



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 01/27/2026

**REQUESTER:** 36 North, LLC

**PRESENTER:** Jane Hudson, Planning & Community Development Director

**ITEM TITLE:** CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-25 UPON SECOND AND FINAL READING: 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 LOT 1, BLOCK 1 OF 36TH NORTH BUSINESS PARK AND A REPLAT OF LOT 1, BLOCK 1 OF S.C.M.C. ADDITION AND LOT 6, BLOCK 1, OF BROCE INDUSTRIAL PARK OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED EAST OF 36TH AVENUE N.W. APPROXIMATELY ONE-HALF MILE NORTH OF ROCK CREEK ROAD; WARD 8)

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<b>APPLICANT/REPRESENTATIVE</b>	36 North, LLC/Rieger Sadler Joyce, LLC
<b>LOCATION</b>	East of 36 <sup>th</sup> Ave. NW approximately one-half mile north of Rock Creek Rd.
<b>WARD</b>	8
<b>CORE AREA</b>	No
<b>EXISTING ZONING</b>	PUD, Planned Unit Development
<b>EXISTING LAND USE DESIGNATIONS</b>	Commercial and Interchange Mixed Use
<b>CHARACTER AREA</b>	Corridor (In-Town)
<b>PROPOSED ZONING</b>	PUD, Planned Unit Development
<b>PROPOSED LAND USE</b>	No Change

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## REQUESTED ACTION

Amend the existing PUD to allow more commercial uses, allow more multi-family residential units, and amend the adopted site plan.

## SUMMARY:

The applicant, 36 North, LLC, is requesting an amendment to the existing PUD, Planned Unit Development (O-1314-16). The proposed amendment will change the site plan to allow for a modernized layout. It will also update the development regulations, allow more commercial and office uses, including gas stations, short-term rentals, and vocational and trade schools, allow more multi-family residential units, and amend the Revised Final Site Development Plan.

## EXISTING CONDITIONS:

**SIZE OF SITE:** 19.96 Acres

## SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	PUD	I-1	I-1	A-2 & I-1	R-1 & R-M-6
Land Use	Commercial & Interchange Mixed Use	Commercial & Interchange Mixed Use	Interchange Mixed Use	Commercial & Interchange Mixed Use	Urban Medium
Current Use	Commercial	Industrial	Commercial, Industrial, & Civic	Industrial & Commercial	Residential (Single-Family)

## EXISTING 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 DESIGNATIONS**

### **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.

### **Commercial**

Efficient, walkable pattern of development with a variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level, while still supporting neighborhood services. Primarily featuring retail establishments that have a large trade area and are auto-centric in design. The large retail site often acts as an attractor to other activities that rely on pass-by vehicle trips.

- Predominately non-residential uses with a smaller percentage of residential uses at compatible densities and scales.

## **CHARACTER AREA DESIGNATION**

### **Corridor Areas**

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, In-Town, and Downtown)

#### **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.

### **NEAREST PUBLIC PARK**

Berkeley Park is located approximately 0.2 miles west of the development site within the Berkeley Addition neighborhood, which is across 36<sup>th</sup> Ave. NW from the subject property. The park is on the south side of Astor Dr. There does not appear to be a designated safe pedestrian crossing at this location on 36<sup>th</sup> Ave. NW.

The Norman Board of Parks Commissioners, on March 6, 2008, recommended fee in lieu of park land if any of the proposed residential development occurs. This decision still applies to the proposed development.

### **PROCEDURAL REQUIREMENTS:**

#### **PRE-DEVELOPMENT:**

**PD25-22**

**August 28, 2025**

Several neighboring residents were in attendance and shared concerns primarily related to traffic, lighting, and the green space located south of the project site. Specifically, neighbors expressed that introducing additional commercial uses could exacerbate existing traffic congestion in the area. There were also numerous questions regarding lighting, particularly the potential impact of commercial and parking area lights, including light spillover into adjacent residential properties. In addition, residents raised concerns about the small green space immediately south of the site, with particular attention to the preservation of existing trees and vegetation. The applicant's representative acknowledged these concerns and committed to relaying them to the developer for further consideration. City staff also clarified that, at the building permit stage, compliance with commercial lighting standards will be required, including the use of full cut-off fixtures and submission of a photometric plan to prevent light spillover onto adjacent properties.

