



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 4/14/2026

**REQUESTER:** Bob Moore Farms North, LLC

**PRESENTER:** Jane Hudson, Planning and Community Development Director

**ITEM TITLE:** CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-43: 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 THE TRACT OF LAND BEING A PART OF THE NORTHWEST QUARTER (NW/4), SOUTHWEST QUARTER (SW/4) AND SOUTHEAST QUARTER (SE/4) OF SECTION THIRTY-FIVE (35), TOWNSHIP NINE NORTH (T9N), RANGE THREE WEST (R3W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (GENERALLY LOCATED SOUTH OF W MAIN STREET, WEST OF ED NOBLE PARKWAY, NORTH OF W LINDSEY STREET, AND EAST OF 36<sup>TH</sup> AVENUE SW; WARD 3)

<b>APPLICANT/REPRESENTATIVE</b>	Bob Moore Farms North, L.L.C./Rieger Sadler Joyce, L.L.C.
<b>LOCATION</b>	South of W Main Street, west of Ed Noble Parkway, north of W Lindsey Street, and east of 36 <sup>th</sup> Avenue SW.
<b>WARD</b>	3
<b>CORE AREA</b>	No
<b>EXISTING ZONING</b>	PUD, Planned Unit Development
<b>EXISTING LAND USE DESIGNATIONS</b>	Urban High, Urban Living Center, and Mixed-Use
<b>CHARACTER AREA</b>	Corridor (In-Town)
<b>PROPOSED ZONING</b>	PUD, Planned Unit Development

**PROPOSED LAND USE**

No Change

**REQUESTED ACTION**

Rezone to PUD, Planned Unit Development to allow for the placement of a multifamily residential development

**SUMMARY:**

Bob Moore Farms North, L.L.C., is requesting to rezone the subject property from PUD, Planned Unit Development to PUD, Planned Unit Development to amend the adopted Site Development Plan/Narrative. The proposed PUD removes commercial uses from the list of allowed uses and establishes a new Preliminary Site Development Plan for a multifamily development.

**EXISTING CONDITIONS:**

**SIZE OF SITE:** 55.7 acres

**SURROUNDING PROPERTIES**

	Subject Property	North	East	South	West
Zoning	PUD	C-2	C-2 & RM-6	R-1, PUD, RM-6, & PL	R-1 & PUD
Land Use	Urban High, Urban Living Center, & Mixed-Use	Mixed-Use	Mixed-Use	Urban Low, Urban Living Center, Urban High	Urban Low, Urban Medium, & Urban High
Current Use	Vacant	Commercial	Commercial	Residential (Single-Family) & Vacant	Residential (Single-Family & Multifamily)

**ZONING DESIGNATION**

**PUD, Planned Unit Development**

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of the comprehensive plan of record. The PUD, Planned Unit Development District herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit, and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City. Specifically, the purposes of this section are to encourage:

- A maximum choice in the types of environment and living units available to the public.

- Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.
- Maximum enhancement and minimal disruption of existing natural features and amenities.
- Comprehensive and innovative planning and design of diversified developments which are consistent with the City's long-range plan and remain compatible with surrounding developments.
- More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

## **LAND USE DESIGNATION**

### **Mixed-Use**

Urban, compact, walkable pattern. Low to no building spacing and separation of uses. Cultivates 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. For areas requiring retrofit or redevelopment, neighborhood or site master plans should be developed to encourage more efficient and attractive land use along with higher densities.

- Mixed-use areas should have a slightly higher non-residential to residential mix and a predominance of mixed-use structures.
- Gross densities in any single development should be greater than 18 units per acre.

### **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.

### **Urban High**

Highly compact, walkable pattern of urban development prioritizing alternative means of transportation. Low to no building spacing and separation of uses. This area is intended to create opportunities for economic activities attracting a city-wide audience, and place residents closer to services and jobs.

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 units per acre.

## **CHARACTER AREA DESIGNATIONS**

### **Corridor Areas**

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)

#### *In-Town Corridors*

Arterial streets servicing neighborhood needs including commercial, residential, civic, and recreational uses. Already or likely to experience uncontrolled strip development if growth is not properly managed. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. These corridors are managed under Suburban Neighborhood Character Area policies and Action Items.

### **NEAREST PUBLIC PARK**

Cherry Creek Park is approximately 0.5 miles southwest of the subject property. This park is accessible via sidewalks located in the Western View and Cherry Creek neighborhoods. For safe pedestrian crossing across 36th Ave. SW, pedestrians must cross at 36th Ave. SW and Main Street with an existing signalized intersection.

