



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 1/13/2026

REQUESTER: Battison Properties, LLC

PRESENTER: Jane Hudson, Planning & Community Development Director

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-18 UPON FIRST READING BY TITLE: 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 A PART OF THE SOUTH HALF OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3400 CLASSEN BOULEVARD; WARD 7)

APPLICANT/REPRESENTATIVE	Battison Properties, LLC/Rieger Sadler Joyce, LLC
LOCATION	3400 Classen Boulevard
WARD	7
CORE AREA	No
EXISTING ZONING	A-2, Rural Agricultural District
EXISTING LAND USE	Urban Living Center
CHARACTER AREA	Corridor
PROPOSED ZONING	C-2, General Commercial District
PROPOSED LAND USE	No change
REQUESTED ACTION	Rezoning from A-2, Rural Agricultural District, to C-2, General Commercial District

SUMMARY:

The applicant, Battison Properties, LLC, requests rezoning of the subject property from A-2, Rural Agricultural District, to C-2, General Commercial District. The property is not platted; an application for Preliminary Plat is part of this overall submittal. This property is located south of State Highway 9, along the west side of Classen Boulevard and north of E. Cedar Lane Road.

EXISTING CONDITIONS:

SIZE OF SITE: 1.41 Acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	A-2	C-2	RM-6 with Special Use for an Office & RM-2 PUD, Use Permitted On Review	A-2	RR Tracks & PUD & A-2
Land Use	Urban Living Center	Urban Living Center	Urban Living Center	Urban Living Center	Urban Living Center
Current Use	Undeveloped	Undeveloped	Residential (Single-Family)	Residential	Residential Agricultural Land & Multi-Family

EXISTING ZONING DESIGNATION**A-2, Rural Agricultural District**

This district is intended to provide a zoning classification for land situated relatively remote from the urban area which is used for agricultural and related purposes and will not undergo urbanization in the immediate future. The types of uses, the area and the intensity of use of land which is authorized in this district is designed to encourage and protect all agricultural uses until urbanization is warranted and the appropriate change in district classification is made. Areas included within this district are sufficiently remote from developed urban areas that exploration for and production of oil and gas will not be hazardous or detrimental to people and property within the developed portions of the City. Further, the purpose of the following regulations for properties within the Ten Mile Flat Conservation Area, is to:

- (1) Address unique conditions in the area commonly known as Ten Mile Flat, much of which land lies within the historical floodplain of Ten Mile Creek and the South Canadian River.
- (2) To protect exceptional and irreplaceable natural resources located in the Ten Mile Flat area; and
- (3) To protect against flood damage in the 100-year floodplain and other floodprone areas within the Ten Mile Flat area.

LAND USE DESIGNATION**Urban Living Center**

Most compact, walkable pattern of urban development. Low to no building spacing and separation of uses. Vibrant urban areas with an intense mix of uses that not only support

residents and employers but leverage their location to attract visitors from throughout the region.

- Urban Living Center areas strive for a balance of residential and non-residential uses and predominance of mixed-use development of compatible densities and scales. Current market conditions and demand for housing over commercial spaces will likely result in a slightly higher mix of residential in these areas.
- Gross densities in any single development should be greater than 18 units per acre.

CHARACTER AREA DESIGNATION

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, In-Town and Downtown.

This application is located within the Gateway Corridor.

Gateway Corridors

Major thoroughfare that serves as an important entrance or means of access to the community marked by orientation of buildings to highway; on-site parking; and large set-backs 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.

NEAREST PUBLIC PARK:

The nearest park is located in Cedar Lane Addition, south and west of this site. There are no continuous sidewalks in this area.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

PD25-27 October 23, 2025

There were no attendees/neighbors at this meeting.

BOARD OF PARKS COMMISSIONERS:

The proposed rezoning to commercial does not include a residential component, therefore application to Board of Parks is not required.

REVIEW COMMENTS SECTION:

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 comments inconsistent with the AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

Fire Department

Building Permitting Review

Public Works/Engineering

Transportation Engineer
Planning
Utilities

COMMENTS BY DEPARTMENT

FIRE DEPARTMENT

Additional information will be required to determine fire hydrant and fire lane requirements related to the proposed building. These items will be addressed during building permit review stage.

BUILDING REVIEW

Building Codes will be addressed during the building permit review stage.

PUBLIC WORKS/ENGINEERING

Please see the attached report from Engineering.

TRANSPORTATION ENGINEER

Please see the attached report from the Transportation Engineer.

PLANNING

ZONING CODE CONSIDERATIONS

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. Persons 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 requests rezoning of the site from A-2, Rural Agricultural District, to C-2, General Commercial District. This request is considered "straight zoning," meaning there are no variances requested with this application/proposal. Development of this site is required to follow the existing development standards currently adopted in Chapter 36, Zoning Code.

Uses Permitted

- The proposed use of the site will be those allowed in the C-2, General Commercial District.

*The use of the site is not determined at this stage of the application. The use of the site will be required to meet the allowed uses within the C-2, General Commercial District. The use will be **consistent** with those uses allowed under C-2.*

Area Regulations

- Front yard: All buildings shall be set back from any abutting street right-of-way at least ten (10) feet. Across the entire front of all lots (and the street side of any corner lot) in

plats filed after November 7, 2005 a minimum ten (10) foot landscape strip shall be installed, which may not be encroached upon by parking. One eight (8) foot tall shade (canopy) tree per each twenty (20) feet of lot frontage and one (1) three (3)-gallon shrub per five (5) 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 (3) 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.

- 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 (5) feet.
- 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 thirty (30) feet for lots without alleys and twenty (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 (3) feet to the rear lot line.

