



Norman Fire Department Facility Designs, Location Studies & Cost Estimates



NEW FIRE STATIONS

Add three more fire stations to meet fire service needs of the community:

- **Station 10** recommended to be placed in Norman's southern region.
- **Station 11** recommended to be placed in area of Tecumseh Road & NE 24th Avenue.
- **Station 12** recommended to be placed in area of 108th & Franklin.



STATION REPLACEMENTS/RENOVATIONS

Replacement, 0-5 Years

- Station 1
- Station 2
- Station 5

Renovation, 0-5 Years

- Station 4
- Station 6



STAFFING PRIORITIES

- **High Priority:** Increase Suppression Staff (78)
 - Increase minimum staffing at Station 8 & 9
 - Increase minimum staffing for ladder companies
 - Account for staffing at incoming Stations
 - Establish Battalion Chief positions with new stations
- **High/Medium Priority:** Administration/Training/Prevention additions (11)
- **Medium Priority:** Additional Suppression/Rescue Staff (12)



EDUCATIONAL OPPORTUNITIES

Develop a succession plan and mentoring program to support staff and ensure organizational continuity; work with Emergency Communications to share knowledge and establish protocol to improve consistency of service and to benchmark performance objectives.



Station	Year Completed	Population	Total Call Volume	% Increase
Fire Station 7	2001	97831	9929	
Fire Station 8	2011	111517	14371	44.74
Fire Station 9	2013	115583	14979	4.23
	2025	132923	24155	61.26

[Data & Demographics | City of Norman, OK](#)

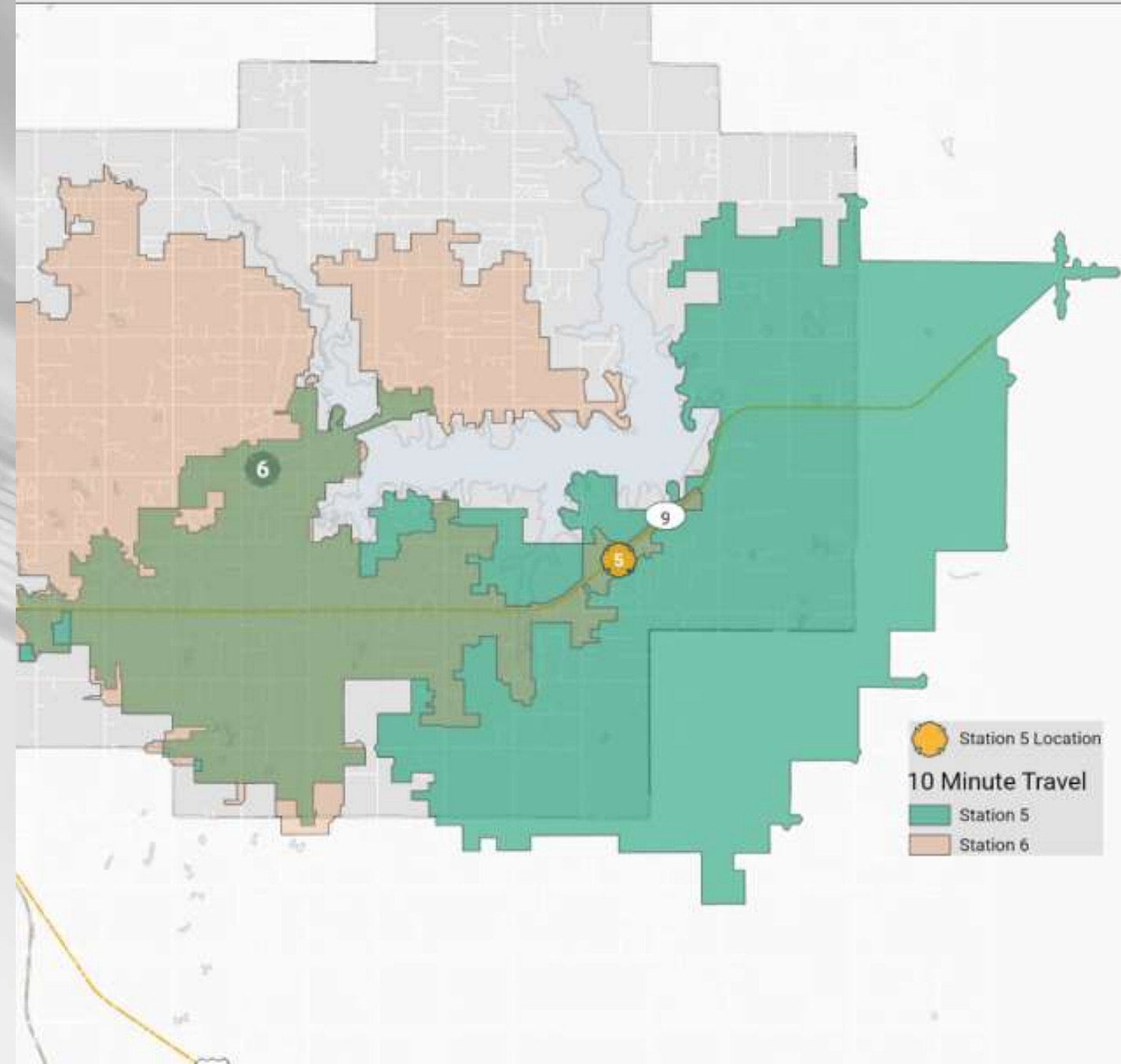
www.census.gov/

Norman Fire Records Management System

Station 5 Clear Bay Avenue & Route 9 - 10 Minute Travel

— Fire Station 5 Public Safety Study (PSS) Proposed Location

The 2025 Public Safety Study (PSS) stated the need for immediate replacement. Moving the station location to Highway 9 and Clear Bay Avenue remains viable. It provides improved service levels in the areas south of Lake Thunderbird and continues service levels in the eastern sections. Also, there is improved service-level support for the Station 6 area and the anticipated South Extension. The following map illustrates the 10-minute travel time with Station 5 in the new location (Public Safety Study Pg. 43)