## **PROCEDURAL REQUIREMENTS:**

### **PRE-DEVELOPMENT:**

**PD26-3**

**January 22, 2026**

Several neighboring residents were in attendance and asked questions related to the project. Some attendees raised questions about how many new residential units were being proposed, and how many new occupants were expected. Sean Riger, the applicant's representative, stated that the number of dwelling units and potential occupants has not been determined, but will be included in the information presented to Planning Commission and City Council should a rezoning application move forward. Other attendees voiced their preference for the development's access to be taken off 36th Avenue S.W., rather than Willow Bend Drive, as presented. Mr. Rieger stated that it was the City of Norman's preference that there be minimal access points on arterial streets, and added that additional access to the development is proposed to the north of the site, closer to W. Main Street. A follow-up question was posed regarding the potential for additional turn lanes to be placed on 36th Avenue S.W. to accommodate the increased traffic. Mr. Rieger stated that such items would be addressed through a future traffic study conducted for the development. Other attendees inquired about the impact the development will have on stormwater runoff in the area, to which the applicant's engineer responded that there should be no impact to the surrounding area in terms of stormwater. One attendee asked why the commercial component was no longer a part of the proposed development. Mr. Rieger stated that the developer determined residential development to be a more favorable investment. Finally, some attendees asked what the timeline would be for the first and second phases, and if there would be more phases to come.

Mr. Rieger responded that it would likely take years to break ground on Phase 1, and likely even longer for Phase 2, subject to market forces. He continued by saying that any future phases would require starting the current process over again, including another Pre-Development meeting, and Planning Commission and City Council review.

**BOARD OF PARKS COMMISSIONERS:**

**March 5, 2026**

Parks Staff recommends fee in lieu of parkland. This fee would be used either at Cherry Creek Park or to purchase parkland near this addition in the future, if it becomes available. The Board of Parks Commissioners voted to approve fee-in-lieu of parkland, with a recommendation that a controlled pedestrian crossing at 36<sup>th</sup> Avenue SW be added if possible, by a vote of 7-0.

**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 review comments “inconsistent” with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

**CITY DEPARTMENTS**

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

**FIRE DEPARTMENT**

*Additional construction details are required to determine fire hydrant requirements and fire lane specifications for the proposed building(s). These items will be addressed during the building permit stage. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.*

**BUILDING REVIEW**

*Building codes and all applicable trades will be addressed at the building permit stage.*

**PUBLIC WORKS/ENGINEERING**

*Please see attached report from the Engineer regarding the associated preliminary plat request.*

**TRANSPORTATION ENGINEER**

*Please see attached report from the Transportation Engineer regarding the associated preliminary plat request.*

**PLANNING**

**ZONING CODE CONSIDERATIONS**

**PUD, Planned Unit Development**

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in

achieving the goals of the comprehensive plan of record. The PUD, Planned Unit Development District herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit, and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City. Specifically, the purposes of this section are to encourage:

- A maximum choice in the types of environment and living units available to the public.
- Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.
- Maximum enhancement and minimal disruption of existing natural features and amenities.
- Comprehensive and innovative planning and design of diversified developments which are consistent with the City's long-range plan and remain compatible with surrounding developments.
- More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

*The applicant requests a rezoning to PUD, Planned Unit Development, to allow a multifamily residential development with greater flexibility than is currently available under other district regulations. The subject property is already zoned PUD; this request is to redesign the site and change the previously approved uses. The proposal is **consistent** with the purpose of a PUD.*

### **Uses Permitted**

- Allowed uses within the PUD include multi-family residential dwelling units, townhomes, short-term rentals, leasing offices and private recreational amenities for residents, and accessory buildings.

*The proposed PUD allows for multifamily residential development and commonly associated uses such as leasing offices, and outdoor amenities for residents. These proposed uses are **consistent** with the surrounding zoning, as there is already a multifamily development to the west of the property across 36<sup>th</sup> Ave SW, with similar outdoor amenities including a swimming pool and sports court.*

## Area Regulations

- There shall be a minimum building setback of fifteen feet (15') from the frontages of 36<sup>th</sup> Avenue SW and Willowbend Road. There shall be a minimum of ten (10') feet from any property line abutting a tract outside of the boundaries of the PUD. Additionally, buildings may not encroach upon public easements, rights-of-way, or within one (1) foot of public utility easements. Otherwise, there are no required building setbacks.

