



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 04/09/2026

REQUESTER: Cradle Investments, LLC

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-50: 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 PART OF THE SOUTHEAST QUARTER (SE/4) OF SECTION THIRTEEN (13), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM C-2, GENERAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN SPUD, SIMPLE PLANNED UNIT DEVELOPMENT DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF N. FLOOD AVENUE AND W. ROCK CREEK ROAD; WARD 8)

| | |
|---------------------------------------|--|
| APPLICANT/REPRESENTATIVE | Cradle Investments, LLC |
| LOCATION | Near the northeast corner of the intersection of N. Flood Ave. and W. Rock Creek Rd. |
| WARD | 8 |
| CORE AREA | No |
| EXISTING ZONING | C-2, General Commercial District |
| EXISTING LAND USE DESIGNATIONS | 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 commercial uses and the placement of a billboard.

SUMMARY:

The applicant, Cradle Investments, LLC, is requesting rezoning from C-2, General Commercial District, to SPUD, Simple Planned Unit Development. The proposed rezoning and associated plat will allow for development containing commercial uses and the placement of a billboard.

EXISTING CONDITIONS:

SIZE OF SITE: 4.32 acres

SURROUNDING PROPERTIES

| | Subject Property | North | East | South | West |
|-------------|------------------|---------------------|----------------|--|---|
| Zoning | C-2 | I-2 | I-2 | I-2 & A-2 (University of Oklahoma Property) | A-2 (University of Oklahoma Property) |
| Land Use | Job Center | Job Center | Job Center | Job Center & Civic | Civic |
| Current Use | Vacant | Industrial & Office | Railroad Track | Vacant & University of Oklahoma North Campus, Max Westheimer Airport | University of Oklahoma North Campus, Max Westheimer Airport |

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

Job Center

Emphasis on concentration of high-quality jobs. Vital to the long-term health of the city, these activities have special considerations to aid in maximizing their benefits to the community, including 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.

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)

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

Highland Village Park is approximately 0.75 miles east of the subject property. However, there is no available pedestrian access to the park from the subject property.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

PD26-6

March 26, 2026

There were no neighboring property owners in attendance for the proposal's Pre-Development meeting.

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

Additional construction details are required to determine fire hydrant requirements and fire lane specifications for the proposed building(s). These items will be addressed during the building permit stage. For 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 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 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 commercial development with greater flexibility than is currently available under other district regulations, and to allow for the placement of a billboard. The proposal is **consistent** with the purpose of a SPUD.*

Uses Permitted

- The proposed uses of the site will be those allowed in the C-2, General Commercial District, as listed in Exhibit B of the SPUD narrative.

*The uses permitted within the proposed development mirror those allowed in the C-2, General Commercial District, and are not uniquely tailored to the proposal. However, these proposed uses are less intense than those allowed by right within the I-2, Heavy Industrial Districts to the north, south, and east of the subject property. Therefore, the proposed uses are **consistent** with the surrounding zoning.*

Area Regulations

- North Setback: 15'
- South Setback: 15'
- East Setback: 25'
- West Setback: 25'

*The area regulations of the proposal are generally **consistent** with the setbacks of the surrounding area. All development will be reviewed for compliance at the building permit stage.*

Height Regulations

- Heights for buildings and monument signs will be limited to 25'. Billboard heights are limited to 35'.

*The proposed height limits are **consistent** with the surrounding area. However, notice must be given to the Federal Aviation Administration's Obstruction Evaluation Group for any proposed structures within the subject property. Additionally, most of the subject property is within an Oklahoma Aeronautics Commission Runway Protection Zone, requiring additional reporting to the State for any proposed structures. The applicant is aware of these requirements.*

Landscaping

- Landscaping will comply with Norman's applicable ordinances.

*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 113 total parking spaces. All parking areas will comply with applicable ordinances.

*The proposed development is **consistent** with the City's parking regulations.*

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

- The development will contain one monument sign as shown on the Preliminary Site Plan, as well as one billboard. The billboard will abide by the following setbacks:
 - Front: 25' from street right-of-way
 - Side and rear: 25'
 - Distance from other billboard signs: 1,000'
 - Distance from church, school, or municipal, state, or federal property: 150'
 - Distance from residentially zoned property: 100'

*The SPUD narrative states that signage within the development will comply with Article 28-VI, Off-Premises Signs, and applicable City commercial signage regulations, except where the SPUD conflicts, in which case the regulations of the SPUD shall control. For this reason, the proposed signage regulations are **consistent** with applicable City regulations.*

Screening

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

*The proposed development will be **consistent** with the City's screening regulations at the time of writing. However, the SPUD narrative states that no fencing will be required between the adjacent properties to the north and south. No fencing is currently required, as both adjacent properties are zoned I-2, Heavy Industrial District. Should adjacent properties be zoned or used for one- or two-family residential purposes in the future, the subject property would be required to install fencing and/or screening.*

Exterior Materials

- The exterior material of all buildings will be metal wall panel, with up to 50% accent materials allowed, including glass, brick, stone, or other materials as listed in the SPUD narrative.

*The proposed exterior material regulations are **inconsistent** with the surrounding zoning. The I-2 Districts to the north and south of the subject property require 80% masonry facades on any side of a building facing an urban arterial per Section 36-547, Exterior Appearance.*

Character Area Policies

General Policies

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 applicant is proposing metal wall panels and 50% accent materials for the siding on the buildings for this project. While metal wall panel is not specifically listed, metal wall panel construction is a high-quality building material and durable for this region. If constructed with a high-quality metal wall panel and accent materials this site will be **consistent** with the Character Area General Non-Residential Policies.*

Corridor Areas (Gateway) 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.

*While the proposal does not include additional provisions for screening or promote internal or external pedestrian access, it is generally **consistent** with the Corridor Area (Gateway) policies, as it capitalizes on an underutilized commercial lot, utilizes low impact development techniques, and proposes vehicular cross-access with the adjacent lot to the south.*

Land Use Development 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.

*The proposal allows for commercial uses and does not allow for residential uses. The proposal is **consistent** with this Job Center Land Use policy.*

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.

*The proposed SPUD narrative only allows for building heights up to 25', or approximately two stories, which is generally defined as low-rise. This is **inconsistent** with this Job Center Land Use policy. However, it should be noted that building heights in this area are limited due to the proximity to the Max Westheimer Airport to the west.*

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.

*The proposed 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 from N. Flood Ave.*

Transportation

- 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.

*The proposed development is **consistent** with this Job Center Land Use policy, as it proposes simple access to N. Flood Ave.*

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 Job Center Land Use policy.*

Public Space

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

*The proposed development does not include designated plazas, gathering areas, or similar amenities. For this reason, the proposal is **inconsistent** with this Job Center 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.

DISCUSSION:

Overall, the proposed development largely aligns with the AIM Norman Land Use and Character Area objectives by proposing commercial development that will connect to existing utility infrastructure and feature simple access to N. Flood Avenue. While metal wall panel is not explicitly listed as a preferred exterior building material, it is high quality and durable in this region. However, the proposed development does not include outdoor amenities for employees, as recommended by the Job Center Land Use policies.

CONCLUSION:

Staff forwards this request for rezoning from C-2, General Commercial District, to SPUD, Simple Planned Unit Development, and Ordinance O-2526-50 to the Planning Commission for consideration and recommendation to City Council.