THE WEST HALF OF SECTION SEVEN (7), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, NORMAN, CLEVELAND COUNTY, OKLAHOMA AND BEING A PORTION OF LOT ONE (1), BLOCK ONE (1) OF CANADIAN TRAILS ADDITION AS RECORDED IN BOOK 15, PAGES 39 AND 40, PLAT RECORDS OF CLEVELAND COUNTY, FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (801 S CANADIAN TRAILS DRIVE; WARD 2)

APPLICANT/REPRESENTATIVE	Lindmark HQ LLC/Rieger Sadler Joyce
LOCATION	801 S Canadian Trails Drive
WARD	2
CORE AREA	No
EXISTING ZONING	C-1, Local Commercial District
EXISTING LAND USE DESIGNATIONS	Urban Living Center
CHARACTER AREA	Suburban

PROPOSED ZONING

SPUD, Simple Planned Unit Development

PROPOSED LAND USE

No Change

SUMMARY:

The applicant, Lindmark HQ LLC, is requesting to zone the subject property to SPUD, Simple Planned Unit Development. The proposed zoning will allow for the development of corporate headquarters for the company, along with billboard printing operations.

EXISTING CONDITIONS:

SIZE OF SITE: 4.87 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	C-1	R-1/RM-2/R-3	C-1	R-3	PUD
Land Use	Urban Living Center	Urban Living Center/Urban Low	Urban Living Center	Urban Living Center	Urban Medium
Current Use	Vacant Commercial Structure	Residential	Commercial	Independent Living Facility	Single-Family Dwellings

ZONING DESIGNATION

C-1, Local Commercial District

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

LAND USE DESIGNATION

Urban Living Center

See attached Urban Living Center Land Use Category document.

CHARACTER AREA DESIGNATION

Suburban Neighborhood Areas

See attached Suburban Neighborhood Character Area document.

NEAREST PUBLIC PARK

Canadian Trails Park is approximately 0.1 miles south of the subject property, and is accessible via sidewalks along Canadian Trails Drive.

PROCEDURAL REQUIREMENTS:**PRE-DEVELOPMENT: PD26-17 June 25, 2026**

This request does not require a Pre-Development meeting, however, the applicant chose to have one to receive neighbor feedback. The applicant attended the June 25 Pre-Development meeting. Please see the attached summary.

REVIEW COMMENTS:

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

CITY DEPARTMENTS

1. Fire Department
2. Building 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

After approval of this rezoning, the applicant will submit a replat (final plat) to bring the property into compliance with the Subdivision Regulations.

TRANSPORTATION ENGINEER

The Transportation Engineer has no comments for this existing developed lot.

PLANNING**ZONING CONSIDERATIONS****SPUD, Simple Planned Unit Development**

The SPUD, Simple Planned Unit Development, is a special zoning district that provides

an alternate approach to the conventional land use controls and to a PUD, Planned Unit Development to maximize the unique physical features of a particular site and produce unique, creative, progressive, or quality land developments.

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

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

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

Uses Permitted

In addition to the uses allowed by right in the C-1 District, the applicant is requesting one off-premises sign and light manufacturing and/or printing of billboard and signage materials. The light manufacturing and printing use will be in a fully enclosed space and the storage of materials and machinery will be screened.

Area Regulations

Front Yard (fronting Canadian Trails Dr.): The minimum depth of the front yard setback shall be twenty-five (25') feet.

Side Yard: The minimum depth of the east side yard setback shall be five (5') feet. The minimum depth of the west side yard setback shall remain as existing, which is 55'.

Rear Yard: The minimum depth of the rear yard setback shall be five (5') feet.

Height Regulations

Building height on the property shall be allowed up to 34'.

Landscaping

Landscaping will meet Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, as amended.

Parking

Parking for the property will be as shown on the Site Plan. The site currently has 200 parking spaces; the proposal will lower the number of parking spaces to 111 and provide additional landscaping.

Lighting

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

Signage

The applicant is requesting one off-premises sign (billboard) in the northeast corner of the property, as shown on the Site Plan. The billboard will be limited to 400 square feet per side and a height of 35'. The proposed billboard will have sharp cut-off diode illumination. Any other signage will comply with the City of Norman's commercial signage standards in Chapter 28.

Screening

There is an existing 6' masonry fence between the subject property and the properties to the west. The Site Plan shows a fence around the proposed company vehicle parking area south of the building. It states the fence will be a 6' masonry fence.

Exterior Materials

The applicant proposes additions to the existing building on the property. The additions will have 80% masonry material, exclusive of all windows, doors, roofs, or glass.

AIM NORMAN LAND USE CONSIDERATIONS

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

Overarching General and Non-Residential Policies

The proposal is **consistent** with the Overarching General and Non-Residential Character Area policies, as it proposes high-quality exterior building materials and parking, loading, and intake areas are located to the rear of the facility and screened from view from Canadian Trails Drive. The proposal will also improve the outdoor landscape elements of the existing development.

Suburban Neighborhood Policies

The proposal is **consistent** with the Suburban Neighborhood policies, as it is retrofitting an existing commercial development and improving the site conditions with updated landscaping and exterior materials.

Urban Living Center (ULC) Land Use Policies

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

- **Utility Access**

A full range of utilities are available and serve the subject property.

The proposal is **inconsistent** with the following ULC Land Use policies:

- **Site Design**
- **Building Types**
- **Transportation**
- **Public Space**

The applicant is requesting to relocate their company headquarters to the subject property. The subject property is currently a vacant commercial structure and large parking lot. The proposal is inconsistent with the Site Design, Building Types, and Transportation policies, however, the policies primarily relate to new subdivision and development. This project is reuse of an existing and vacant structure. While the applicant is reducing parking, the parking lot is still highly visible along street frontage and does not meet the AIM policies. The ULC Building Types policies state 4 to 5+ story buildings are common and single-use buildings are undesirable; these policies are also not applicable for developments utilizing existing structures and infrastructure. The applicant is proposing small courtyards near the entrance of the building; these will not be public spaces but will allow employees access to a green space.

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

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

SOLID WASTE MANAGEMENT

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

WATER/WASTEWATER AVAILABILITY

Water Availability

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

Wastewater Availability

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

DISCUSSION:

The proposed development does not meet many of the ULC Land Use policies, however, it is a redevelopment project for an existing and vacant structure and parking lot. The new use will reactivate the property and improve the aesthetic of the site. The applicant considered neighbors and surrounding uses when designing exterior components of the remodel by maintaining a large buffer to the west and ensuring any deliveries outside regular business hours will be away from the residential area.

CONCLUSION:

Staff forwards this request for zoning to SPUD, Simple Planned Unit Development, and Ordinance O-2526-74 to the Planning Commission for consideration and recommendation to City Council.