#### **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 at the building permit stage.*

#### **BUILDING REVIEW**

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

## **PUBLIC WORKS/ENGINEERING**

*The subject property is platted as 36<sup>th</sup> North Business Park. No additional subdivision is requested. There are no additional comments from Public Works/Engineering.*

## **TRANSPORTATION ENGINEER**

*The subject property is platted, therefore a report from the Transportation Engineer is not required for this development. There are no additional comments from the Transportation Engineer.*

## **PLANNING**

### **ZONING CODE CONSIDERATIONS**

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

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

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

*The applicant requests an amendment to the existing PUD to expand the allowed commercial and office uses, including gas stations, short-term rentals, and vocational and trade schools, allow more multi-family residential units, and amend the adopted site development plan. This proposal remains **consistent** with the purpose of the existing PUD.*

## **Uses Permitted**

- The Property will be developed as a mixed-use development, featuring commercial, office, retail, and multi-family residential uses. A complete list of the allowable uses may be found in Exhibit C of the PUD Narrative.

*The proposed PUD amendment proposes a mixed-use development of 21 buildings in addition to the three existing, allowing for commercial, office, and multi-family residential uses. The submitted Revised Final Site Development Plan shows 15 buildings with 220 total multi-family residential units. The remaining five buildings are located along the northern edge of the development site and may contain commercial, office, or residential uses. The proposed PUD amendment removes the current PUD's restriction of commercial uses to the ground floor only. The proposed uses are **consistent** with surrounding zoning, as the development site abuts industrial and commercial uses to the north, south, and east, and single-family residential uses to the west across 36<sup>th</sup> Ave. NW.*

## **Area Regulations**

- **Setback off 36th Ave NW:**  
All buildings within the Property that front 36th Ave NW shall have a minimum twenty-five (25') foot building setback from the property line fronting 36th Ave NW.
- **Setback off of North Property Line:**  
All buildings within the Property that abut the neighboring property located to the North of the Property shall have a minimum fifteen (15') foot building setback from the North property line.
- **Setback off of South Property Line:**  
All buildings within the Property that abut the neighboring property located to the South of the Property shall have a minimum fifteen (15') foot building setback from the South property line.
- **Setback off of East Property Line:**  
All buildings within the Property that abut the neighboring property located to the East of the Property shall have a minimum twenty-five (25') foot building setback from the East property line.
- **Setback off of Utility Easements:**  
If a utility or other public easement is not located within the required building setbacks enumerated above, all buildings shall maintain a minimum setback of one (1') foot from the easement line.
- **No Other Setbacks:**  
Except for the building setbacks enumerated above, there shall be no other required setbacks for the buildings located within the Property to allow for a flexible development of the Property over time.



*The proposed front setback from the western property line, which abuts 36<sup>th</sup> Ave. NW, is 25'. The proposed side setbacks from the north and south property lines are 15'. The proposed rear setback from the east property line is 25'. The proposed setback from utility easements is 1' from the easement line. These setbacks are largely **consistent** with the surrounding zoning districts, meeting or exceeding most of their setback regulations with the exception of the A-2 district to the south of the subject property, which has greater setbacks than those proposed by this PUD amendment.*

## **Height Regulations**

- The maximum height for any building on the Property shall be five (5) stories.

*The proposed five-story building height maximum is **consistent** with the height regulations for the surrounding zoning districts with the exception of R-1, which does not allow for building heights over three stories.*

## **Open Space**

- Open space and landscaping shall be located throughout the Property as shown on the attached Green Space Exhibit, Exhibit D of the PUD Narrative. The Property shall contain drainage and detention solutions that adequately control, contain, and channel stormwater runoff from the Property in accordance with all applicable City ordinances and regulations.