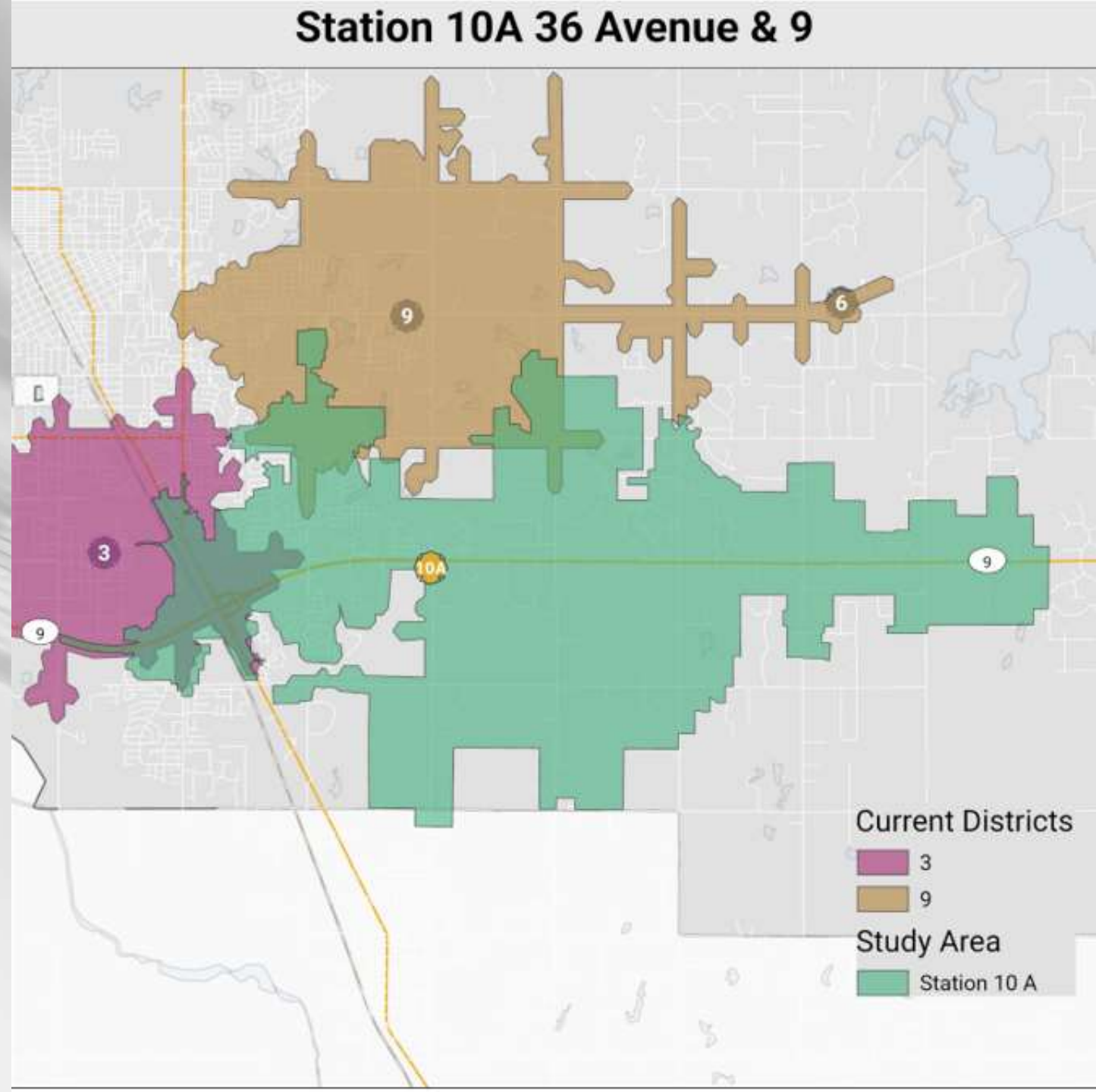
Fire Station 10 Public Safety Study

Proposed Location(s)

- Location 10A- 36th Avenue and HWY 9
- Location 10B- 24th Avenue and Cedar Lane
- This region is rapidly growing and has the closest resources located to the north on Highway 9 at the University of Oklahoma Campus. The PSS (2025) report recommended that the design, construction, and staffing of Fire Station 10 should begin immediately, as further delay risks leaving this area without adequate coverage as demand continues to grow (Public Safety Study pg. 35).