Attachment:

Lindmark AIM Supporting Documents

OVERARCHING POLICIES

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

GENERAL

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

RESIDENTIAL

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

NON-RESIDENTIAL

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

SUBURBAN NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

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

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

GOALS

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

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

OPPORTUNITIES

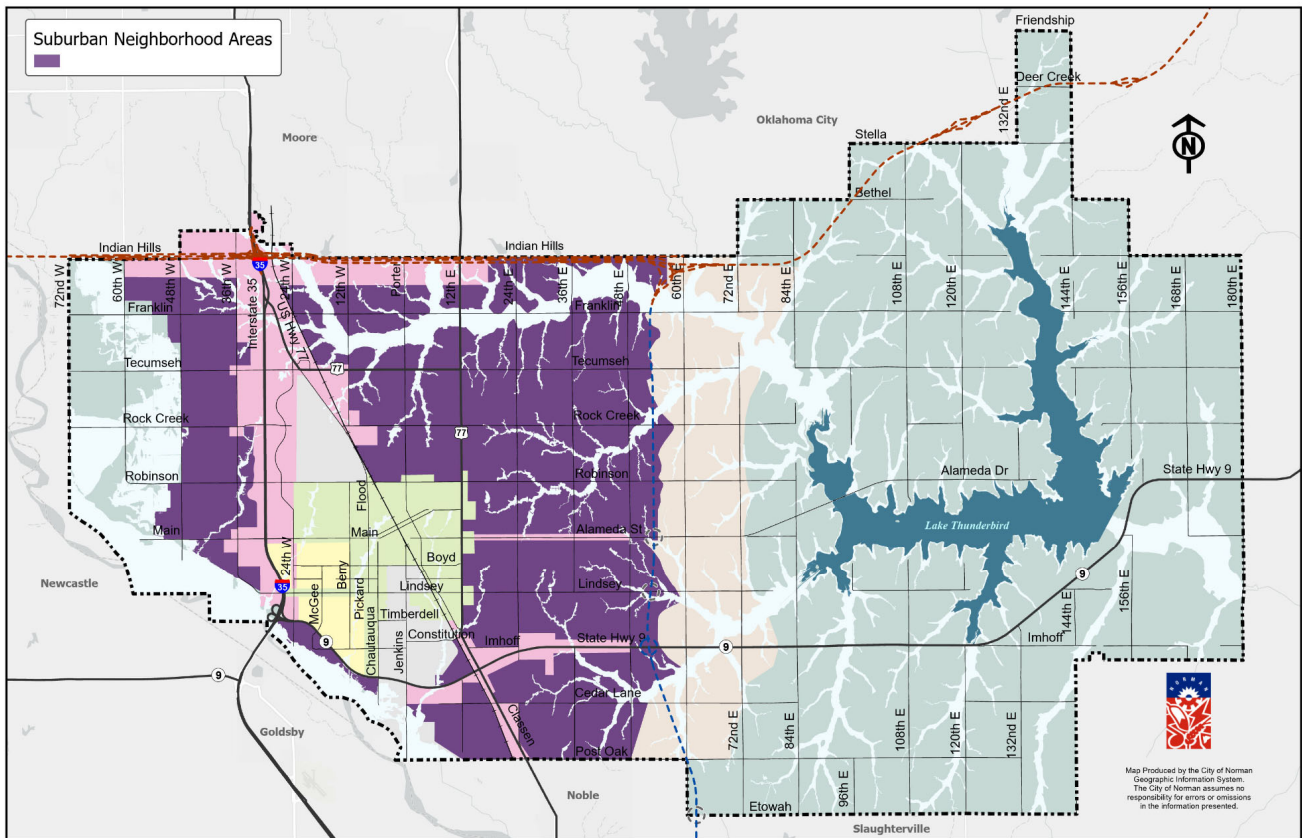
- Naturally occurring affordable housing options near Core, Classic, and Corridor Character Areas.
- Trail network connection possibilities.
- Greenfield development opportunities for efficient, compact subdivision design.

CHALLENGES

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

POLICIES

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



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

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

ACTION ITEMS

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

LAND USE

Land Use Category Descriptions

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

BUILDING TYPES

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

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

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

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

Norman’s Current Zoning Districts are:

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

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

LAND USE CATEGORY

Urban Living Center (ULC)

DESCRIPTION & CONTEXT

Most compact, walkable pattern of urban development. Low to no building spacing and separation of uses. Vibrant urban areas with an intense mix of uses that not only support residents and employers but leverage their location to attract visitors from throughout the region.

- Urban Living Center areas strive for a balance of residential and non-residential uses and predominance of mixed-use development of compatible densities and scales. Current market conditions and demand for housing over commercial spaces will likely result in a slightly higher mix of residential in these areas.
- Gross densities in any single development should be greater than 18 units per acre.

BUILDING TYPES

- Large and medium 4 to 5+ story buildings are common. It is anticipated that various articulations, scales, and architectural styles will create cohesive and compact sites with clear connections to other destinations.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Mixed-use buildings that include retail, work-spaces, and residences are the most common.
- Single-use buildings are undesirable and should be limited, or avoided altogether.

SITE DESIGN

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

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

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

UTILITY ACCESS

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

PUBLIC SPACE TYPES

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

LOCATIONAL CRITERIA

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

ZONING DISTRICTS

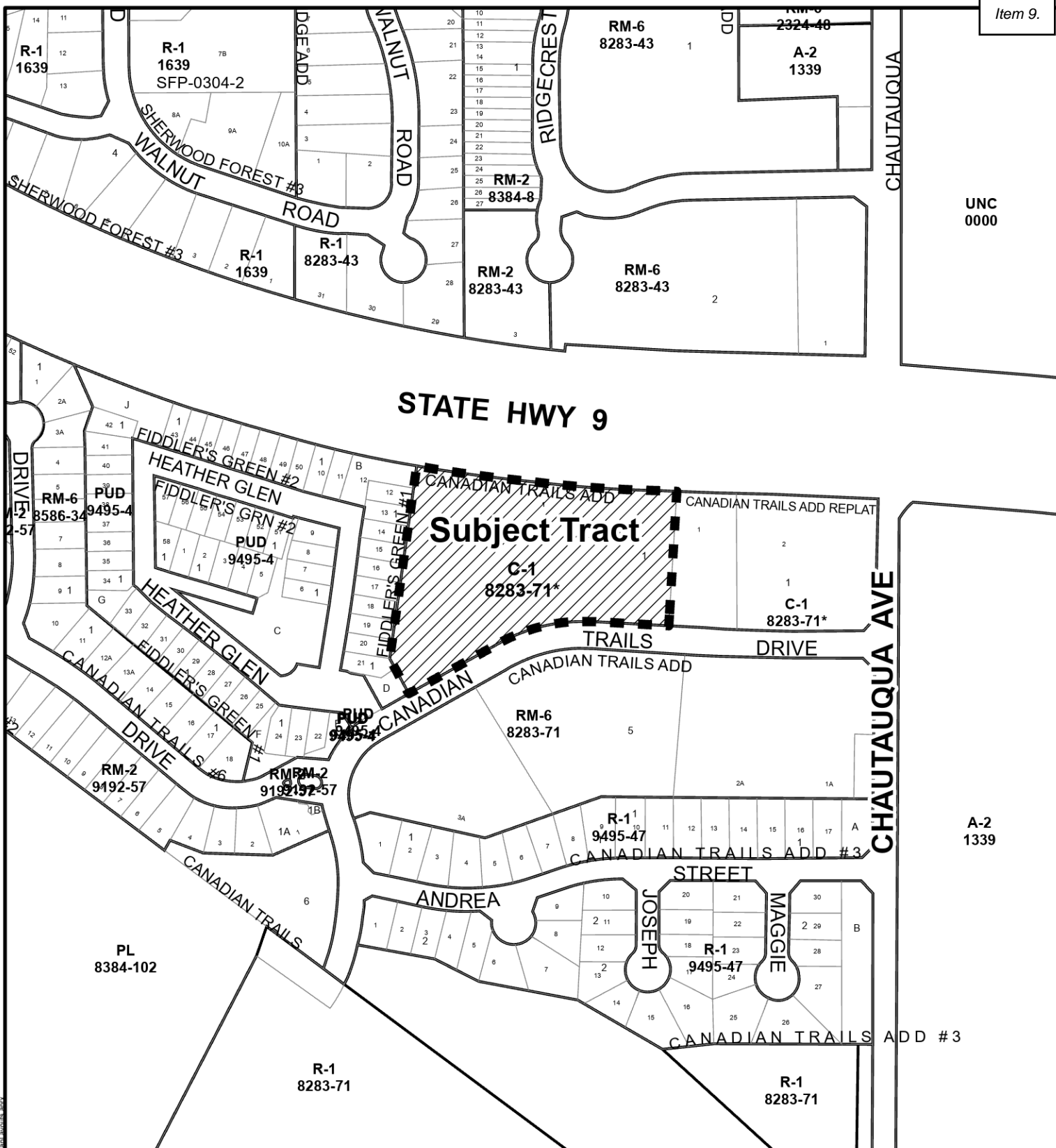
RM-2	RM-6	R-3	O-1	CO	C-1	C-2	C-3	MUD			
PUD	SPUD										
A-1	A-2	RE	R-1	R-1-A	R-2	RM-4	TC	CR	I-1	I-2	M-1