*Open space in the proposed development is detailed in the Green Space Exhibit, attached to the proposed PUD Narrative. The total proposed open space is 27% of the total area. This exceeds the required 10% to 15% open space requirement under Section 36-509, PUD, Planned Unit Developments. The open space will contain stormwater drainage and detention to control runoff in accordance with City regulations. For these reasons, the open space is **consistent** with the surrounding area.*

## **Traffic Access, Circulation, Parking and Sidewalks**

- Access to the property shall be permitted in the manner depicted in the attached Revised Final Site Development Plan. Sidewalks shall be provided in conformity with the City of Norman ordinances.
- The Property shall comply with Norman's applicable parking ordinances.

*The proposed development will be accessed by the two existing drives on 36<sup>th</sup> Ave NW, and by a connection to Broce Ct. to the east. There are 783 parking spaces shown on the Revised Final Site Development Plan, which exceeds the minimum recommended off-street parking spaces of Section 36-548, Off-Street Parking Requirements. Although the proposed off-street parking aligns closely with the required off-street parking spaces for single and two-family residential uses, Section 36-509, PUD, Planned Unit Developments, states that off-street parking should generally follow the regulations outlined in Section 36-548, Off-Street Parking. Sidewalks will be provided throughout the development and will connect the multi-family residential uses to existing public pedestrian infrastructure. For these reasons, the proposed development is **consistent** with City regulations.*

## Landscaping

- Open space and landscaping shall be located throughout the Property as shown on the attached Green Space Exhibit, Exhibit D of the PUD Narrative. The Property shall contain drainage and detention solutions that adequately control, contain, and channel stormwater runoff from the Property in accordance with all applicable City ordinances and regulations.

*Landscaping will be provided throughout the development site. The proposed landscaping and open space are **consistent** with City regulations.*

## Signage

- Signage for the Property shall comply with the City of Norman's applicable commercial signage restrictions, as amended from time to time. In addition to the signages allowed by the applicable commercial signage restrictions, the Property may contain a maximum of four (4) development signs advertising the name of the development and/or any tenants, owners, users, services, or locations within the development (the "Development Signs"). Two of the Development Signs are existing and are shown on the Revised Final Site Development Plan. The two additional Development Signs may be placed anywhere within the Property as long as such sign is not located within an applicable sight triangles or City easement (unless permission has been granted by the City through a consent to encroachment or similar instrument). Each Development Sign may be a maximum of 150 square feet per side, each sign having no more than two (2) sides.

*The proposed development is **consistent** with the City's signage regulations, as it is proposing commercial signage regulations for commercial uses.*

## Screening

- The Property may, but is not required to, install perimeter fencing along all or portion of the Property. Fencing, if any, shall not exceed eight (8) feet in height, unless the written consent of the abutting property owner is secured, or the Board of Adjustment approves the height, location, and materials as a special exception.

*The proposed development is **consistent** with the requirements under Section 36-552, Fencing, Walls, And Screening, as the development does not abut any districts or uses that would require screening.*

## Exterior Materials

- Exterior materials of the building to be constructed on the Property may be a minimum of eighty percent (80%) brick, wood, glass, stone, synthetic stone, stucco, EIFS, masonry, metal accents, composition shingles, synthetic slate shingles, metal roofs, or other comparable roofing materials, and any combination thereof.

*The proposed exterior materials are **consistent** with the requirements under Section 36-547, Exterior Appearance of the Zoning Ordinance, which states that commercial or non-residential buildings within a PUD must have exterior walls of at least 80% masonry or other structural material of equal durability and architectural effect.*



## Sanitation/Utilities

- The necessary utility services for this project are already located in relative proximity to the Property or shall be extended to the Property, as necessary.
- Trash may be handled through on-site dumpsters. A trash compactor(s) and its enclosure(s) may also be located on site to facilitate trash removal. Any dumpster or trash facilities shall be screened within closures that are built of materials to be compatible with the building exteriors in the main building and constructed to City Standards.

*The proposed development will be **consistent** with all applicable City of Norman utilities standards.*

## COMPREHENSIVE PLAN CONSIDERATIONS

### Character Area Policies

#### General Policies

##### Residential Policies

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

*The proposed development is **consistent** with the Character Area General Residential Policies because it promotes a type of housing and density that is not common in the surrounding area. The multi-family residential portion of the development proposes multi-family housing with open space in between to avoid the appearance of identical homes.*

##### Non-Residential Policies

- 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.

