



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/23/2025

REQUESTER: Cruise In Auto Spa West, LLC

PRESENTER: Jane Hudson, Planning & Community Development Director

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-8 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 SPRING BROOK ADDITION 11 LT 1 BLK 1, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA FROM THE C-1, LOCAL COMMERCIAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, AND TO GRANT SPECIAL USE FOR A BAR, LOUNGE, OR TAVERN; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3250 W. ROBINSON STREET)

APPLICANT/REPRESENTATIVE	Cruise in Auto Spa West LLC./Luke Greenfield
LOCATION	3250 W. Robinson
WARD	3
CORE AREA	No
EXISTING ZONING	C-1, Local Commercial District
EXISTING LAND USE	IMX, Interchange Mixed Use
CHARACTER AREA	Suburban
PROPOSED ZONING	C-2, General Commercial District, with Special Use for a Bar, Lounge, or Tavern
PROPOSED LAND USE	No Change
REQUESTED ACTION	Rezoning from C-1, Local Commercial District, to C-2 General Commercial District, with Special Use for Bar, Lounge or Tavern

EXISTING CONDITIONS

SIZE OF SITE: 0.93 Acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	C-1	R-1	C-1 and C-2	C-O and C-1	RM-6
Land Use	Interchange Mixed Use	Urban Medium	Interchange Mixed Use	Interchange Mixed Use	Interchange Mixed Use
Current Use	Commercial	Residential	Commercial	Commercial	Residential

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

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

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

CHARACTER AREA DESIGNATION

Suburban Neighborhood Area

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

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

PROCEDURAL REQUIREMENTS

PRE-DEVELOPMENT:**PD25-17****July 24, 2025**

Several neighbors were in attendance. Their concerns primarily focused on the proposed sale of beer and wine. The applicant explained they will obtain an ABLE license and limit each patron to a maximum of two to three drinks. Additionally, any alcohol purchased must be consumed within the designated lobby area inside the building. Alcoholic beverages will not be permitted outdoors or off the premises.

BOARD OF PARKS COMMISSIONERS:

This project is already platted and does not include residential development or require a trail easement; therefore, it is not subject to review by the Board of Parks Commissioners.

SUMMARY OF APPLICATION

The applicant requests a rezoning from C-1 to C-2 with Special Use for a Bar, Lounge or Tavern. The proposal includes refurbishing the interior of an existing 6,267 square-foot carwash facility to incorporate a lobby with a bar to serve beer and wine to the patrons while they wait for their vehicle. The interior will be redesigned to meet the operational specifications of Cruise-In Auto Spa. Additionally, the parking lot will be restriped to accommodate car wash entry and exit lanes, vacuum stations, and parking to prevent vehicles stacking into Robinson Street

USE:

The applicant intends for the property to be used as an Automobile Service Station with Special Use for a Bar, Lounge or Tavern. All other C-2 uses will be allowed by right.

LANDSCAPING:

This is an existing structure with off-street parking. The parking area will be repainted to accommodate the specifications of Cruise-In Auto Spa. While no additional landscaping is required under the City of Norman's zoning code, Cruise-In Auto Spa has voluntarily chosen to refresh the landscaping as part of the remodel.

SIGNAGE:

New signage will be installed and must comply with the City of Norman's Commercial Sign Regulations in Chapter 28.

LIGHTING:

Exterior light fixtures will be added as shown on the elevation plan and will be required to be full cut-off fixtures, per Section 36-549, Commercial Outdoor Lighting Standards.

SANITATION/UTILITIES:

The proposed project is an existing structure and already has connections in place for water and sewer. The dumpster's location will be approved by the City of Norman Sanitation Division.

FENCING/WALLS:

The proposed project will be required to install a six-foot opaque fence along the western property boundary to screen the commercial area from the adjacent residential area in accordance with Section 36-552, Fencing, Walls, and Screening.

EXTERIOR MATERIALS:

The proposed project is an existing structure and already complies with the exterior appearance regulation; all four walls are 80% brick and masonry.

HEIGHT:

The existing structure is a single-story commercial building. The proposed zoning district (C-2) does not impose height restrictions on any building.

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/DIVISIONS

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

COMMENTS, BY DEPARTMENT/DIVISION:

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

A.1. FIRE DEPARTMENT

Any pertinent 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

As the project has no proposed subdivision or placement of utilities, Engineering has no comments.

A.4. TRANSPORTATION ENGINEER*

The project is not proposing new access points; the City Transportation Engineer has no comments.