Mixed-Use; Prairie Queen, Papillion, NE



Commercial; Wheeler District, Oklahoma City, OK





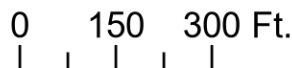
Location Map



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.



June 3, 2026



Subject Tract

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LINDMARK SPUD

A Simple Planned Unit Development

Applicant: LINDMARK HQ LLC

801 Canadian Trails Dr.
Norman, Oklahoma

Application for:
Simple Planned Unit Development
Submitted June 1, 2026
Revised June 26, 2026

PREPARED BY:
RIEGER SADLER JOYCE LLC
136 Thompson Drive
Norman, Oklahoma 73069

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

- III. DEVELOPMENT PLAN AND DESIGN CONCEPT**
 - A. Permissible Uses
 - B. Development Criteria

EXHIBITS

- A. Legal Description of the Property
- B. Site Development Plan
- C. Allowable Uses

I. INTRODUCTION

This Simple Planned Unit Development (“**SPUD**”) is proposed by Lindmark HQ LLC (the “**Applicant**”) for the property located at 801 S. Canadian Trails Dr., Norman, Oklahoma, more particularly described on **Exhibit A** (the “**Property**”). The Property contains approximately 4.87 acres and is currently improved with an existing office building.

The Applicant intends to redevelop the Property as its corporate headquarters continuing to allow all uses permitted in the C-1, Local Commercial District, as amended from time to time. In addition, the SPUD will permit corporate offices and limited light manufacturing associated with billboard production and printing, as well as the installation of an off-premises digital billboard on the Property.

The intent of this SPUD is to support the redevelopment of the existing site in a manner that remains consistent with the applicable development standards of the City of Norman (the “**City**”), while providing flexibility for the Property’s long-term use and operation.

II. PROPERTY DESCRIPTION; EXISTING CONDITIONS

- A. Location.** The Property is located at 801 S. Canadian Trails Dr., Norman, Oklahoma. The Property is generally located west of Chatauqua Ave. and directly south of State Highway 9, as is shown more particularly on the attached exhibits.
- B. Existing Land Use and Zoning.** The Property’s current zoning is C-1, Local Commercial District. The Property is currently improved with an approximately 33,000 Sq. Ft. building and associated parking lot. The properties to the East are zoned C-1, Local Commercial District. The properties to the West are zoned PUD, Planned Unit Development. The Property abuts State Highway 9 to the North. The properties to the South are zoned RM-6, Medium Density Apartment. The AIM Norman Future Land Use designation is Urban Living Center and Character Area is Suburban.
- C. Elevation and Topography.** The Property is largely paved through its current use as a commercial building with a substantial parking lot. The topography is relatively flat with little elevation change throughout the development.
- D. Drainage.** The drainage on the Property will remain unchanged, provided that the Property’s existing dry detention area shall be appropriately modified to account for any increased drainage associated with the improvements to the Property contemplated by this SPUD. The Property shall meet or exceed all applicable drainage ordinances.
- E. Utility Services.** No change to utility services is necessary. All necessary utilities for the Property (including water, sewer, gas, telecommunications, and electric) are currently located within the necessary proximity to serve the Property. The proposed addition will extend such utility services as necessary.

F. Fire Protection Services. No change is necessary. Fire protection services will be provided by the City of Norman Fire Department and by the Owner of the Property where required by building and fire protection codes in the structures. The current building is fire sprinkled, and all additions will also be fully sprinkled.

G. Traffic Circulation and Access. No change to traffic circulation or access is requested.

IV. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property shall be developed in compliance with the Preliminary Site Development Plan, attached hereto as **Exhibit B** (“**Site Plan**”), subject to final design development and the changes allowed by Section 36-510(k) of the City of Norman’s SPUD Ordinance, as may be amended from time to time. The Exhibits attached hereto, and as submitted on behalf of the Applicant, are incorporated herein by reference and further depict the development criteria for the Property.

A. Permissible Uses. The Property is currently zoned C-1, Local Commercial District. The Property shall be permitted to retain all uses allowed as a matter of right in the C-1, Local Commercial District, as amended from time to time. In addition to such commercial uses, limited light manufacturing uses associated with billboard production, as well as the installation and operation of an off-premises digital billboard, will be permitted on the Property. A complete list of allowable uses is attached hereto in **Exhibit C**.

B. Development Criteria.

1. Area Regulations. The Property shall comply with the following development regulations:

Front Yard (fronting Canadian Trails Dr.): The minimum depth of the front yard setback shall be twenty-five (25’) feet.

Side Yard: The minimum depth of the east side yard setback shall be five (5’) feet. The minimum depth of the west side yard setback shall remain as existing, which is 55’.

Rear Yard: The minimum depth of the rear yard setback shall be five (5’) feet.

2. Building Height. The Property shall be allowed to reach a maximum height of two and a half (2 1/2) stories, up to a maximum of thirty-four feet (34’), excluding any subgrade elements as well as any necessary roof top mechanical units, equipment, screening, or parapet walls.

3. Sanitation. Sanitation services for the Property will comply with the City of Norman’s sanitation ordinances, rules, and regulations, as may be amended

from time to time. Trash dumpsters will be located as depicted on the Site Plan or in locations as may be approved by City sanitation services, including ingress and/or egress into gated areas as required for service.

4. **Signage.** All on-premises signage for the Property shall comply with the applicable commercial sign standards of the City of Norman Sign Regulations, as amended from time to time. Additional off-premises signage allowances are enumerated on Exhibit C.
5. **Traffic Access and Sidewalks.** Access to the Property shall remain as it currently exists.
6. **Landscaping.** Landscaping shall be provided and maintained on the Property in locations generally depicted on the Site Plan. Landscaping shall be installed in order to meet or exceed the City of Norman's applicable landscaping requirements, as may be amended from time to time.
7. **Open Space.** The Property shall maintain a minimum of 10% Open Space in the areas generally depicted on the Site Plan.
8. **Parking.** The Property shall utilize its current substantial parking layout to achieve the desired expansion, as shown on the Site Plan. There are currently approximately 200 parking spaces on the Property. The proposed Site Plan seeks to reduce the parking count by approximately 43%.
9. **Lighting.** All exterior lighting on the Property shall be installed in conformance with the City of Norman's Commercial Outdoor Lighting Standards, as may be amended from time to time.
10. **Exterior Materials.** The exterior of the new additions to the existing building may be constructed of brick, stone, synthetic stone, wood, glass, high impact quality stucco or EIFS, masonry, metal accents, architectural metal panels, metal exteriors with aggregate, sandblasted or textured coating finish, and any combination thereof (collectively, "**Masonry**"). The exterior façade of the new additions to the existing building on the Property shall contain no less than 80% Masonry, exclusive of all windows, doors, roofs, or glass.
11. **Fencing.** The Applicant may install a six foot (6') masonry fence along the south side of the building, as shown on the Site Plan, to enclose and secure the company vehicle parking area. The Applicant may, but is not required to, install stockade wood, masonry, decorative metal, synthetic wood or other fencing types along boundaries of the property.