*The area regulations proposed for the project are **consistent** the C-2, General Commercial District. The proposed area regulations shown on the site plan are similar to those of surrounding commercial uses.*

Height Regulations

- The rezoning request for this site is C-2, General Commercial District; there is no height restriction for any building/structure in this District.

*Current plans show a single-story building. This is **consistent** with surrounding structures. Future development will be reviewed for compliance at the building permit review stage.*

Landscaping

- Landscaping shall be provided and maintained in accordance with the City of Norman's applicable landscaping regulations, Section 36-551, Landscaping Requirements for Off-Street Parking Facilities, which may be amended from time to time.

*The proposed project is **consistent** with the landscaping requirements.*

Lighting

- All exterior lighting shall be installed in conformance with the applicable regulations in Section 36-549, Commercial Outdoor Lighting Standards, which may be amended from time to time.

*The proposed project is **consistent**. Any proposed lighting will be addressed during the building permit stage.*

Signage

- Signs on the property will comply with the applicable requirements in Chapter 28, Sign Regulations, for commercial use, which may be amended from time to time.

*The proposed project is **consistent**. The proposed signage will be addressed with a sign permit application at the time of building permit.*

Exterior Materials

- Development on this site will be required to meet regulations in Section 36-547, Exterior Appearance, which may be amended from time to time. Building constructed on property zoned C-2, according to the City's official zoning map, shall have all exterior walls constructed using masonry material covering at least 80% of said walls, exclusive of all windows, doors, roofs, glass, or sidewalk and walkway covers.

*The proposed project is **consistent** with the commercial uses in the surrounding area.*

COMPREHENSIVE PLAN CONSIDERATIONS

Character Area Policies

General Policies

Non-Residential Policies

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

*The site plan submitted for this site is **consistent** with the General Non-Residential Policies. The existing structures in the general vicinity are one- or two-stories in height.*

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 to highway; on-site parking; and large set-backs 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.

Character Area Policies – Corridor

- 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.

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

*The proposed development is largely **consistent** with Corridor policies. The redevelopment of this site is proposed to be single-use and does not show connections to nearby developments.*

Land Use Development Policies

Description and Context

Urban Living Center

Most compact, walkable pattern of urban development. Low to no building spacing and separation of uses. Vibrant urban areas with an intense mix of uses that not only support residents and employers but leverage their location to attract visitors from throughout the region.

- Urban Living Center areas strive for a balance of residential and non-residential uses and predominance of mixed-use development of compatible densities and scales. Current market conditions and demand for housing over commercial spaces will likely result in a slightly higher mix of residential in these areas.
- Gross densities in any single development should be greater than 18 units per acre.

*There is no residential component to this proposal; this is strictly a commercial zoning request. C-2 zoning does not allow for residential uses by right. The proposal is **inconsistent** with Urban Living Center designation; there is not a mix of uses proposed for the site. While the development does not align with Urban Living Center, this general area has developed as single use/single-lot developments, and this proposal follows that trend along Classen/Hwy. 77.*

Building Types

- Large and medium 4 to 5+ story buildings are common. It is anticipated that various articulations, scales, and architectural styles will create cohesive and compact sites with clear connections to other destinations.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Mixed-use buildings that include retail, work-spaces, and residences are the most common.
- Single-use buildings are undesirable and should be limited, or avoided altogether.

*The Urban Living Center designation is intended for medium- to large-scale, multi-story buildings. As currently proposed, this project consists of a single-story, single-use structure, which is **inconsistent** with the Urban Living Center development pattern. However, with the requested C-2, General Commercial District zoning for this site, a development that includes a multi-story structure with outdoor dining could be accommodated in the future.*

Site Design

- The scale and layout of the built environment are conducive to walking. Trails and pathways are integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Multi-unit developments without connections to neighboring properties and uses weaken the development pattern and should be limited or avoided altogether.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.
- Stormwater to be addressed at the project level but designed as part of a larger neighborhood or sub-basin system.
- Site layout should take every opportunity to maximize the public infrastructure available in this area.

*The proposal does meet several of the Site Design criteria of Urban Living Center designation. The site is utilizing existing infrastructure adjacent to the property or in close proximity, avoiding extensions of public infrastructure. The applicant will be required to construct a sidewalk along street frontage. Stormwater control will be addressed for this site. The development will follow landscaping requirements, which require the installation of trees along the street frontage. Overall, this proposal is **consistent** with Urban Living Center designation.*

Public Space

Appropriately scaled public spaces including small parks, plazas, parklets, regional trail connections, and walking paths. Pedestrian amenities are commonly integrated into public and private projects.

*The proposal is **consistent** as there will be sidewalks installed along Classen Blvd. These sidewalks will create connections to other sidewalks as the area continues to develop.*

Neighborhood and/or Special Area Plans

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

UTILITIES

AIM NORMAN PLAN CONFORMANCE

The proposed development is in accordance with AIM Water and Wastewater Utility.

Utility Access

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 proposal is consistent as the necessary utilities are available.

Solid Waste Management

The proposed development meets requirements and provides access for solid waste services.

Water/Wastewater Quality

Water Availability

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

Wastewater Availability

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

ALTERNATIVES/ISSUES

IMPACTS: The proposed use for this site aligns with the AIM Norman Land Use and Character Area objectives. This proposal is comparable in scale and form to adjacent developed commercial properties.

CONCLUSION: Staff forwards this request for rezoning from A-2, Rural Agricultural District, to C-2, General Commercial District, and Ordinance O-2526-18 for consideration by City Council.

PLANNING COMMISSION RESULTS: At their meeting of December 11, 2025, the Planning Commission recommended approval of Ordinance O-2526-18 by a vote of 6-0.