



## CITY OF NORMAN, OK STAFF REPORT

---

**MEETING DATE:** 12/11/2025

**REQUESTER:** NMG Properties, LLC

**PRESENTER:** Justin Fish, Planner I

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-27: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS SEVEN (7), EIGHT (8), AND NINE (9), IN BLOCK TWENTY (20), OF WESTPORT PROFESSIONAL PARK SECTION SEVEN (7), PART OF THE NE/4 OF SECTION 26, T9N, R3W, OF THE INDIAN MERIDIAN, AND A REPLAT OF LOTS 2 THRU 8, BLOCK 9, WESTPORT PROFESSIONAL PARK, SECTION 2, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (809, 813, 817 26TH AVENUE N.W.; WARD 2)

---

<b>APPLICANT/REPRESENTATIVE</b>	NMG Properties, LLC/Rieger Sadler Joyce LLC
<b>LOCATION</b>	809, 813, & 817 26 <sup>th</sup> Avenue NW
<b>WARD</b>	2
<b>CORE AREA</b>	No
<b>EXISTING ZONING</b>	C-1, Local Commercial District
<b>EXISTING LAND USE DESIGNATION</b>	Interchange Mixed-Use
<b>CHARACTER AREA</b>	Corridor
<b>PROPOSED ZONING</b>	C-2, General Commercial District
<b>PROPOSED LAND USE</b>	No Change

---

**REQUESTED ACTION**

Rezone the properties from C-1 to C-2

**SUMMARY:**

The applicant, NMG Properties, LLC, is requesting to rezone from C-1, Local Commercial District, to C-2, General Commercial District, to construct a parking lot to be used for employee parking and the staging of automobiles for the Nelson Mazda Automotive dealership. Under the current zoning, the applicant would not be allowed to use the subject property to facilitate the storage or sales of automobiles.

**EXISTING CONDITIONS:****SIZE OF SITE:** 0.75 Acres**SURROUNDING PROPERTIES**

	Subject Property	North	East	South	West
Zoning	C-1	C-1	C-1	C-1	C-2
Land Use	Interchange Mixed-Used	Interchange Mixed-Used	Interchange Mixed-Used	Interchange Mixed-Used	Interchange Mixed-Used
Current Use	Vacant	Vacant	Office	Office / Vacant	Commercial

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

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

**LAND USE DESIGNATION****Interchange Mixed-Use (IMX)**

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 DESIGNATIONS**

## **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 Corridors, In-Town Corridors, and Downtown Corridors)

### **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.

## **NEAREST PUBLIC PARK**

Russell Bates Park is located less than half a mile east of the development site.

## **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 building permitting.*

## **BUILDING REVIEW**

*Building codes and all applicable trades will be addressed during building permitting.*

## **PUBLIC WORKS/ENGINEERING**

*The subject property is platted as part of Westport Professional Park. No additional subdivision is requested.*

## **TRANSPORTATION ENGINEER**

*The subject property is platted, therefore a report from the Transportation Engineer is not required for this development.*

## **PLANNING\***

## ZONING CODE CONSIDERATIONS

### Purpose – C-2, General Commercial District

This commercial district is intended for the conduct of personal and business services and the general retail business of the community. 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.

*The applicant requests a rezoning from C-1, Local Commercial District, to C-2, General Commercial District, to construct a parking lot to serve the functions of Nelson Mazda Automotive. The proposed parking lot will be used for employee parking and vehicle staging. Automobile sales and storage are not allowed in the C-1 District, but are allowed in the C-2 District. For this reason, the requested action is **consistent** with the regulations of the C-2 District.*

### Uses Permitted

- The permitted uses for the C-2 District are listed in Section 36-525. The uses include a variety of commercial uses.

*The use proposed by the applicant is listed as an allowable use by right in the C-2, General Commercial District. The area surrounding the development site is zoned for commercial purposes. The properties to the east, north, and south are zoned C-1, Local Commercial District. Office uses are located on these lots. The properties to the west across 26<sup>th</sup> Avenue Northwest are zoned C-2. While there are automobile sales lots to the west, the proposed use is **inconsistent** with the adjacent office uses.*

### Area Regulations

- Front yard
  - All buildings shall be set back from any abutting street right-of-way at least ten feet. Across the entire front of all lots (and the street side of any corner lot) in plats filed after November 7, 2005, a minimum ten-foot landscape strip shall be installed, which may not be encroached upon by parking. One eight-foot-tall shade (canopy) tree per each 20 feet of lot frontage and one three-gallon shrub per five feet of building frontage shall be installed within this landscape strip. Clustering of these required plantings may be allowed, if approved by the City Forester or his designee. Such planting should be covered by the three-year maintenance bond required when new landscaping is installed with the parking lot on the same tract. All species are to be approved by the City Forester.
- Side Yard
  - For uses other than dwelling, no side yard shall be required except on the side of a lot adjoining a residential zoning district in which case there shall be a side yard of not less than five feet.
- Rear Yard
  - Rear yard shall not be required for retail establishment; except where a rear lot line abuts upon a dwelling district and the commercial building is designed to be serviced from the rear, there shall be provided a rear yard of not less than 30 feet for lots without alleys and 20 feet for lots with alleys; and further, provided that in no case

where the rear lot line abuts a dwelling district shall the commercial building be erected closer than three feet to the rear lot line.