EXHIBIT A**LEGAL DESCRIPTION OF THE PROPERTY**

Being a tract of land in the West Half of Section Seven (7), Township Eight (8) North, Range Two (2) West of the Indian Meridian, Norman, Cleveland County, Oklahoma and being a portion of Lot One (1), Block One (1) of CANADIAN TRAILS ADDITION as recorded in Book 15, Pages 39 and 40, plat records of Cleveland County and more particularly described as follows:

BEGINNING at the Northwest corner of said Lot 1, Block 1, CANADIAN TRAILS ADDITION, said point being on a curve to the left having a central angle of $08^{\circ}35'31''$, a radius of 3,730.99 feet, a tangent of 280.27 feet, a chord bearing of South $84^{\circ}05'42''$ East and chord distance of 558.96 feet;

THENCE along said curve to the left and Right-of-Way an arc distance of 559.49 feet to a point for a corner;

THENCE South $03^{\circ}30'40''$ West, a distance of 300.95 feet to a point for a corner, said point being on the Northerly Right-of-Way line of Canadian Trails Drive (60 foot Right of Way);

THENCE North $86^{\circ}29'20''$ West a distance of 155.00 feet along said Northerly right-of-way line to a point being the beginning of a curve to the left having a central angle of $32^{\circ}25'00''$, a radius of 374.02 feet, a chord bearing of South $77^{\circ}18'10''$ West and a chord distance of 208.80 feet;

THENCE along said curve to the left an arc distance of 211.61 feet to the point of tangency;

THENCE South $61^{\circ}05'40''$ West and said Right-of-Way a distance of 240.00 feet to a point for a corner;

THENCE North $28^{\circ}54'20''$ West, 95.00 feet to a point for a corner;

THENCE North $10^{\circ}12'02''$ East a distance of 434.00 feet to the POINT OF BEGINNING.

Said described tract of land contains an area of 212,271 square feet or 4.8731 acres, more or less.

EXHIBIT B

SITE DEVELOPMENT PLAN

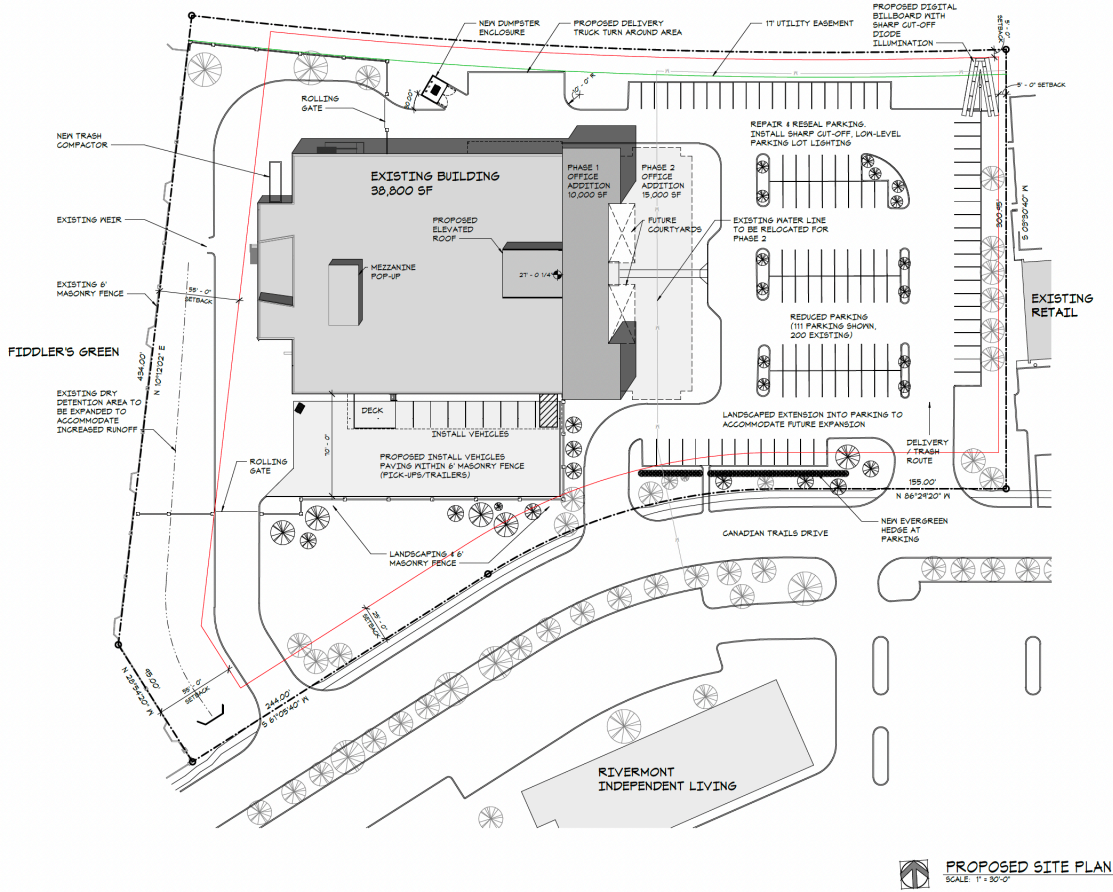
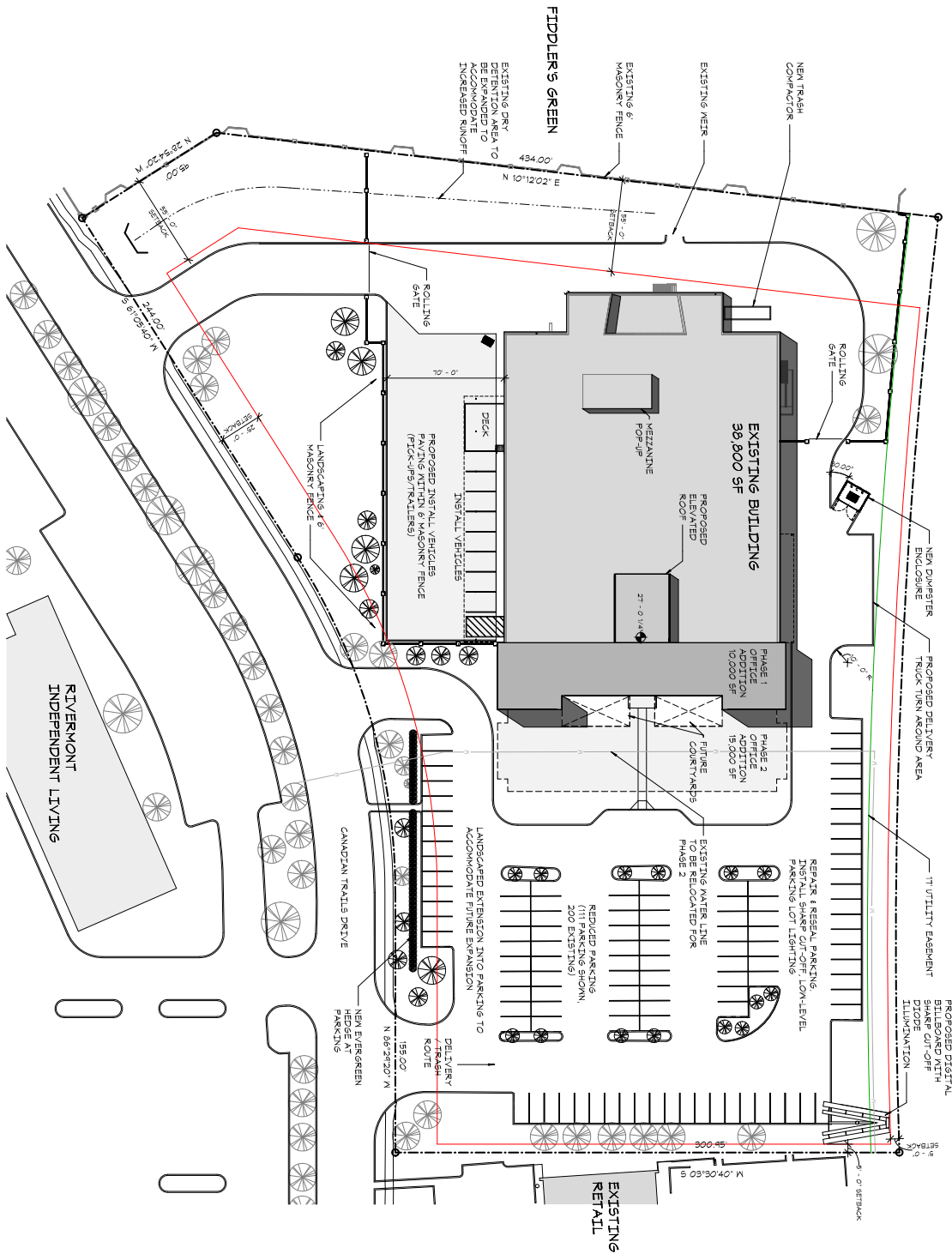