*The area regulations of the proposal are **consistent** with the setbacks of the surrounding area, as the C-2 districts to the north and east of the subject property have smaller setback requirements, and the Willowbend PUD to the south of the subject property has similar or smaller setbacks to those in the proposed PUD. However, it should be noted that the R-1 District and PUD to the west of the subject property, across 36<sup>th</sup> Ave. SW, have generally greater setback requirements. The proposed setbacks have not been shown on the Preliminary Site Plan as required per Section 36-509.*

## Height Regulations

- The maximum height for all buildings within the PUD is four (4) stories, exclusive of any subgrade elements and necessary rooftop mechanical units, equipment, screening, or parapet walls.

*The proposed maximum height of four stories is generally **consistent** with surrounding zoning. While the nearby R-1 districts allow building heights up to three stories with certain provisions, the PUD across 36<sup>th</sup> Avenue SW and the surrounding C-2 districts do not have a maximum building height.*

## Landscaping

- Landscaping will 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, as amended from time to time.

*The proposed parking areas for the development will be required to comply with landscaping requirements. The landscaped areas will be designed in a manner **consistent** with City standards and with the surrounding areas.*

## Parking

- All parking will comply with Norman's applicable ordinances.

*The proposed development is **consistent** with the City's parking recommendations.*

## Lighting

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

*Lighting within the development will be **consistent** with applicable City regulations.*

## Signage

- Signs within the proposed development shall comply with the applicable regulations of Section 28-507, Medium Density Residential Sign Standards, as amended from time to time.

*Any signage within the proposed development will be **consistent** with the City's signage regulations.*

## Screening

- The applicant did not include specific screening provisions in the PUD narrative.

*Although there were no screening regulations provided within the PUD narrative as required per Section 36-509, the proposal must still comply with Section 36-552, Fencing, Walls, and Screening. Therefore, the proposed development will be **consistent** with the City's screening regulations.*

## Phasing

- The PUD Narrative states the property will be developed in multiple phases, which will be determined by market demand and absorption rates. The applicant submitted a Phase 1 exhibit but did not attach it to the PUD Narrative or reference it within.

*While the applicant has provided a Phase 1 Exhibit to Staff, no timeline has been presented and the exhibit is not attached within the PUD Narrative. Additionally, the applicant did not outline an anticipated number of phases or address the remainder of the property's phasing. The proposal is **inconsistent** with the phasing requirements of Section 36-509, PUD, Planned Unit Developments.*

## COMPREHENSIVE PLAN CONSIDERATIONS

### Character Area Policies

#### General Policies

#### Residential Policies

- New residential development should blend with existing housing, incorporating tools such as buffering requirements and right-sized public spaces as defined in land use categories.
- Accommodate a variety of housing styles, sizes, densities, and price points to suit diverse housing needs.
- New residential development should use a variety of techniques to avoid the appearance of identical homes, increasing vibrancy and diversity in the built environment.

*The multifamily proposal brings in more density to the area under a single housing typology. The proposed development includes landscaping buffers to promote a smooth transition to nearby lower density residential areas. The applicant has not provided information showing whether they are using a variety of building/architectural techniques to avoid the appearance of identical homes/structures, which could increase vibrancy and diversity in the built environment. Overall, bringing the increased density to the area generally **consistent** with the Character Area General Residential Policies.*

## Corridor Policies

- 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 proposal is generally **consistent** with the policies of the Corridor Area (In-Town), as it promotes a mix of housing types and densities in the surrounding area. Landscape buffers are shown on the submitted Preliminary Site Plan, and will be provided in accordance with Section 36-551, Landscaping Requirements for Off-Street Parking Facilities. This, along with any screening provided, will reduce the impact to nearby lower density residential areas, as well as protect residential uses within the proposed development from nearby commercial uses. The proposed development will connect to existing utility infrastructure.*

*Two EMBARK bus stops exist in close proximity to the proposed development, both located near the intersection of Main Street and 36th Avenue NW - one along Main Street and the other along 36th Avenue NW. Both stops are accessible via existing and proposed pedestrian infrastructure along 36th Avenue NW, which supports connectivity and promotes alternative modes of transportation.*

## Land Use Development Policies

### Urban High Policies

- Highly compact, walkable pattern of urban development prioritizing alternative means of transportation. Low to no building spacing and separation of uses. This area is intended to create opportunities for economic activities attracting a city-wide audience, and place residents closer to services and jobs.

