



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 06/24/2025

**REQUESTER:** City of Norman

**PRESENTER:** Lora Hoggatt, Planning Services Manager

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2425-101: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA ADOPTING THE AIM NORMAN COMPREHENSIVE LAND USE PLAN.

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### BACKGROUND:

The City of Norman released a Request for Proposal (RFP-2223-29) in September of 2022, seeking proposals from qualified consultants for professional services to prepare the following documents for the City of Norman:

- Comprehensive Land Use Plan;
- Housing Strategy Plan;
- Comprehensive Transportation Plan Update;
- Stormwater Master Plan Update;
- Water Hydraulic Modeling Update;
- Wastewater Master Plan; and
- Sanitation Master Plan.

The citywide proposal was to develop an all-encompassing vision for the community that can be supported by all. To facilitate this objective, the City of Norman originally sought to update its Comprehensive Transportation Plan, Stormwater Master Plan, Water Hydraulic Modeling, and develop Wastewater and Sanitation Master Plans to ensure improvements to the City's infrastructure align with the vision and policies of the new Comprehensive Plan.

As set forth in the RFP, Public Engagement was designed to address three key tasks:

Task 1 – Norman Today – Where are we now?

This process was designed to consist of a review of background documents, economic and development trends, hazard mitigation and environmental constraints, land use inventory and urban design, transportation, public facilities and infrastructure, and housing and neighborhoods.

Task 2 – Norman Tomorrow – Where do we want to go?

This process was designed to review the vision and future land use opportunities, or constraints and develop goals and principles based on community engagement and understanding where we are today.

### Task 3 – Norman Tomorrow – How do we get there?

This process was designed to develop Plan Elements for the various included master plans, utilizing the overarching goals and principles to define the program and design of the city and outlining the specific plan elements and systems that guide the City's future, thus creating a cohesive strategy across the city and departments, and for all of the included individual masterplans.

Through the RFP process, a team consisting of seven City Staff members and two citizen members selected RDG Planning & Design, Inc. Contract K-2324-46 with RDG was approved by City Council on July 25, 2023. The final scope included all of the proposed individual master plans except that it was determined that the City did not require a Sanitation Master Plan update at this time. Thereafter, and on September 26, 2023, K-2324-46 was amended to include services for the creation of a Parks Recreation and Trails Master Plan, again bringing the total number of included master plans to seven.

An Ad Hoc Steering Committee to work with the City and its consultants in creating the "Area and Infrastructure Master Plan" ("AIM Norman") was originally appointed by Resolution R-2324-52 on August 22, 2023, and its membership and procedures finalized by Amendment 1 to R-2324-52 on November 14, 2023. The Steering Committee, and its appointed individual Sub-Committees for Housing, Stormwater, Water/Wastewater, Transportation, and Parks, have worked tirelessly to offer input and guidance on the creation of the seven AIM Norman master plans now submitted for the City Council's review and consideration. The subcommittees each voted to recommended approval of their individual master plans between November 2024 and March 2025, and the AIM Norman Steering Committee recommended approval of the AIM Norman Comprehensive Land Use Plan and all six master plans developed in subcommittee on March 12, 2025.

### **DISCUSSION:**

On May 8, 2025, a Planning Commission meeting was conducted to receive comments on the proposed seven total AIM Norman Plans. Several comments were provided by the Planning Commission, including the following:

1. There is a statement regarding the Oklahoma Turnpike Authority's potential north-south turnpike installment west of Lake Arcadia within the AIM Norman Comprehensive Land Use Plan (pages 41 and 59). It reads "AIM Norman does not endorse or influence the development and alignment of proposed turnpikes planned in east and north Norman by the Oklahoma Turnpike Authority ("OTA"). While the north-south connector turnpike is demonstrated in the position originally disclosed by the OTA, it is subject to change and an anticipated general shift westward. At this time, the actual nature and extent of the alignment shift for the north-south connector turnpike has not been specified by the OTA." This statement should be duplicated within the 2025 Comprehensive Transportation Plan Update on pages where full maps of the City could be considered to show the potential turnpike as a forthcoming project.

2. On pages 46 and 48 of the AIM Norman Comprehensive Land Use Plan, existing active and public transportation are referred to as “poor” and “largely inconvenient” respectively.
3. It is unclear that higher scores on the Land Use Compatibility Matrix & Key, found on pages 158-159 of the AIM Norman Comprehensive Land Use Plan, indicate a higher degree of compatibility between Land Use Designations.
4. Civic Land Uses are appropriate in many areas, but the scale and intensity of each use requires a thoughtful review of projects. Thus, a compatibility score of five (the highest compatibility rating) may not be appropriate for the Civic Land Use Designation across the all other Land Use Designations.