EXHIBIT C**ALLOWABLE USES**

- Antique shop.
- Appliance store.
- Artist materials supply, or studio.
- Automobile parking lots.
- Automobile supply store.
- Baby shop.
- Bakery goods store.
- Bank.
- Barber shop, or beauty parlor.
- Book or stationery store.
- Camera shop.
- Candy store.
- Catering establishment.
- Childcare establishment.
- Clothing or apparel store.
- Dairy products or ice cream store.
- Delicatessen store.
- Dress shop.
- Drug store or fountain.
- Dry-cleaning and laundry plant with no more than three dry-cleaning machines and/or laundry pick-up station.
- Dry goods store.
- Fabric or notion store.
- Florist.
- Furniture store.
- Gift shop.
- Grocery or supermarket.
- Hardware store.
- Hotel or motel.
- Interior decorating store.
- Jewelry shop.
- Key shop.
- Leathersgoods shop.
- Medical marijuana dispensary, as allowed by State law.
- Messenger or telegraph service.
- Office business.
- Outdoor or indoor courts for handball, racquet ball, tennis, or sports activity of a similar nature (lighted outdoor courts shall not to be operated later in the evening than 10:00 p.m. and lighting must be arranged to direct light away from any adjoining property in a residential district).

- Painting and decorating shop.
- Pet shop.
- Pharmacy.
- Photographer's studio.
- Radio and television sales and service.
- Restaurant. A restaurant may include live entertainment and/or a dance floor, (all such activity fully within an enclosed building) provided the kitchen remains open with full food service whenever live entertainment is offered.
- Retail spirits store.
- Self-service laundry.
- Sewing machine sales.
- Sporting goods sales.
- Shoe store or repair shop.
- Tailor shop.
- Theater (excluding drive-in theaters), including one that sells alcoholic beverages in compliance with State law.
- Tier I medical marijuana processor, as allowed by State law.
- Tier II medical marijuana processor, as allowed by State law.
- Toy store.
- The Property shall additionally be allowed to feature one off-premises billboard sign in the location shown on the Site Plan, in accordance with the following:
 - The billboard shall only display a static message or messages with no effects of movement, blinking, animation, scrolling, flashing, or similar effects. If the billboard displays more than one (1) static message, each static message shall have a dwell time of no less than eight (8) seconds and a transition time between static messages of no more than one (1) second. The billboard shall not display an illuminative brightness exceeding three hundred (300) NITs between sunset and sunrise and shall not display an illuminative brightness exceeding five thousand (5,000) NITs between sunrise and sunset. The billboard shall not display any message that resembles or simulates any warning or danger signal, or any official traffic control device, sign, signal, or light, or any consecutive message which constitute a substantially similar theme or story.
 - The signage shall be set back a minimum of five feet (5') from any property line.
 - The signage shall not have more than 400 square feet of sign face per side.
 - No signage will be erected to a height of more than 35 feet.
- Light manufacturing and/or printing of billboard and signage on the Property, in accordance with the following:
 - The manufacture of digital signage in a fully enclosed space.
 - The storage of such materials and machinery necessary to conduct said manufacture of signage.
 - Delivery of necessary materials and tools for said manufacturing and/or printing activities.
 - The required dispatch of finished/partially finished signage.



PROPOSED SITE PLAN
SCALE: 1" = 30'-0"

PLAN LEGEND:

---	PROPERTY LINE
---	PROPOSED

<p>THE MCKINNEY PARTNERSHIP ARCHITECTS 3600 West Main Suite 800 Norman, Oklahoma 73072 405.350.1400 P 405.350.1400 F mcpa.com</p>	<p>NOT FOR CONSTRUCTION</p>	<p>Project:</p> <p>Lindmark Corporate Facility 801 S. Canadian Trails Dr. Norman, OK</p>
		<p>Sheet Number:</p> <p>A1.0</p>
<p>Project Number:</p> <p>CM0909926</p>	<p>Issue Date:</p>	<p>Revisions:</p>
<p>Sheet Title:</p> <p>SITE PLAN</p>	<p>Scale:</p>	

Applicant: Lindmark/Rieger Sadler Joyce, LLC

Project Location: 801 Canadian Trails Dr

Case Number: PD 26-17

Time: 6:00 p.m.

Applicant Representative:
Libby Smith, Sean Rieger

Attendees:
Sharon Murphy
Karen Clark
Samuel Allen
Steffani Allen
Jim Jenkins
Rachel Mills
Erica Bird
Angie Chinchilla
Milton Chinchilla
Rick McKinney
Trent Lindmark

City Staff:
Logan Gray, Planner II
Beth Muckala, Assistant City Attorney III

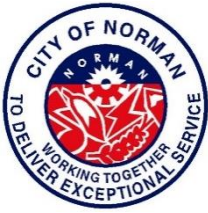
Application Summary:
Lindmark is requesting a rezoning from C-1, Local Commercial District, to SPUD, Simple Planned Unit Development, in order to support the redevelopment of the existing site as the Applicant's corporate headquarters.