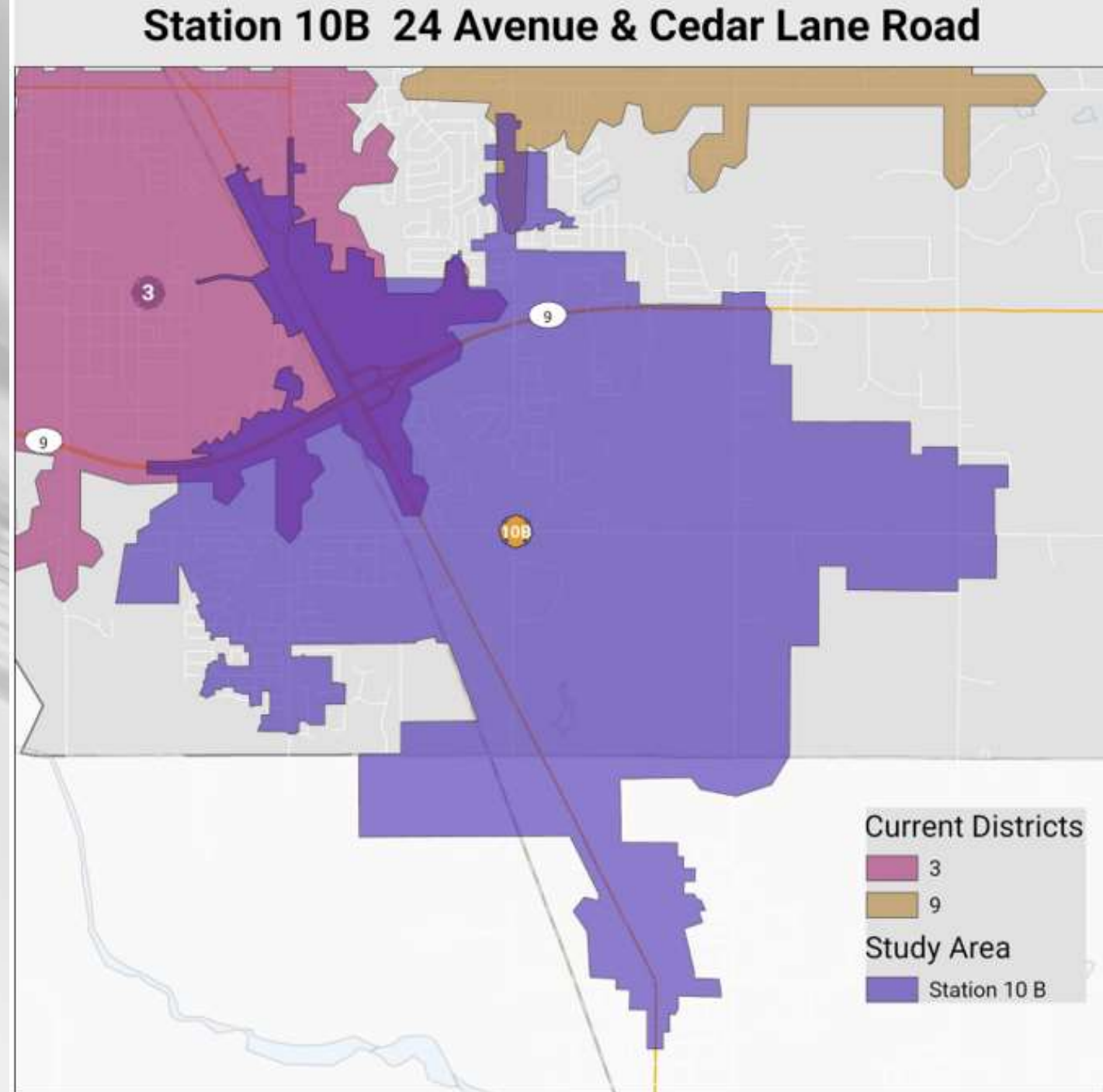
Proposed Location 10A

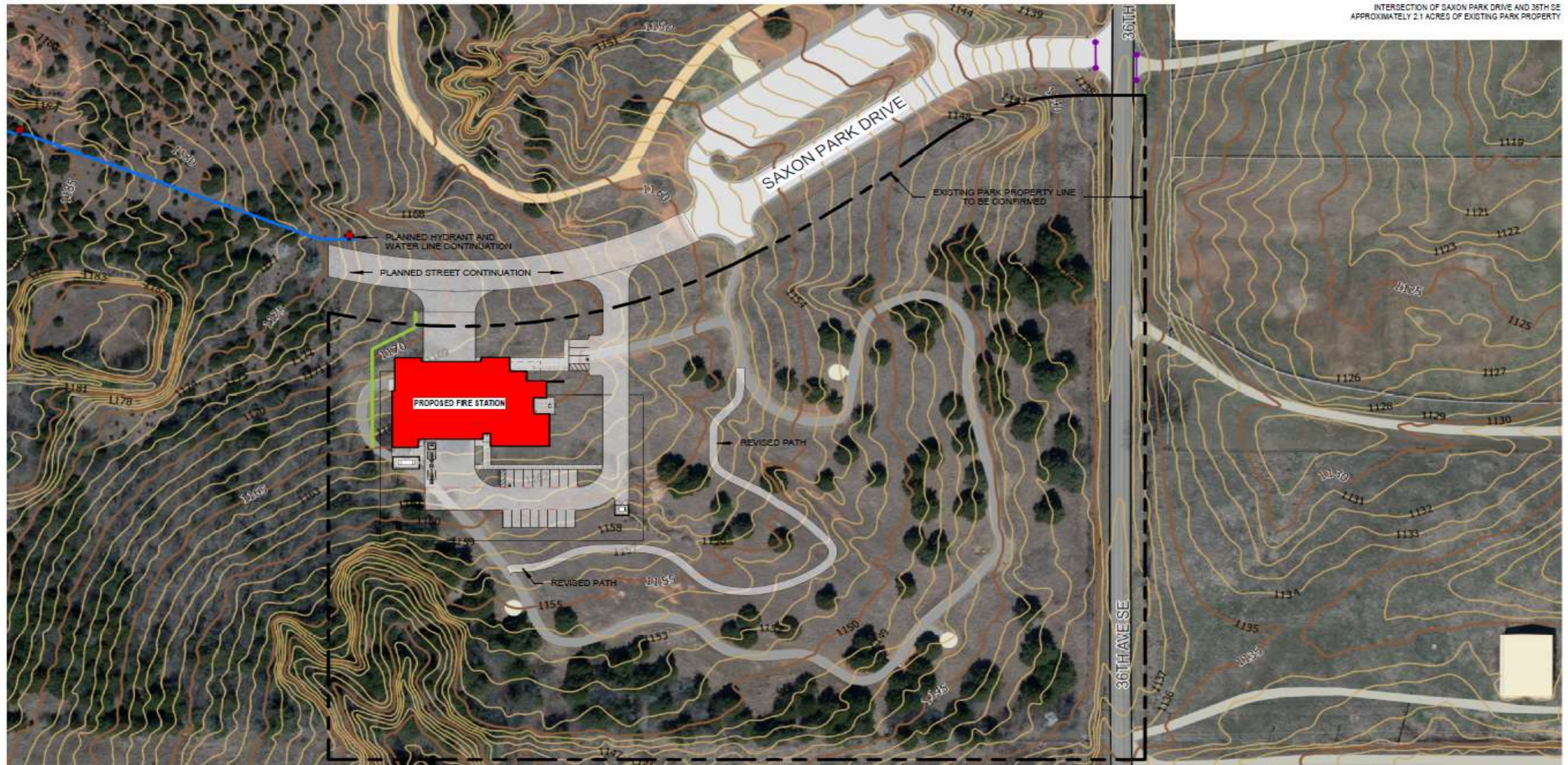
- This location provides direct access to Highway 9, a primary east-west corridor, allowing for extended reach to the east and west (Public Safety Study pg.36).



