



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/23/2025

REQUESTER: High Flyer Holdings, Inc.

PRESENTER: Jane Hudson, Planning & Community Development Director

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-7 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 THE NORTHEAST QUARTER (NE/4) OF SECTION TWO (2), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE THE SAME IN THE I-1, LIGHT INDUSTRIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (5451 HUETTNER DRIVE)

APPLICANT/REPRESENTATIVE	High Flyer Holdings Inc./Johnson and Associates
LOCATION	5451 Huettner Drive
WARD	8
CORE AREA	No
EXISTING ZONING	PUD, Planned Unit Development
EXISTING LAND USE	Job Center
CHARACTER AREA	Corridor
PROPOSED ZONING	I-1, Light Industrial District
PROPOSED LAND USE	No change
REQUESTED ACTION	Rezoning from PUD, Planned Unit Development, to I-1, Light Industrial District

EXISTING CONDITIONS

SIZE OF SITE: 6.18 Acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	PUD	I-1	A-2	I-1	A-2
Land Use	Job Center	Job Center	Urban High	Job Center	Civic
Current Use	Undeveloped	Industrial	Undeveloped	Industrial	Civic

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:

- (1) A maximum choice in the types of environment and living units available to the public.
- (2) 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.
- (3) Maximum enhancement and minimal disruption of existing natural features and amenities.
- (4) 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.
- (5) 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

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 accommodation 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 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 Area

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 on the highway; on-site parking; and large setbacks 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.

PROCEDURAL REQUIREMENTS

PRE-DEVELOPMENT

PD25-19

July 24, 2025

No neighbors attended this meeting.

BOARD OF PARKS COMMISSIONERS

This project does not include residential development and does not require a trail easement. As such, the project is not required to go before the Board of Parks Commissioners.

SUMMARY OF APPLICATION

The applicant is requesting to rezone from PUD, Planned Unit Development, to, I-1 Light Industrial District, to develop a 6.18-acre industrial park. The proposed site will include six industrial lots with approximately 1.15 acres of common area, including a private drainage system.

USE: The proposed site will be an industrial park with I-1, Light Industrial District, uses allowed.

TRAFFIC ACCESS, CIRCULATION, PARKING AND SIDEWALKS:

The development is located along Huettner Drive between I-35 and the BNSF Railroad. Access will be provided from Huettner Drive onto Huettner Court, a public street. No public sidewalks or trails are proposed. Parking is proposed for each lot as shown on the site plan.

LANDSCAPING:

Landscaping will be provided in accordance with Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, which may be amended from time to time.

SIGNAGE:

Signage will comply with the City of Norman's applicable sign regulations in Chapter 28. Signs will be addressed at the building permit phase.

LIGHTING:

Outdoor and exterior lighting will be addressed at the building permit stage and will be provided in accordance with Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

SANITATION/UTILITIES:

The proposed project does not show dumpster locations on the site plan, however it will comply with the City of Norman's applicable rules, ordinances, and regulations for sanitation services. The applicant will connect to the City of Norman's water and sewer systems.

FENCING/WALLS:

Fencing and screening, if provided, will comply with Section 36-552, Fencing, Walls, and Screening.

EXTERIOR MATERIALS: Exterior materials for the project will meet Section 36-547, Exterior Appearance. Any façade abutting a zoning district other than industrial will be required to have 80% masonry.

HEIGHT:

The I-1 Area Regulations restrict building height to a maximum of three stories or 45 feet.

NEAREST PUBLIC PARK:

Ruby Grant Park is 0.61 miles from the proposed development site. Ruby Grant is located at the SE corner of Franklin Road and 36th Avenue NW.

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 adverse comments.

CITY DEPARTMENTS

1. Fire Department
2. Building Permitting Review

3. Public Works/Engineering
4. Transportation Engineer
5. Planning
6. Utilities

COMMENTS, BY DEPARTMENT/AGENCY

Items italicized and blue in these sections represent City Staff analysis.

A.1. FIRE DEPARTMENT

Additional information would be required to determine fire hydrant and fire lane requirements related to the proposed buildings. These items will be addressed during individual building permitting. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

A.2. BUILDING REVIEW

Building codes will be addressed at the building permit stage.

A.3. PUBLIC WORKS/ENGINEERING

Please see the attached report.

A.4. TRANSPORTATION ENGINEER

Please see the attached report from the Transportation Engineer.

A.5. PLANNING

i. ZONING CODE CONSIDERATIONS

I-1, Light Industrial District

i. Purpose

The I-1, Light Industrial District, is intended for light manufacturing, processing, assembly, and office/warehouse uses that operate with minimal noise, odor, dust, or glare, and are confined within enclosed buildings. The district aims to support industrial operations which generate moderate traffic but do not produce the heavy traffic associated with more intensive or hazardous industrial uses. This district serves as a transitional zone between general commercial, multi-family residential areas, and heavier industrial zones, prioritizing activities that are non-disruptive to nearby properties.

The applicant is proposing to create an industrial park totaling 6.18 acres, including six industrial lots, with approximately 1.15 acres of common area, a private drainage system, and 40,685 sq. ft. of buildings.

ii. Uses Permitted

The permitted uses for the I-1 District are listed in Section 36-529. The uses include typical industrial and manufacturing uses. They are split into two categories: those which can be conducted outdoors and those which must be conducted in an enclosed space.