*The Area Regulations for this development will conform to the requirements of the C-2 District. The C-2 District requires a 10' front yard setback, a 10' landscape buffer along the front property line, a 5' side yard setback, and no required rear yard setback unless a building is being serviced from the rear. The proposed development does not feature any structures, only a parking lot, however, this proposal is not tied to a site plan and a structure could be built. The area regulations of the C-1 District are the same as those found in the C-2 District. For these reasons, the proposed development is **consistent** with the area regulations of the C-2 District and surrounding C-1 Districts.*

## Height Regulations

- There will be no height limit for any building or structure in this district.

*The proposed development will conform to the requirements of the C-2 District. The surrounding properties zoned C-1 allow for a maximum height of two and a half stories or 35'. The proposed development is **inconsistent** with the surrounding allowances in the area due to no height limit required. Future development could allow for a much taller structure under the C-2 zoning.*

## Landscaping

- Landscaping will be in conformity with the City of Norman ordinances, as amended from time to time.

*The proposed development is **consistent** with the regulations found under Section 36-551, Landscaping Requirements For Off-Street Parking Facilities.*

## Lighting

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

*The proposed development is **consistent** with the regulations found under Section 36-549, Commercial Outdoor Lighting Standards.*

## Signage

- Signage will comply with the City of Norman's applicable commercial signage restrictions, as amended from time to time.

*The proposed development is **consistent** with the regulations found under Chapter 28, Sign Regulations.*

## COMPREHENSIVE PLAN CONSIDERATIONS

### Character Area Policies

#### General Policies

##### 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.

*A request to rezone to C-2, General Commercial District, does not require a binding site plan to be followed by the applicant. The current proposal does not feature any structures; however, structures meeting the regulations within the C-2 District would be permissible. Under the current proposal, none of the Non-Residential General Policies are applicable to the development.*

## **Corridor Areas 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.

*The proposed development is **inconsistent** with the Corridor Areas Policies because it creates excess parking, does not propose shared entrances, and does not provide pedestrian connections within the development or surrounding properties.*

## **Land Use Development Policies**

### **Mixed-Use Land 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.

*The proposed development is **inconsistent** with the Interchange Mixed-Use Land Use policies because the development is exclusively commercial, does not propose a mix of uses, does not propose an efficient walkable pattern, and does not propose a residential gross density of greater than 18 units per acre.*

## **Building Types**

- 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

*The proposed development is **inconsistent** with the Interchange Mixed-Use Land Use policies. Only a parking area to be used by employees and a staging area for automobile sales is proposed by the applicant.*

## **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 **inconsistent** with the Interchange Mixed-Use policies because it does not promote a diversified tenant mix, outdoor seating, cross-access drives, or connected pathways. Sites in this designation are to be carefully planned to be attractive, with*

*parking areas to be placed subordinate to structures. A parking lot development does not meet this.*

## **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 parking area is not located in the rear of the lot or in a large, shared parking facility. Additionally, the primary use for the development site will be a parking lot to facilitate the sale of automobiles and provide employee parking. For these reasons, development is **inconsistent** with the Interchange Mixed-Use Land Use Transportation policies.*

## **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.

*While not needed for this proposal, the proposed development has access to City utilities and is **consistent** with Utility Access policies.*

## **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 development is **inconsistent** with the Interchange Mixed-Use Land Use policies because the development site does not propose a private park, trail connections, or any other significant feature.*

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

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

## **UTILITIES**

### **AIM NORMAN PLAN CONFORMANCE**

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

### **SOLID WASTE MANAGEMENT**

*The proposed development meets requirements for City streets and provides access for solid waste service.*



## **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:**

**IMPACTS:** The proposed rezoning from C-1, Local Commercial District, to C-2, General Commercial District, would allow the applicant to develop the subject parcel for new automobile sales, a use that is not allowed within the C-1 District. All other C-2 uses are also allowed by right with the rezoning. While the applicant is not proposing any structures, they would be permitted in the future as this rezoning is not tied to a site plan.

The proposed development is not compatible with the adjacent properties. Directly north and south there are vacant lots. Further south and directly east, there are office buildings zoned C-1. Across 26<sup>th</sup> Avenue Northwest, there is an automotive car sales business and several large vacant parking lots with parked automobiles. The site development plan shows a large parking lot featuring adequate lighting and landscaping. Traffic in the area is expected to increase with this development because it will be used for employee parking and the staging of automobiles for sale.

The proposed development is inconsistent with the AIM Norman Comprehensive Land Use Plan because it proposes a single commercial use with no structures or features. The Interchange Mixed-Use Land Use policies encourage a mixing of uses, along with vehicle interconnectivity, three-story buildings, and pedestrian infrastructure.

Staff does note that the site development plan with the proposed rezoning is not binding and a change in zoning to the C-2 District would allow for any use permissible in that Zoning District.

**CONCLUSION:** Staff forwards this request for rezoning from C-1, Local Commercial District, to C-2, General Commercial District, and O-2526-27 to the Planning Commission for consideration and recommendation to City Council.