Neighbors' Comments/Concerns/Responses:
Neighbors had questions regarding possible noise and emissions from the site. The applicant stated that the vinyl printer will not be heard outside of the building, and there will be no emissions from this operation. Others asked about hours of operation and traffic. The applicant stated that while there may be a handful of employees arriving around 5:00 A.M. to prepare the printing machinery, most of the employees will be on a typical 8:00 A.M. to 5:00 P.M. schedule. The applicant stated that anticipated truck traffic is limited to one to four times per month. Construction is expected to take place between 7:00 A.M. to 5:00 P.M. and will be considerate of the surrounding residential areas. Construction is not expected to impede traffic on Canadian Trails Dr. Other neighbors were curious about privacy. The applicant stated that there will be a 6' masonry wall around the height to provide separation as well as enhance the site's aesthetics. The applicant also said that the additions to the existing building will not peer

into the residential yards to the west. Overall, the neighbors in attendance expressed approval of the project and noted that the rehabilitation and occupation of the site will be an improvement from its existing state.

File Attachments for Item:

10. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT AND/OR POSTPONEMENT OF ORDINANCE O-2526-72: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 28-601 ("STANDARDS") OF ARTICLE 28-VI ("OFF-PREMISES SIGNS") WITHIN CHAPTER 28 ("SIGN REGULATIONS") OF THE CODE OF THE CITY OF NORMAN TO ADOPT CORRECTED LANGUAGE FULLY IMPLEMENTING PREVIOUSLY-APPROVED STANDARDS; AND PROVIDING FOR THE SEVERABILITY THEREOF.



CITY OF NORMAN, OK MEMORANDUM

DATE: July 9, 2026

FROM: Elisabeth Muckala, Asst. City Attorney

TO: Norman Planning Commission

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT AND/OR POSTPONEMENT OF ORDINANCE O-2526-72: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 28-601 (“STANDARDS”) OF ARTICLE 28-VI (“OFF-PREMISES SIGNS”) WITHIN CHAPTER 28 (“SIGN REGULATIONS”) OF THE CODE OF THE CITY OF NORMAN TO ADOPT CORRECTED LANGUAGE FULLY IMPLEMENTING PREVIOUSLY-APPROVED STANDARDS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

BACKGROUND:

Norman’s current Sign Code was originally passed in 1976 and set out in Chapter 18 of the Norman Municipal Code (NMC). Since passage, several different provisions of the code have been amended. With respect to off-premises signs, four such amendments have been adopted by the Norman City Council. At passage of the original code, “off-premise signs” were originally allowed under certain conditions on C-2, C-3 and I-2 zoned properties that abutted “the right-of-way of arterial highways and major arterials as designated by the Major streets and Highways Plan of the City of Norman.” Particular provisions recognized that off-premise signs were then allowed to be placed along “controlled access arterial highways,” “scenic highways,” and “right-of-way of major arterials.” See NMC 18-607 (1976).

Ordinance O-9192-37, adopted April 14, 1992, amended these provisions in order to remove C-3 from the list of allowable zones and implemented other amendments to applicable conditions and standards for off-premises signs. Ordinance O-9495-40, adopted March 14, 1995, implemented additional amendments mostly refining allowable size, number, and distance placement of off-premises signs.

For the first time, Ordinance O-0102-25, adopted January 2, 2002, amended the types of rights-of-way that off-premises signs could permissibly abut. The provision was limited to allow off-premises signs “only on parcels abutting Interstate Highway 35” and placed only within a certain distance of I-35 and on only those parcels zoned C-2 or I-2. All other language referencing placement along “controlled access arterial highways,” “scenic highways,” and “right-of-way of major arterials,” were removed, along with references to the City’s “major streets and highways plan.” The “Off-Premise Sign” provision was also renumbered to

account for the removal of these several provisions. See attached information regarding O-0102-25.

The last amendment affecting these provisions was effectuated by Ordinance O-1112-32, adopted April 24, 2011, and which resulted in the addition of provisions regulating the use of electronic digital technology with respect to off-premises signs. See attached information regarding O-1112-32. Ordinance O-1112-32, as drafted, reflects that the amendments approved by O-0102-25 were correctly implemented at the time Ordinance O-1112-32 was considered.

DISCUSSION:

At some point in time following approval of O-1112-32, it appears that some of the amended changes accomplished by Ordinance O-0102-25 were incorrectly implemented or altered by the company hired to codify NMC amendments at that time, Municode. The City recently updated its contract with Municode, which resulted in the City now self-publishing its own code and amendments. That changeover took place in February of 2023, and concurrently with the City Council's approval of Ordinance O-2223-23, which recodified (fully repealed and replaced) the entirety of the NMC. During the recodification, the Sign Code "moved" from Chapter 18 to Chapter 28 and the language changed such that previous references to "off-premise" were replaced with the language "off-premises".

Following recodification, the Off-Premises Signs provisions described above are now found at NMC 28-601. Recently it came to City Staff's attention that language within NMC 28-601 seemed internally inconsistent, raising questions regarding interpretation and applicability. Upon review of the history of this provision and the historical amendments, the codification error described above was discovered. It cannot be determined by staff when this codification error would have occurred, except that it was before the City became a self-publishing entity in 2023. However, because the error existed in the code language at the time of the recodification and was technically re-adopted in its incorrect form by the adoption of Ordinance O-2223-23, a formal amendment is now required in order to correct the applicable language in order to fully implement the amendments previously approved by City Council.

To accomplish this correction, subparts (e), (f) and (g) of NMC 28-601 must be stricken. The attached ordinance, O-2526-72, strikes only these three sub-provisions in order to allow implementation of the previously approved amendments. No other changes will be implemented by this amendment, if approved. As a result of this correction, the language will clearly and unequivocally limit the by-right placement of Off-Premises Signs to only C-2 and I-2 parcels abutting I-35 and otherwise complying with the conditions set forth in Chapter 28.

RECOMMENDATION:

City Staff recommends approval of Ordinance O-2526-72, in order to implement the previously approved amendments, and to resolve language inconsistencies.

Ordinance No. O-2526-72

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 28-601 (“STANDARDS”) OF ARTICLE 28-VI (“OFF-PREMISES SIGNS”) WITHIN CHAPTER 28 (“SIGN REGULATIONS”) OF THE CODE OF THE CITY OF NORMAN TO ADOPT CORRECTED LANGUAGE FULLY IMPLEMENTING PREVIOUSLY-APPROVED STANDARDS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

§ 1. That Section 28-601 of the Code of the City of Norman shall be amended as follows:

SEC. 28-601. – STANDARDS

- (a) Off-premises signs shall be permitted only on parcels abutting Interstate Highway 35, and when such sign is located within 660 feet from the center line of Interstate Highway 35. All such signs must be oriented towards such trafficway and can be located only in C-2 and I-2 zones.
- (b) Off-premises signs shall meet the front setback requirements of the zoning, subdivision and scenic highway ordinances of the City. Signs must be set back at least 25 feet from the street right-of-way. Side and rear yard setbacks shall not be less than 50 feet.
- (c) General standards applying to all off-premises signs are as follows:
 - (1) Off-premises signs shall not be established on any property owned or used by churches, schools, and any municipal, county, State or federal facilities nor on any property within 300 feet of the perimeter of such public or quasi-public property.
 - (2) All off-premises signs shall be maintained in good and safe structural condition. The painted portions shall be periodically repainted and kept in good condition.
 - (3) The general area of the vicinity of any off-premises signs must be kept free and clear of sign materials, weeds, debris, trash and other refuse.
 - (4) No off-premises sign shall be constructed with more than two upright supports.
 - (5) No off-premises sign shall be erected within 100 feet of a residence or within 50 feet of a residential zone.
 - (6) Flashing, intermittent or moving light or lights are prohibited except for time, temperature and date signs, and electronic digital signs as regulated by this chapter.
 - (7) An off-premises sign shall not be illuminated so that it interferes with the effectiveness or obscures an official traffic sign, device or signal; neither shall it be permitted to have beams or rays directed at any portion of the traveled ways and be of such

intensity or brilliance to cause glare or impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle.