*The proposed development is **consistent** with the Character Area General Non-Residential Policies, as it will incorporate high-quality building materials, and any loading areas will be located to the rear of buildings. The development does not propose any parking garages. Sidewalks will be provided throughout the development for pedestrian circulation and connection to existing public pedestrian infrastructure.*

### Corridor Areas (In Town) 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.

*The proposed development is **consistent** with the policies of the Corridor Area (In Town) policies, as it is a mixed-use development that provides a type of housing that is lacking in the area, utilizes existing utilities infrastructure, and encourages multimodal transportation due to its proposed connection to nearby public pedestrian infrastructure.*

## **Land Use Development Policies**

### **Commercial Policies**

- Efficient, walkable pattern of development with a variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level, while still supporting neighborhood services. Primarily featuring retail establishments that have a large trade area and are auto-centric in design. The large retail site often acts as an attractor to other activities that rely on pass-by vehicle trips.
  - Predominantly non-residential uses with a smaller percentage of residential uses at compatible densities and scales.

*The proposed development is mixed-use, but largely multi-family residential in nature, as it consists of 15 multi-family residential buildings with 220 total units out of the 21 proposed buildings. Because it is higher percentage of residential uses, it is **inconsistent** with this Commercial Land Use policy. However, this project is providing needed housing and is providing the allowance for mixed-use in all residential structures.*

### **Building Types**

- Focus on big-box retail, office, small-scale manufacturing, and distribution.
- Developments are mostly non-residential. Multi-unit residential can be a transitional use to a lower intensity residential neighborhood as part of employer housing.

*The proposed development does not focus on big-box retail, small-scale manufacturing, or distribution uses, but rather commercial, office, and multi-family residential uses. There are 15 proposed multi-family residential buildings, which will occupy a large portion of the development site. For these reasons, the proposed development is **inconsistent** with this Commercial Land Use policy.*

### **Site Design**

- Parking lots may be converted into buildable sites.
- Some locations may warrant 2-3 story parking decks serving multiple campuses or areas.
- Special attention to pedestrian circulation from tenant to tenant.
- Shared waste streams for garbage and grease, limited off-hour deliveries, and inclusion of other design features that mitigate service and loading impacts on adjacent lower intensity uses.
- Landscaping should be thoughtfully planned and maintained to cultivate an attractive environment.
- Stormwater management should be integrated into projects and designed, when possible, as a site or district amenity.

*The development proposes landscaping and stormwater management in compliance with City regulations. These features will serve the entire development site. Sidewalks will be included throughout the development. For these reasons, the proposed development is **consistent** with this Commercial Land Use policy.*

### **Transportation**

- High-connectivity grid pattern providing viable locations for higher intensity land uses, and allowing multiple access points and routes between uses. Most of the arterials have or will have adequate pedestrian facilities, giving people the option of walking to get to

and from these locations. Existing surface parking lots at these locations often present an opportunity to modify the circulation pattern, improve access, and add other benefits. Improving access for pedestrians and bicyclists will be a priority, including modernizing multi-modal infrastructure. Locations at major transit stations highly preferred, transit accommodations should be integrated, if not already established.

*The proposed development is **consistent** with this Commercial Land Use policy because it promotes interconnectivity through its proximity to multi-modal transit infrastructure, including a sidewalk on 36<sup>th</sup> Ave. NW with access to an Embark bus stop. Sidewalks will be provided throughout the development and will connect to existing public pedestrian 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.

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

### Public Space

- Plazas, café seating, and other small, well-designed outdoor spaces. Traditional public parks are not appropriate. Pedestrian amenities and connections to regional trails are commonly integrated.

*The proposed development provides a swimming pool in the multi-family residential portion. While the submitted Revised Final Site Development Plan does not show amenities such as plazas, café seating, or other outdoor spaces, the site may allow for such amenities, should commercial or office tenants wish to install them. Sidewalks will also be provided throughout the development and will connect to existing public pedestrian infrastructure. For these reasons, the development is **consistent** with this Commercial Land Use Policy.*

### Interchange Mixed-Use Policies

- 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.