Proposed Location 10B

- Locating the new Station 10 at the intersection of Cedar Lane Road and 24th Avenue SE would improve service levels on the west side of Highway 77. This location would extend service to a wider area south of Highway 9 and position resources closer to the development currently underway there. This site also provides convenient access to Highway 77, a primary north-south corridor. The following map illustrates the travel time for this location (Matrix page 37)





TRUE NORTH

OVERALL SITE PLAN

SCALE: 1" = 100'-0"

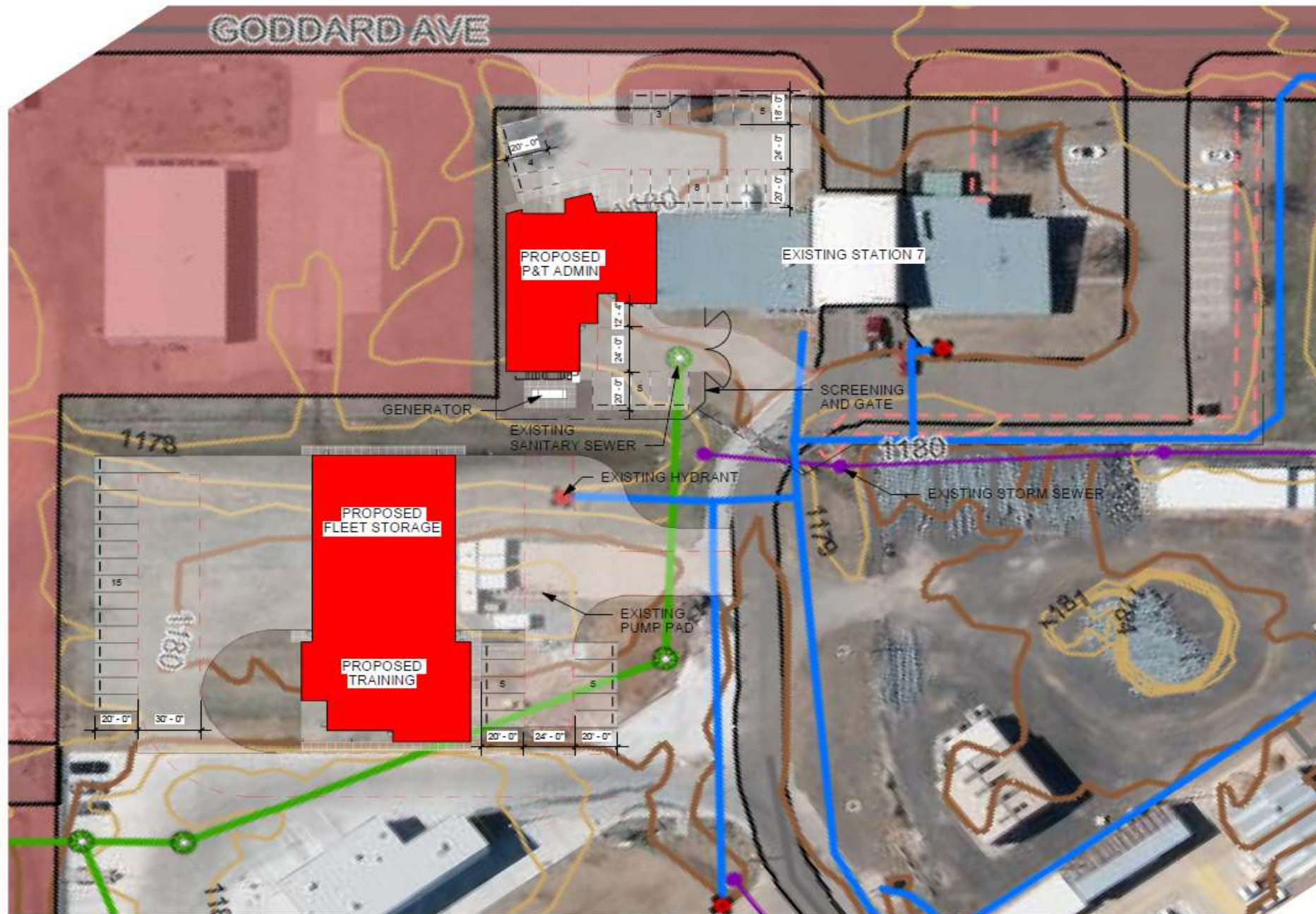
7.29.2026





North Base Plan-Fire Training and Prevention Deployment Review (DR) Proposed Location