A.5. PLANNING**I. ZONING CODE CONSIDERATIONS****i. 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. People 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 is requesting rezoning from C-1, Local Commercial District, to C-2 General Commercial District, with Special Use for a Bar, Lounge or Tavern. The rezoning will allow for a higher intensity of commercial use, including the proposed Automobile Service Station. The Special Use for Bar, Lounge, or Tavern allows the applicant to serve alcohol without concern of percentage of sales.

ii. Uses Permitted

The applicant intends for the property to be used as an Automobile Service Station with Special Use for a Bar, Lounge or Tavern. All other C-2 uses will be allowed by Right.

This use will be compatible with the surrounding commercial uses.

iii. Area Regulations

1. Front yard. All buildings shall be set back from any abutting street right-of-way at least (10) ten feet.
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 (5) five feet
3. 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 proposed project is an existing structure and there are not any proposed modifications to the site area regulations.

v. Height Regulations

1. C-2, General Commercial District, does not impose height restrictions on any building.

*The proposed project is an existing one-story structure and is **consistent** with the current zoning district regulations for C-2, General Commercial District.*

II. 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.

*The proposed zoning is for an existing structure with a loading area near the rear of the structure, which is **consistent** with the General Non-Residential Policies.*

ii. CHARACTER AREA DESIGNATION

Suburban Neighborhood Area

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

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

1. Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
2. Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
 - a) Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.
 - b) The open spaces created around drainageways should be connected when feasible to create wildlife corridors.
3. Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.
 - a) Prioritize preservation of existing mature street trees.
4. 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.
 - a) Priority for higher density, mixed-income, and affordable housing opportunities should be assigned to locations with multi-modal transportation access and capacity.
 - b) Based on associated Land Use, housing typologies of all intensity levels are appropriate within the Suburban Character area.
5. Encourage:
 - a) More mixing of uses, including neighborhood services, job centers, and residential uses of similar intensities.
 - b) Retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the life of this plan.
 - c) Civic, cultural uses, entertainment establishments that will promote community interaction and public open space.
6. 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 accommodation should:
 - a) Ensure interconnectivity between developments for local and collector streets.
 - b) Provide access to trails with all new development, when feasible to integrate trail plans outlined in the Transportation and Park Master Plans into developments.

- c) Connect streets between land uses and include complete street approaches for undeveloped sites.
- d) Use the most recent Transportation Master Plan to fill pedestrian system gaps along streets, to trails, and within developments.
- e) Encourage network of multi-modal transportation options to neighborhood centers and local mixed-use developments.

*The proposed project is **consistent** with policies because the building will be retrofitted for a new use. Screening will also be provided and maintained next to existing residential.*

iii. Land Use Development Policies

i. Description and Context – 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.

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

*While this project is not a large, mixed-use development, it is an efficient reuse of the structure and property. This makes the project **consistent** with the policies.*

ii. Building Types

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

*The proposed project is **consistent** because all building sizes are allowed. No new structures are currently proposed.*

iii. Site Design

- 1. Sites in this land use should be carefully planned to be attractive, especially from both Interstate-35 and potential turnpike corridors.
 - a) Building design, articulation, and landscaping should contribute to the attractiveness of sites from the major roadways.
 - b) Parking areas should be oriented away from sight lines from both Interstate-35 and potential Turnpike corridors.
- 2. The site layout should make it comfortable to walk throughout the area and experience the unique place.

3. Adjacent buildings and uses should be clearly integrated with thoughtful design such as cross-access, shared parking, driveway closures, and connected pathways.
 - a) Special attention to pedestrian circulation from tenant to tenant is important.
4. 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 project is **consistent** with Site Design Policies as the circular flow in the parking area, modified exterior, and refreshed landscaping will be an esthetic upgrade to the existing area.*

iv. Transportation

1. 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 the 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 accommodation should be integrated, if not already established.

*The proposed project is **consistent** with Transportation Policy as entering and exiting the property is expected to manage traffic more efficiently as demonstrated on the site plan.*

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.

*The proposed project is **consistent** with the Utility Access Policy as the project will utilize existing utilities.*

vi. Public Space

1. 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 proposal is **inconsistent** with public space policies; however, it is reuse of an existing structure and site design and not a new, greenfield development.*

A.6. UTILITIES

I. AIM NORMAN PLAN CONFORMANCE

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

II. SOLID WASTE MANAGEMENT

i. Proposed development meets requirements for City streets and provides access for solid waste and recycling services, if ingress and egress are maintained.

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 renovation of a 6,267 SF building to include a modern facade, refreshed landscaping, and a circular traffic flow are consistent in meeting the Character Area and Land Use Policies. The proposed project will utilize an existing building while reactivating the space.

CONCLUSION: Staff forwards this request for rezoning from C-1, Local Commercial District, to C-2, General Commercial District, with Special Use for a Bar, Lounge or Tavern, and Ordinance O-2526-8, for consideration by City Council.

PLANNING COMMISSION RESULTS: At their meeting of August 14, 2025, the Planning Commission recommended approval of Ordinance O-2526-8 by a vote of 7-1.