Specific uses from the I-1, Light Industrial District, will be requested at the time of development.

iii. Area Regulations

1. Front yard.

A 25-foot front building setback line shall be established. Across the entire front of all new lots (and the street side of any corner lot) a minimum ten-foot landscape strip shall be installed, which may not be encroached upon by parking or outdoor storage. One eight-foot-tall shade (canopy) tree per 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. Signs may be installed in any required landscape area.

2. 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. The street side corner setback shall be 15 feet.

3. Rear yard.

Whenever the rear yard adjoins a residential zoning district, the minimum building setback for principal and accessory buildings shall be 30 feet, unless a rear alley is provided.

The proposed six industrial lots will each be required to meet the front, side, and rear area regulations during the building permit stage.

iv. Height Regulations

1. Height regulations. Where a lot adjoins a dwelling district, the 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 Industrial Park will meet the height regulations, and no structure will exceed three stories in height or be taller than 45 feet in height.

COMPREHENSIVE PLAN CONSIDERATIONS

Character Area Policies

i. General Policies

Non-Residential Policies

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

Exterior materials for the project will meet Section 36-547, Exterior Appearance. Any façade abutting a zoning district other than industrial will be required to have 80% masonry.

ii. Character Area Policies – Corridor Areas

1. 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.
2. Use screening, with natural materials, when possible, to lessen noise pollution and visual clutter from existing and future uses along the corridor.
3. Promote circulation and manage access to keep traffic flowing by:
 - a. Including access along and into properties for vehicles, public transit, pedestrians, and bicyclists during street and interchange improvements.
 - b. Projects should not create fragmented parcels or impede on- and off-site circulation through, to reduce restriction of future development.
 - c. 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.
 - d. Requiring shared entrances, cross-access, and avoiding multiple access points for new commercial developments at major intersections.
4. Commercial developments should offer both internal and external pedestrian connections, especially between hotels, restaurants, and retail services.
 - a. Connections to the corridors and through developments should improve safety for those walking, bicycling, or using mobility devices.
5. 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.
6. Add density through development of sites behind properties directly facing streets.
7. Retrofit or mask existing strip development or other unsightly features, as necessary.
8. Explore requiring that stormwater management and detention have a lower impact than historic stormwater conditions for all new or redevelopment along corridors.

*The proposed project is **inconsistent** with the Corridor Area policies because it does not provide mixed-uses or connection to other developments. The proposed project is **consistent** with the screening policy.*

iii. Land Use Development Policies

i. Description and Context - Job Center (JC)

1. 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 accommodation 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.
2. 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 proposed industrial park is **consistent** with the Job Center policies because residential uses are not proposed. The proposed buildings appear to meet the first policy.*

ii. Building Types

1. 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 building types are **consistent** on the site plan, shown with larger square footage, warehouse-type structures. The structures range in size from 5,100 sq. ft. to 9,500 sq. ft.*

iii. Site Design

1. Relatively simple site layouts are appropriate.
2. Primarily providing employee parking, although parking lots may seem small compared to the building.
3. Attention should be paid to appropriate landscaping designed to screen or buffer sites.
4. Building design, articulation, and landscaping should contribute to the attractiveness of sites from the major roadways.
5. 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.
6. Includes access to sidewalks, trails, and side paths from entrances to streets with transit services and/or potential transit service

*The site plan is **consistent** with the Site Design policies due to the simple layout consisting of proposed larger structures, smaller parking areas, and landscaping.*

iv. Transportation

1. Clear and simple access to the highway network is important to activities - both for the 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.

*Access to the industrial park will be provided from Huettner Court. There is one point of access onto each of the proposed six lots; this is **consistent** with the transportation policy.*

v. Utility Access

1. 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.

*Proposed water and sewer lines will be extended to the site as part of the Preliminary Plat as shown on the attached site plan. This is **consistent** with the Utility Access policy.*

vi. Public Space

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

*The proposed project is **not consistent** with the Public Space Policy because there are no areas for socializing or gathering shown on the site plan.*

vii. Neighborhood and/or Special Area Plans

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

A.6. UTILITIES

I. AIM NORMAN PLAN CONFORMANCE

- i. *The proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.*

II. SOLID WASTE MANAGEMENT

- i. *The proposed development meets requirements for City streets and provides access for solid waste and recycling services*

III. WATER/WASTEWATER QUALITY

i. Water Availability

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

ii. Wastewater Availability

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

ALTERNATIVES/ISSUES:

IMPACTS: The proposed industrial park development with large square footage structures, a private drainage area, and simple site designs is consistent in meeting the functional and characteristic policy guidelines. Furthermore, access to a regional highway network enhances connectivity to the industrial area.

CONCLUSION: Staff forwards this request for rezoning from PUD, Planned Unit Development, to I-1 Light Industrial District, as Ordinance O-2526-7, for consideration by City Council.

PLANNING COMMISSION RESULTS: At their meeting of August 14, 2025, the Planning Commission recommended approval of Ordinance O-2526-7 by a vote of 8-0.