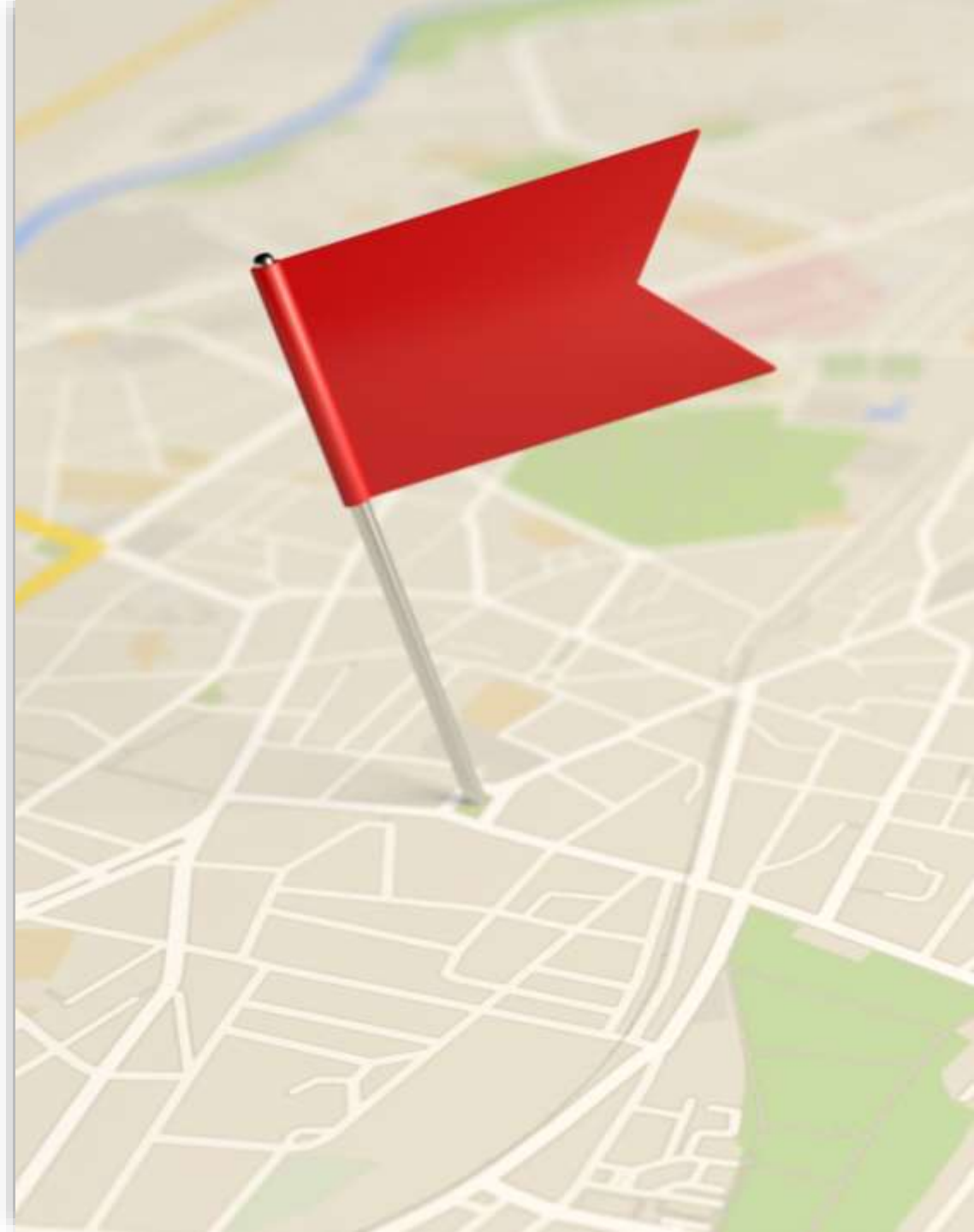
- Use current land at Station 7 and expand facility.
- Move Fire Prevention from current locations and build out facility.
- Increase current Fire Training area and Health and Safety Quarters.
- A headquarters campus concept could integrate emergency response operations, administration, fire prevention, training, fleet support, and other departmental functions into a single location. Such an approach would create a centralized hub for department operations, allowing leadership, support staff, training personnel, and field operations personnel to remain closely connected. This organizational proximity promotes collaboration, improves communication, strengthens accountability, and enhances the department's ability to coordinate operational, training, and community risk reduction initiatives (Deployment Review pg. 34).





Proposed locations for Station 1 & Administration

- Location 1- 411 East Main
- Location 1C- West Main at Santa Fe South Avenue.
- Options 1 and 1C provide the strongest operational response capabilities. (Defined Deployment Review (2026)).