*The proposed development does not feature large-scale commercial development, and is largely multi-family residential in nature, with 220 multi-family residential units in 15 buildings. The gross density for the multi-family residential development is only 11 units per acre. For these reasons, the proposal is **inconsistent** with this Interchange Mixed-Use Land Use policy.*

### Building Types

- 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.

*The proposed development is **consistent** with this Interchange Mixed-Use Land Use policy, because while it proposes medium density, rather than high-density, residential structures, the proposed density is more sensitive, and acts as a transition to, to the nearby single-family residential areas. While this proposed building height is taller than the single-family residential developments to the west of the site, they are buffered by the existing, two-story commercial structures located along the frontage of 36<sup>th</sup> Ave. NW.*

## 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.

*The proposed development is **consistent** with this Interchange Mixed-Use Land Use policy because it features an attractive design using high-quality building materials, and a large portion of its parking facilities are located internally and are not visible from the right of way. Additionally, the proposed development features internal pedestrian infrastructure with a connection to existing public pedestrian infrastructure, and its allowed uses support a diverse mix of tenants, contributing to a unique sense of place.*

## Transportation

- 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.

*The proposed development utilizes existing parking areas on the site. The majority of these parking facilities will serve the proposed multi-family residential development, and are partially screened from the right of way by existing commercial buildings along the frontage of 36<sup>th</sup> Ave. NW. There is a transit stop approximately 0.7 miles north of the development site, accessible via a sidewalk along 36<sup>th</sup> Ave. NW. For these reasons, the proposed development is **consistent** with this Interchange Mixed-Use Land Use Policy.*

### **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.

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

### **Public Space**

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

*The proposed development provides a swimming pool in the multi-family residential portion. While the submitted Revised Final Site Development Plan does not show amenities such as plazas, café seating, or other outdoor spaces, the site may allow for such amenities, should commercial or office tenants wish to install them. Sidewalks will also be provided throughout the development and will connect to existing public pedestrian infrastructure. For these reasons, the development is **consistent** with this Interchange Mixed-Use Land Use Policy.*

### **Neighborhood and/or Special Area Plans**

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

### **UTILITIES**

#### **AIM NORMAN PLAN CONFORMANCE**

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

#### **SOLID WASTE MANAGEMENT**

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

#### **WATER/WASTEWATER AVAILABILITY**



## **Water Availability**

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

## **Wastewater Availability**

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

## **ALTERNATIVES/ISSUES:**

The PUD Narrative proposes amending the currently approved PUD to expand the allowed commercial uses, allow for multi-family residential development, and amend the Revised Final Site Development Plan. The proposed development will include 21 new buildings in addition to the three existing. Of the 21 new buildings, 15 will be multi-family residential in use, with 220 units in total. The remaining five new buildings may be commercial, office, or residential in use. The proposed development will include 783 parking spaces. The development site abuts industrial, commercial, and civic properties to the north, east, and south. There are single-family residential dwellings to the west of the development site, across 36<sup>th</sup> Ave. NW. The proposed development will provide a greater variety of housing options and densities to this area.

The proposed development aligns with the AIM Norman Comprehensive Land Use Plan by providing a greater variety of housing options and densities to this area of Norman, in an area with existing utilities infrastructure and multimodal transportation connections.

## **ANALYSIS:**

While the proposed development is inconsistent with some of the Land Use and Character Area policies under the AIM Norman Comprehensive Land Use Plan, it should be noted that the existing PUD was adopted, platted, and partially developed under the previous comprehensive plan, NORMAN 2025 Land Use and Transportation Plan. The proposed development is consistent with the original intent of the existing PUD, and the new design will also provide medium density, multi-family residential options along 36<sup>th</sup> Ave. NW., contributing to Norman's undersupplied housing stock.

**CONCLUSION:** Staff forwards this request to amend the existing PUD, Planned Unit Development (O-1314-16), to a new PUD, Planned Unit Development District (O-2526-25), for consideration by City Council.

**PLANNING COMMISSION RESULTS:** At their meeting of December 11, 2025, the Planning Commission recommended approval of Ordinance O-2526-25 by a vote of 6-0.