- (8) Off-premises signs shall not be permitted on a lot that already has a total of 200 square feet of on-premises ground sign face, facing one direction of travel.
- (9) Setback regulations for off-premises signs if erected within 75 feet of a building are:
 - a. No part of any off-premises sign structure shall be closer to any street right-of-way than the front line of the nearest building within 75 feet.
 - b. When an off-premises sign is erected between two buildings each of which is within 75 feet of the structure, no part of said structure shall be erected closer to any street right-of-way than a straight line drawn between the nearest front corners of the two buildings.
- (10) Off-premises signs less than 150 square feet shall not be higher than 14 feet including supports.
- (11) No such sign shall be erected closer than 1,000 feet to another off-premises sign. The 1,000 feet shall be measured in a straight line from the center of an off-premises advertising sign's structure, as located on the ground, to the center of any other off-premises advertising sign's structure, as located on the ground.
- (12) Off-premises signs shall not be placed side by side or in a vertical position with one structure atop the other.
- (13) No off-premises sign abutting such trafficway shall have more than 672 square feet of sign face, facing one direction of travel, excluding space extensions which shall not total more than 160 square feet facing one direction of travel. Any trim around the outside of the sign face shall be included in the sign face square footage measurements. The base, structural members or supports and apron shall be excluded from these measurements. No such sign shall be more than 60 feet in horizontal distance.
- (14) The maximum size limitations shall apply to each facing of a sign structure, and signs may be placed back-to-back or in V-type construction. Each display area shall have no more than two component parts.
- (15) No off-premises sign on such trafficway shall be erected to a height of more than 35 feet. The exception to this would be in the case of an elevated highway roadbed. In this event, the allowable height shall be no more than 20 feet above the roadbed at the edge of the pavement or 35 feet, whichever is greater.

(d) In addition to all of the requirements for off-premises signs enumerated above, off-premises signs which utilize electronic digital technology shall also comply with the following provisions:

- (1) Digital outdoor advertising signs shall only display a static message or messages. There shall be no effects of movement, blinking, animation, scrolling, flashing, or similar effects in the individual images.
- (2) Digital outdoor advertising signs which display more than one static message shall do so sequentially, with each static message having a dwell time of no less than eight seconds and a transition time between static messages of no more than one second. Changes of image shall be instantaneous as seen by the human eye, and shall not use blinking, fading, rolling, shading, dissolving, or similar effects as part of the change.
- (3) Digital outdoor advertising signs shall not display an illuminative brightness exceeding 300 NITs at any time between one-half hour before sunset, as determined by the National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce, for this specific geographic location and date, until sunrise or 5,000 NITs between sunrise until one-half hour before sunset. The night-time level may be increased to 500 NITS when the sign's location abuts other commercial or industrial property on the same side of the interstate that is developed and brightly illuminated. The sign may not exceed 5,000 NITs between sunrise and one-half hour before sunset.
- (4) Digital outdoor advertising signs shall not display an illuminative brightness of such intensity or brilliance that they impair the vision or endanger the safety and welfare of any cyclist or person operating a motor vehicle.
- (5) Digital outdoor advertising signs shall not resemble or simulate any warning or danger signal, or any official traffic-control device, sign, signal, or light.
- (6) All digital outdoor advertising signs shall have installed ambient light monitors or photocells and shall at all times allow such devices to automatically adjust the brightness level of the sign based on ambient light conditions. Each sign shall be equipped with a default mechanism that will automatically freeze the sign in one position or display a static message if a malfunction occurs.
- (7) Digital outdoor advertising signs shall not display consecutive messages facing the same traveled way, which constitute a substantially similar theme or story and is a continuation of any immediately preceding message, thereby creating a storyboarding effect when viewed by the person operating a motor vehicle. Nothing contained in this section shall prohibit the display of identical consecutive messages.
- (8) Any existing outdoor advertising sign that conforms to the requirements of this Code and is currently registered with the City may be converted to a digital outdoor advertising sign.

(9) A new or converted electronic digital sign shall be located no closer than 200 feet from the closest point of any residential zoning district, measured in a straight line from the center of the sign structure to the nearest point of the residential zoning district, measured in a straight line from the center of the sign structure to the nearest point of the residential zoning district, and in no event shall the digital side of the sign face toward the residential area.

(10) A new digital outdoor advertising sign can be erected at any site that complies with all of the current requirements for off-premises signs and the conditions of this section.

~~(e) Off-premises signs in areas zoned C-2 and I-2 and abutting the right-of-way of such trafficway classified by the City's major streets and highways plan as a controlled access arterial highway shall meet the following conditions:~~

~~(1) Shall be allowed only within 660 feet from the edge of the right-of-way of such trafficway and shall be oriented towards such trafficway.~~

~~(2) No off-premises sign abutting such trafficway shall have more than 672 square feet of sign face, facing one direction of travel, excluding space extensions which shall not total more than 160 square feet facing one direction of travel. Any trim around the outside of the sign face shall be included in the sign face square footage measurements. The base, structural members or supports and apron shall be excluded from these measurements.~~

~~(3) The maximum size limitations shall apply to each facing of a sign structure, and signs may be placed back-to-back or in V-type construction. Each display area shall have no more than two component parts.~~

~~(4) There shall not be more than four off-premises signs in excess of 600 square feet facing one direction of travel erected in any one designated mile of such trafficway.~~

~~(5) No off-premises sign on such trafficway shall be erected to a height of more than 35 feet. The exception to this would be in the case of an elevated highway roadbed. In this event, the allowable height shall be no more than 20 feet above the roadbed at the edge of the pavement or 35 feet, whichever is greater.~~

~~(6) No such structure shall be placed in a vertical position with one structure atop another.~~

~~(7) No such sign shall be more than 60 feet in horizontal distance.~~

~~(f) Off-premises signs in C-2 and I-2 zones along scenic highways (Highway 9) and any future trafficway designated as a scenic highway in the City shall be in accordance with NCC 28-411 and 28-601(d).~~

(g) In areas zoned C-2 and I-2, and abutting the right-of-way of major arterials, off-premises signs shall meet the following requirements:

- (1) No such sign shall exceed 300 square feet.
- (2) No such sign shall be located within 25 feet of any street right-of-way.
- (3) No such sign shall exceed more than 25 feet in height, including supports, at the 25-foot setback line, except that for every foot such sign is set back it may have one foot of additional height up to a 35-foot maximum.
- (4) There shall be no more than three off-premises sign structures in excess of 150 square feet located on the same side of the street and along the same street frontage in any one designated mile.

§ 2. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance, except that the effective date provision shall not be severable from the operative provisions of the ordinance.

ADOPTED this _____ day
of _____, 2026.

NOT ADOPTED this _____ day
of _____, 2026.