Staff recommends these changes, and ultimately include proposed text or other changes to items 1-4 as further outlined in “Recommendations” below, but first offers the following feedback and observations:

1. The decision to display the potential north-south turnpike route on AIM Norman Plans was the result of numerous discussions, both held by Steering Committee Members and Transportation Sub-Committee Members. The addition of the statement honors the decision to recognize that, while AIM Norman does not endorse or influence the development of the turnpike, planning for the City of Norman’s future should include information about the potential route that is publicly available.
2. This proposed change would not substantially impact the Plan or its’ interpretation.
3. Staff recognizes that not all end users will immediately be able to identify the connection between the verbiage and matrix table on the Land Use Compatibility Matrix and Key, and that additional verbiage could alleviate this issue.
4. A compatibility rating of five means “The proposed use overlaps completely [on the intensity scale, page 158]. Development should be designed consistent with good planning Practices.” Staff recognizes that the Planning Commission may not feel the language included in the Civic Land Use Designation clearly protects surrounding Land Uses from potential mismatch in scale and intensity where all demonstrate a rating of five. Mindful of this, adjusting the compatibility rating to three may serviceably address this concern. A compatibility rating of three means “The proposed use overlaps minimally [on the intensity scale, page 158]. Uses may have potential conflicts with adjacent uses, which may be resolved or minimized through project design. Potential conflicts and solutions should be documented. If mitigation is not offered or proposed, reasons should be documented.” The Plan identifies potential mitigation techniques, and necessary documentation as determined by the Director of Planning and Community Development, which should ultimately be outlined with Zoning and Subdivision ordinance updates.

## **RECOMMENDATION:**

Staff recommends that the City Council approve the Resolution R-2425-101 adopting the Area and Infrastructure Master Plan.

Further, Staff recommends that the City Council approve modifications to the draft Plans based upon May 8 Planning Commission discussion as follows:

1. Include the statement “AIM Norman does not endorse or influence the development and alignment of proposed turnpikes planned in east and north Norman by the Oklahoma Turnpike Authority (“OTA”). While the north-south connector turnpike is demonstrated in

the position originally disclosed by the OTA, it is subject to change and an anticipated general shift westward. At this time, the actual nature and extent of the alignment shift for the north-south connector turnpike has not been specified by the OTA.” under the maps/figures on Pages 30 (Figure 4-11), 42/43 (Transportation Plan Map and Proposed Changes), 108/109 (Roadway Project Recommendations: East Norman and Far East Norman) and 113 (Active Transportation Project Recommendations: East) in the same manner as found within the AIM Norman Comprehensive Land Use Plan.

2. Replace “Poor active transportation access” (on page 46) to “Limited active transportation access”; and replace “largely inconvenient public transit access” (on page 48) with “limited public transit access.”
3. Add the following sentence at the end of the first paragraph on page 159: “Higher numbers on this matrix represent a greater level of compatibility between land uses.”
4. Adjust both the bottom row and last column of the Land Use Compatibility Matrix found on page 159 to note a compatibility rating of three in all Civic Land Use areas currently identified as a rating of five.

Staff also recommends the City Council approve the following modifications, as non-substantive housekeeping measures, to the draft Plans as they were presented on May 8, 2025:

1. On page 20 of the AIM Norman Comprehensive Land Use Plan, remove the extraneous period from the project website comment quote.
2. On page 32 of the AIM Norman Comprehensive Land Use Plan, remove the extraneous “and” from the third bullet under Goals for Development Principle 7.
3. On page 34 of the AIM Norman Comprehensive Land Use Plan, add a period to the end of “How the built environment fits together.”
4. On page 46 of the AIM Norman Comprehensive Land Use Plan, correct the spelling of “occurring” in Naturally-occurring affordable housing under Opportunities.
5. On page 48 of the AIM Norman Comprehensive Land Use Plan, correct “have” to “has” in the first sentence of Suburban Neighborhood Character Area, Characteristics & Intent.
6. On page 59 of the AIM Norman Comprehensive Land Use Plan, under Local Commercial Corridors, correct “include” to “includes” in the last sentence.
7. On page 60 of the AIM Norman Comprehensive Land Use Plan, correct “fiver” to “five” under Building Types.
8. On page 68 of the AIM Norman Comprehensive Land Use Plan, correct “30 acres” to “30 acre” under Site Design.
9. On page 83 of the AIM Norman Comprehensive Land Use Plan, remove the extraneous space between “(BRT)” and the period under Locational Criteria.
10. On page 87 of the AIM Norman Comprehensive Land Use Plan, remove the extraneous space and period in the last sentence of the Locational Criteria section of the Commercial Land Use Designation.
11. On page 92 of the AIM Norman Comprehensive Land Use Plan, capitalize “Use” in the last sentence of the Description and Context section of the Civic Land Use Designation.
12. On page 132 of the AIM Norman Comprehensive Land Use Plan, correct “well being” to “wellbeing” in the first paragraph.
13. On page 136 of the AIM Norman Comprehensive Land Use Plan, correct “muti-cultural” to “multi-cultural” under Support and Elevate the Organizations Who Contribute to Arts and Culture in Norman.
14. On page 138 of the AIM Norman Comprehensive Land Use Plan, remove the capitalization from “And” in the Goal 4 header.

15. On page 144 of the AIM Norman Comprehensive Land Use Plan, correct “building” to “building” under Alternatives.
16. On page 182 of the AIM Norman Comprehensive Land Use Plan, add a space between “rate,” and “but” on the second point under the third bulled in the Employment section.
17. On page 193 of the AIM Norman Comprehensive Land Use Plan, correct “precipites” to “precipitates” under Key Trends, Transit.
18. On page 194 of the AIM Norman Comprehensive Land Use Plan, correct “following” to “follow” under Regional Connectivity.
19. On page 194 of the AIM Norman Comprehensive Land Use Plan, correct “low-sped” to “low-speed” on the Local bullet point under Road System.
20. Implement such other non-substantive corrections to formatting, spelling or numbering as may be discovered prior to final publication of the approved Plan.

**PLANNING COMMISSION RESULTS:** At their meeting of May 8, 2025, Planning Commission recommended approval of Resolution R-2425-101 with a vote of 8-0.