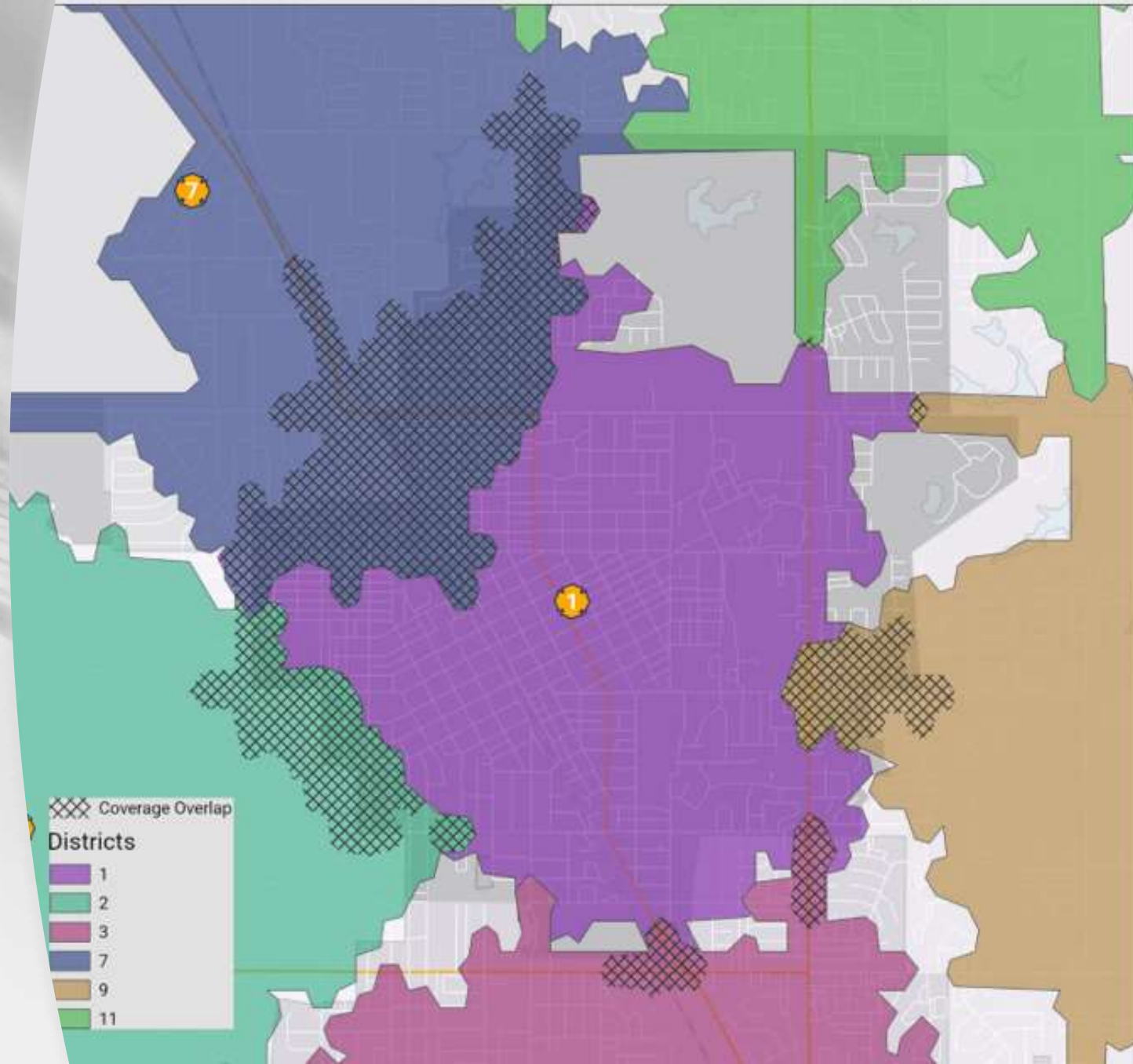
Administration

Fire service organizations are generally most effective when administrative and support functions remain closely integrated with operational personnel. Locating these functions within an active fire station or department headquarters allows leadership and support staff to maintain direct awareness of operational activities, interact regularly with field personnel, and remain connected to the department's emergency response mission. This proximity promotes effective communication, facilitates timely decision-making, and enhances the department's ability to identify and address operational, training, and service delivery needs (Deployment Review Pg. 27) .

Proposed Location 1-411 East Main (current)

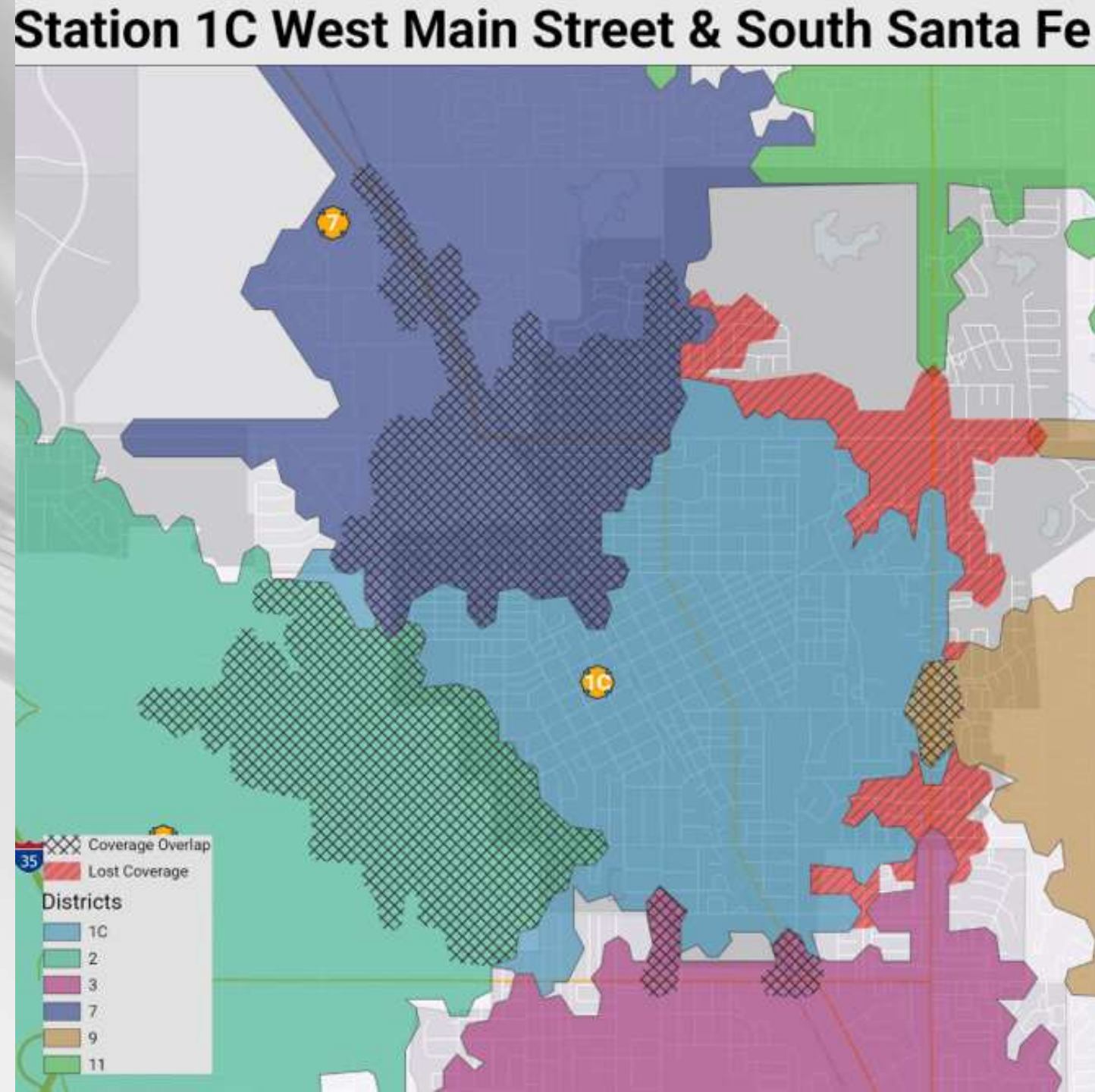
Based on the operational analysis, rebuilding Station 1 at or near its current location provides the most reliable long-term deployment strategy. It retains the operational strengths of the current system, avoids introducing new constraints associated with rail crossings, and positions the central district to benefit from future station additions without creating new service gaps (Deployment Review pg. 33).

