



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 08/13/2026

REQUESTER: Lora Hoggatt, Planning Services Manager

PRESENTER: Logan Gray, Planner II

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PCR-2627-1: A RESOLUTION OF THE PLANNING COMMISSION DETERMINING WHETHER THE USE OF OUTDOOR STORAGE/PARKING OF THIRD-PARTY EQUIPMENT, VEHICLES, TRAILERS, BOATS, AND RECREATIONAL VEHICLES UNDER CERTAIN CONDITIONS IS APPROPRIATE IN THE I-1, LIGHT INDUSTRIAL DISTRICT, PER THE PROVISIONS OF SECTION 36-529(A)(4).

BACKGROUND:

Staff received a request from a property owner regarding the use of property within the I-1, Light Industrial Zoning District for:

The outdoor storage/parking of third-party equipment, vehicles, trailers, boats, and recreational vehicles (RVs) where:

- a. All areas used for the storage of the vehicles shall be completely screened by an eight-foot-tall opaque fence, and maintained in good condition;
- b. All public parking areas shall be paved in accordance with City standards. However, areas used for storage of the vehicles shall, at a minimum, be surfaced with at least six inches of crushed rock, preferably limestone with appropriate gradations, installed on a sub-base which has been cleared and grubbed, properly graded and compacted, and consists of a suitable soil (one with a low to moderate plasticity index);
- c. No disabled automobiles, parts, or salvage material of any kind shall be stored outside or above the fence.

The language in the I-1, Light Industrial District under Uses Permitted states "property and buildings in the I-1, Light Industrial District shall be used only for the following purposes," followed by a list of permitted uses. See attached I-1 Light Industrial District regulations. While the I-1 District includes uses such as warehousing, contractor shops, equipment sales and service, automobile sales and service, boat sales and service, and other uses that may involve

outdoor storage, there is no specific reference to commercial storage yards for third-party vehicles, trailers, boats, RVs, or equipment. Similarly, there is no language specifically addressing gravel parking or storage areas on industrially zoned property.

However, 36-550(b)(6)(a)(b) states:

- a. Surfacing, marking, and drainage. All off-street parking spaces and their access roads shall be paved with an all-weather surface of asphaltic concrete, Portland cement concrete or any equivalent material acceptable to the City Engineer and maintained such that no dust will result from continued use. Spaces shall be arranged and marked so as to provide for orderly and safe parking. Drainage shall be provided to dispose of all surface water without crossing sidewalks. For lots in the A-2, A-1, or RE districts which do not touch or face land zoned an urban residential designation (R-1, R-1-A, R-2, RM-2, RM-4, RM-6, R-3, or RO) the access driveway for a single-family dwelling may be paved with gravel or stone.
- b. Existing nonconforming parking. Gravel, crushed stone, or rock may no longer be used for parking in the urban area, except for parking areas which were established before July 1966, and are continuously maintained in accordance with the maintenance requirements of the currently adopted International Property Maintenance Code, which is adopted in NCC 16-VI. If the owner of a nonconforming gravel parking area fails to maintain such area in an orderly and weed-free condition, a notice violation can be issued. Failure to correct any deficiency within the prescribed time frame shall result in the property losing its legal, nonconforming status, and require the improvement of the lot to the then-current requirements of this section.

The final item in the list of permitted uses within the I-1, Light Industrial District, states the following:

"Any other light industrial use, building or structure which, in the opinion of the Planning Commission, is of similar character to those enumerated in this section and is not more objectionable due to noise, odor, dust, smoke, vibration, danger to life and property or other similar causes which are injurious to the health or safety of the neighborhood."

DISCUSSION:

Staff does consider the proposed outdoor storage of third-party equipment, vehicles, trailers, boats, and recreational vehicles to be similar in character to existing permitted uses involving outdoor storage, equipment operations, vehicle sales and service, contractor yards, and warehousing. However, staff is unsure whether commercial third-party outdoor storage is intended to be permitted under the I-1 District without a specific listing in the zoning code.

In addition, the property contains a large Stream Planning Corridor that extends north/south through the middle of the tract. Should the Planning Commission determine that gravel parking and/or third-party outdoor storage are appropriate uses on the property, staff recommends

measures be implemented to keep gravel and other materials out of the Stream Planning Corridor. The applicant must work to contain gravel within the parking and storage areas and protect the environmentally sensitive corridor.

RECOMMENDATION:

Planning and Community Development and Engineering staff requests the Planning Commission make two separate determinations for uses in the I-1 District:

- Whether the outdoor storage of third-party equipment, vehicles, trailers, boats, and recreational vehicles is similar in character to the uses permitted under Chapter 36-529(a), Uses Permitted, and may be allowed in the I-1, Light Industrial District.
- Whether gravel parking and outdoor storage areas are an acceptable parking and storage surface within the I-1, Light Industrial District, where the property is not adjacent to residential zoning, or whether such areas should be required to have an improved surface.

ATTACHMENTS:

I-1 Light Industrial District Regulations