(Mayor)

(Mayor)

ATTEST:

(City Clerk)

Ordinance No. O-2526-72

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 28-601 (“STANDARDS”) OF ARTICLE 28-VI (“OFF-PREMISES SIGNS”) WITHIN CHAPTER 28 (“SIGN REGULATIONS”) OF THE CODE OF THE CITY OF NORMAN TO ADOPT CORRECTED LANGUAGE FULLY IMPLEMENTING PREVIOUSLY-APPROVED STANDARDS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

§ 1. That Section 28-601 of the Code of the City of Norman shall be amended as follows:

SEC. 28-601. – STANDARDS

- (a) Off-premises signs shall be permitted only on parcels abutting Interstate Highway 35, and when such sign is located within 660 feet from the center line of Interstate Highway 35. All such signs must be oriented towards such trafficway and can be located only in C-2 and I-2 zones.
- (b) Off-premises signs shall meet the front setback requirements of the zoning, subdivision and scenic highway ordinances of the City. Signs must be set back at least 25 feet from the street right-of-way. Side and rear yard setbacks shall not be less than 50 feet.
- (c) General standards applying to all off-premises signs are as follows:
 - (1) Off-premises signs shall not be established on any property owned or used by churches, schools, and any municipal, county, State or federal facilities nor on any property within 300 feet of the perimeter of such public or quasi-public property.
 - (2) All off-premises signs shall be maintained in good and safe structural condition. The painted portions shall be periodically repainted and kept in good condition.
 - (3) The general area of the vicinity of any off-premises signs must be kept free and clear of sign materials, weeds, debris, trash and other refuse.
 - (4) No off-premises sign shall be constructed with more than two upright supports.
 - (5) No off-premises sign shall be erected within 100 feet of a residence or within 50 feet of a residential zone.
 - (6) Flashing, intermittent or moving light or lights are prohibited except for time, temperature and date signs, and electronic digital signs as regulated by this chapter.
 - (7) An off-premises sign shall not be illuminated so that it interferes with the effectiveness or obscures an official traffic sign, device or signal; neither shall it be permitted to have beams or rays directed at any portion of the traveled ways and be of such

intensity or brilliance to cause glare or impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle.

- (8) Off-premises signs shall not be permitted on a lot that already has a total of 200 square feet of on-premises ground sign face, facing one direction of travel.
- (9) Setback regulations for off-premises signs if erected within 75 feet of a building are:
 - a. No part of any off-premises sign structure shall be closer to any street right-of-way than the front line of the nearest building within 75 feet.
 - b. When an off-premises sign is erected between two buildings each of which is within 75 feet of the structure, no part of said structure shall be erected closer to any street right-of-way than a straight line drawn between the nearest front corners of the two buildings.
- (10) Off-premises signs less than 150 square feet shall not be higher than 14 feet including supports.
- (11) No such sign shall be erected closer than 1,000 feet to another off-premises sign. The 1,000 feet shall be measured in a straight line from the center of an off-premises advertising sign's structure, as located on the ground, to the center of any other off-premises advertising sign's structure, as located on the ground.
- (12) Off-premises signs shall not be placed side by side or in a vertical position with one structure atop the other.
- (13) No off-premises sign abutting such trafficway shall have more than 672 square feet of sign face, facing one direction of travel, excluding space extensions which shall not total more than 160 square feet facing one direction of travel. Any trim around the outside of the sign face shall be included in the sign face square footage measurements. The base, structural members or supports and apron shall be excluded from these measurements. No such sign shall be more than 60 feet in horizontal distance.
- (14) The maximum size limitations shall apply to each facing of a sign structure, and signs may be placed back-to-back or in V-type construction. Each display area shall have no more than two component parts.
- (15) No off-premises sign on such trafficway shall be erected to a height of more than 35 feet. The exception to this would be in the case of an elevated highway roadbed. In this event, the allowable height shall be no more than 20 feet above the roadbed at the edge of the pavement or 35 feet, whichever is greater.

(d) In addition to all of the requirements for off-premises signs enumerated above, off-premises signs which utilize electronic digital technology shall also comply with the following provisions:

- (1) Digital outdoor advertising signs shall only display a static message or messages. There shall be no effects of movement, blinking, animation, scrolling, flashing, or similar effects in the individual images.
- (2) Digital outdoor advertising signs which display more than one static message shall do so sequentially, with each static message having a dwell time of no less than eight seconds and a transition time between static messages of no more than one second. Changes of image shall be instantaneous as seen by the human eye, and shall not use blinking, fading, rolling, shading, dissolving, or similar effects as part of the change.
- (3) Digital outdoor advertising signs shall not display an illuminative brightness exceeding 300 NITs at any time between one-half hour before sunset, as determined by the National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce, for this specific geographic location and date, until sunrise or 5,000 NITs between sunrise until one-half hour before sunset. The night-time level may be increased to 500 NITS when the sign's location abuts other commercial or industrial property on the same side of the interstate that is developed and brightly illuminated. The sign may not exceed 5,000 NITs between sunrise and one-half hour before sunset.
- (4) Digital outdoor advertising signs shall not display an illuminative brightness of such intensity or brilliance that they impair the vision or endanger the safety and welfare of any cyclist or person operating a motor vehicle.
- (5) Digital outdoor advertising signs shall not resemble or simulate any warning or danger signal, or any official traffic-control device, sign, signal, or light.
- (6) All digital outdoor advertising signs shall have installed ambient light monitors or photocells and shall at all times allow such devices to automatically adjust the brightness level of the sign based on ambient light conditions. Each sign shall be equipped with a default mechanism that will automatically freeze the sign in one position or display a static message if a malfunction occurs.
- (7) Digital outdoor advertising signs shall not display consecutive messages facing the same traveled way, which constitute a substantially similar theme or story and is a continuation of any immediately preceding message, thereby creating a storyboarding effect when viewed by the person operating a motor vehicle. Nothing contained in this section shall prohibit the display of identical consecutive messages.
- (8) Any existing outdoor advertising sign that conforms to the requirements of this Code and is currently registered with the City may be converted to a digital outdoor advertising sign.

(9) A new or converted electronic digital sign shall be located no closer than 200 feet from the closest point of any residential zoning district, measured in a straight line from the center of the sign structure to the nearest point of the residential zoning district, measured in a straight line from the center of the sign structure to the nearest point of the residential zoning district, and in no event shall the digital side of the sign face toward the residential area.

(10) A new digital outdoor advertising sign can be erected at any site that complies with all of the current requirements for off-premises signs and the conditions of this section.

§ 2. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance, except that the effective date provision shall not be severable from the operative provisions of the ordinance.

ADOPTED this _____ day
of _____, 2026.

NOT ADOPTED this _____ day
of _____, 2026.

(Mayor)

(Mayor)

ATTEST:

(City Clerk)

File Attachments for Item:

11. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-45: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-2, LOW-DENSITY APARTMENT DISTRICT, RM-6, MEDIUM-DENSITY APARTMENT DISTRICT, A-2, RURAL AGRICULTURAL DISTRICT, AND C-1, LOCAL COMMERCIAL DISTRICT, TO A PUD, PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NW CORNER OF INTERSECTION OF 36TH AVE NE AND E ALAMEDA STREET; WARD 6)

The item has been withdrawn by the applicant.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 07/09/2026

REQUESTER: The Calara Group, LLC

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-45: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, RM-2, LOW-DENSITY APARTMENT DISTRICT, RM-6, MEDIUM-DENSITY APARTMENT DISTRICT, A-2, RURAL AGRICULTURAL DISTRICT, AND C-1, LOCAL COMMERCIAL DISTRICT, TO A PUD, PLANNED UNIT DEVELOPMENT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NW CORNER OF INTERSECTION OF 36TH AVE NE AND E ALAMEDA STREET; WARD 6)

The item has been withdrawn by the applicant.

File Attachments for Item:

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

The item has been withdrawn by the applicant.



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 07/09/2026

REQUESTER: The Calara Group, LLC

PRESENTER: Ken Danner, Subdivision Development Manager

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

The item has been withdrawn by the applicant.