Norman Station 1 Location Analysis



Proposed Location 1 C W. Main & S. Santa Fe

- However, Location 1C remains a viable alternative. While the analysis indicates that the current location provides the strongest operational performance, the differences in overall response capability between the two sites are not substantial. Location 1C offers a more prominent position in the city's central area and may provide opportunities for enhanced visibility, community presence, and integration with future redevelopment initiatives. If the City desires a highly visible public safety facility that incorporates both emergency response operations and administrative functions, Location 1C may offer advantages that extend beyond response performance alone (Deployment Review pg. 33).



Fire Station 1C Aerial Map View

- Option 1C Location-Corner of Santa Fe and West Main Street
 - Land would have to be acquired.
 - First Baptist Church
 - Southwestern Bell parking
 - Parking for fire personnel must be examined.
 - Facility design would integrate with downtown architecture.



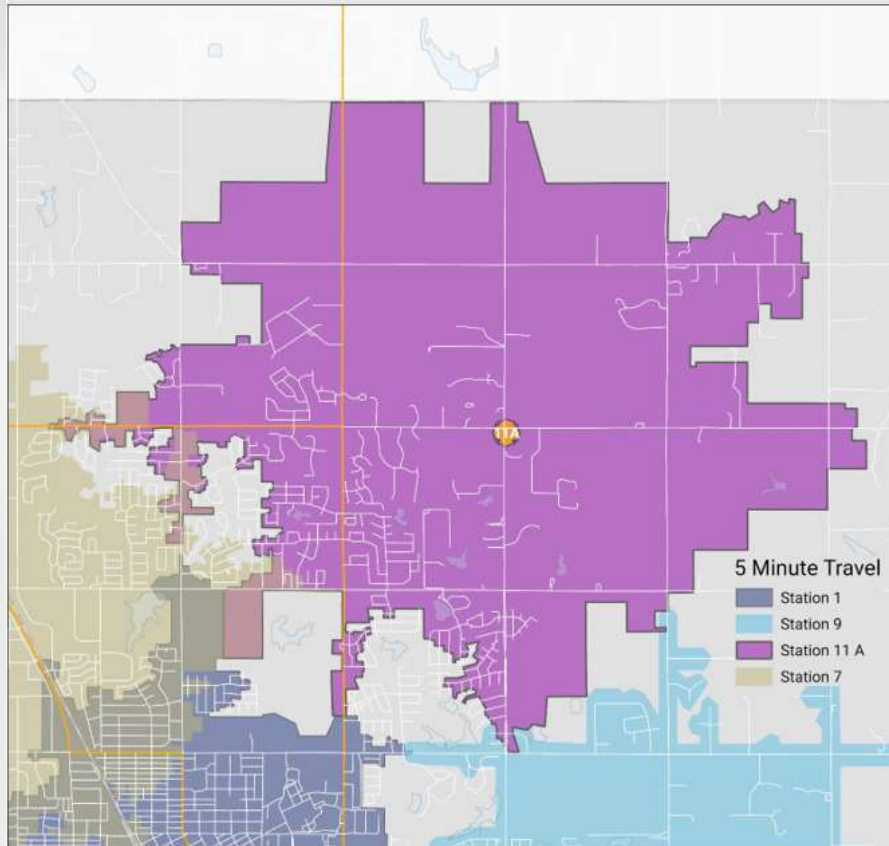






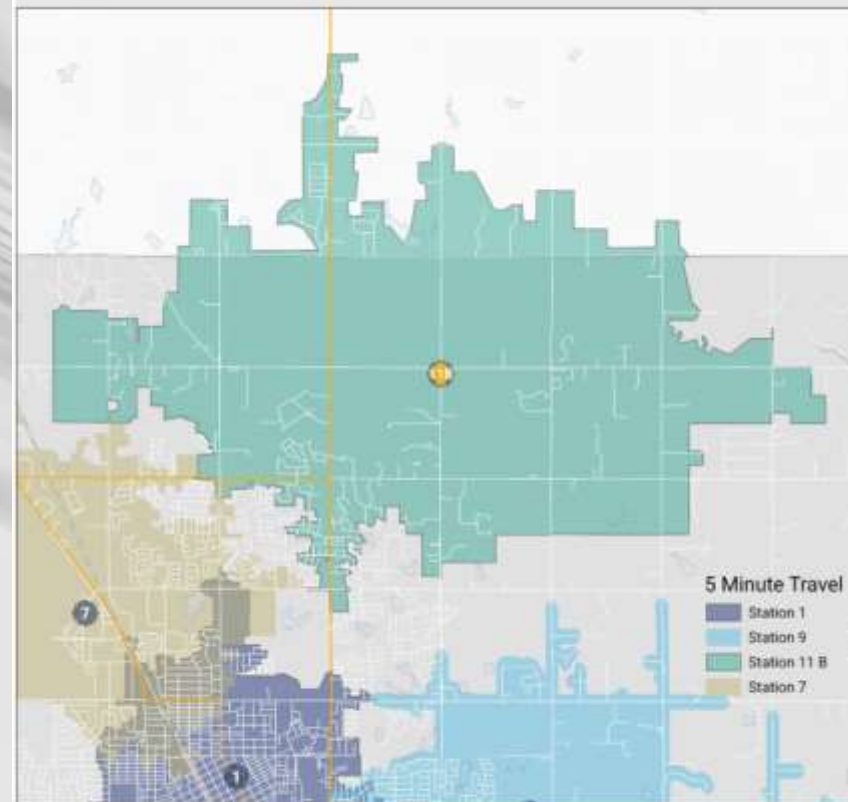
Station 11 Proposed Locations

Station 11A Tecumseh Road & 24 Avenue



As shown, this location provides a good response area north to the city limits, with some overlap with Stations 7 and 9.

Station 11B Franklin Road & 24 Avenue



This location moves the station farther north, allowing the response area to extend beyond the northern city limits and reducing overlap with Station 7. This location also eliminates overlap with the Station 9 response area and creates an area between Station 9 and the proposed Station 11 response area that falls outside the 5-minute travel time polygon.

Station 12

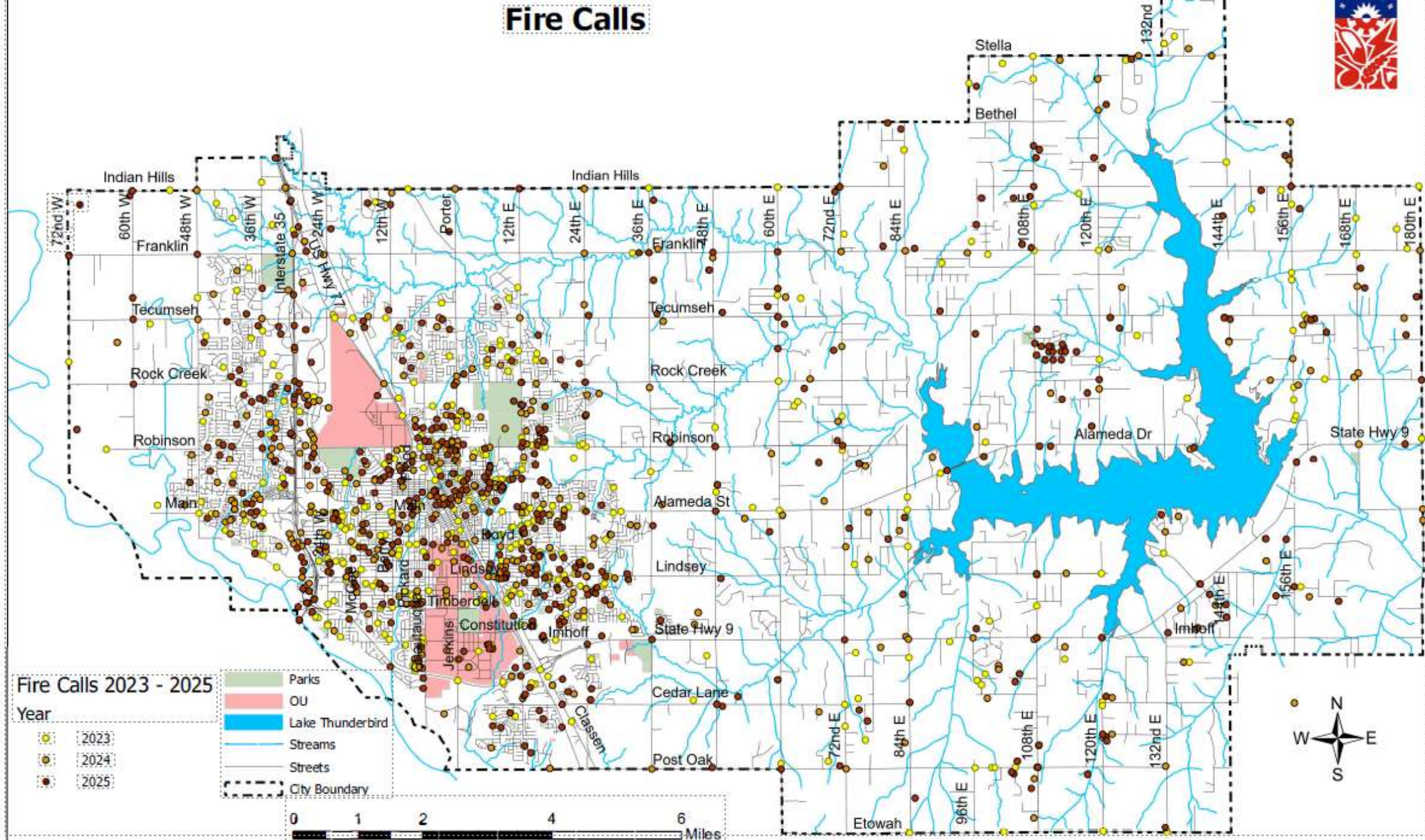


- Station 12 was sited at 108th and Franklin based on the anticipated East-West/North-South interchange, associated development, and potential fire service response needs. This location and station should be treated as a placeholder: it remains reasonable given current plans. Still, it may need to shift along the corridor depending on how development proceeds along the East-West Connector and how the North-South Connector's alignment and timeline are ultimately defined (Deployment Review pg. 42).

Interchanges

For the South Extension, it would be beneficial to locate interchanges at Tecumseh Road, Alameda Drive, and Highway 9. Interchange access at these locations would enhance the department's ability to provide service along the highway. It would fit within the current and future planned configuration of the fire protection system. As the design and construction schedule for the South Extension is established, these locations should be considered to support emergency response access and alignment with existing and future station placement (Deployment Review Pg. 42).

Fire Calls



Station 5	12,200,100	2028
Station 10	11,900,000	2028
Prevention & Training	7,000,000	2029
Station 1 & Administration	26,100,000	2029
Fleet & Storage	6,700,000	2029
Station 11	13,300,000	2031
Station 12	13,800,000	2032