- High-intensity areas strive for more residential than non-residential uses with frequent master-planned mixed-use development nodes. Non-residential uses may be more common in UH than in UM or UL due to higher concentrations of population.
- Gross densities in any single development should be greater than 12 units per acre.

*As noted, the proposal is near EMBARK stops, providing transportation options. The proposal provides 14 units per acre, more than the 12 units per acre for Urban High. However, the site is largely **inconsistent** with this Urban High Land Use policy, as it only contains multifamily residential uses with associated private amenities and there is significant building spacing for this project.*

## **Building Types**

- Medium and Small-scale 3- to 5-story buildings are common. Within existing developed areas, buildings may go up to 2-stories higher than surrounding properties.
- Multi-unit structures are the priority, but a variety of housing types from townhomes to apartments are expected.
- Mixed-use buildings including retail, work-spaces, and residences are most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- New developments that are single-use developments or predominantly single-unit or garden apartments are not appropriate.

*While the proposed development allows for multi-unit residential structures with heights up to four stories, it is still single-use in nature, without any mixed-use buildings or public spaces. For these reasons the proposed development is **inconsistent** with this Urban High Land Use, Building Types.*

## **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 weakens 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 proposed development includes sidewalks to encourage pedestrian circulation throughout the development and will connect to existing pedestrian infrastructure on 36<sup>th</sup> Avenue SW and Norman Center Court. The proposed development will also create new pedestrian infrastructure along Willowbend Road. For these reasons, the proposed development is **consistent** with this Urban High Land Use policy, Site Design.*

## **Transportation**

- This area features a relatively dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking is a secondary use and should be as small as possible due to character and value of land in the area. Most of these areas have, or will have, easy access to public transportation (less than one half-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to be a priority, including modernizing multi-modal infrastructure.

*The proposed development is **consistent** with this Urban High Land Use policy, Transportation, because it promotes interconnectivity through its proximity and connection to multi-modal transit infrastructure, including sidewalks on 36<sup>th</sup> Avenue SW, Norman Center Court, and Willowbend Road, with access to an Embark bus stop less than 0.5 miles to the north. Sidewalks will be provided throughout the development and will connect to existing public pedestrian infrastructure along 36<sup>th</sup> Avenue SW and Norman Center Court.*

### 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 development site has access to public water and sanitary sewer facilities. The development is **consistent** with this Urban High Land Use policy.*

### Public Space

- Consisting of appropriately scaled public spaces including small parks, plazas, parklets, regional trail connections, and walking paths. Pedestrian amenities should commonly be integrated into public and private projects.

*The proposed development includes pedestrian amenities, tying into existing sidewalks along 36<sup>th</sup> Avenue SW and Norman Center Court, providing pedestrian access to private recreational amenities within the proposed development. For these reasons, the proposed development is **consistent** with this Urban High Use Policy.*

### Urban Living Center Policies

- 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.

*The proposal is near EMBARK stops, providing transportation options. However, the site is largely **inconsistent** with this Urban Living Center policy, as it only contains multifamily*

*residential uses, associated private amenities and there is significant building spacing for this project, and the proposal only provides 14 units per acre, less than the 18 units per acre for Urban Living Center.*

## **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.

*While the proposed development allows for multi-unit residential structures with heights up to four stories, it is single use in nature, without any mixed-use buildings or public spaces. For these reasons the proposed development is **inconsistent** with this Urban Living Center Land Use policy.*

## **Site Design**

- The scale and layout of the built environment are very conducive to walking. Trails and pathways integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Multi-unit developments without connections to neighboring properties and uses weakens the development pattern and should be limited or avoided altogether.
- Design features, such as street/sidewalk level windows, should make larger scale structures appropriate at the pedestrian level.
- 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 expand and maximize the public infrastructure available in this area.

*The proposed development includes sidewalks to encourage pedestrian circulation throughout the development and will connect to existing pedestrian infrastructure on 36<sup>th</sup> Avenue SW and Norman Center Court. The proposed development will also create new pedestrian infrastructure along Willowbend Road. For these reasons, the proposed development is **consistent** with this Urban Living Center Land Use policy.*

## **Transportation**

- This area features a dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking is a secondary use and should be as small as possible due to character and value of land in the area. Many housing options offer private parking rather than relying on street parking. Most of these areas have, or will have, easy access to public

transportation (adjacent to or less than one quarter-mile walk of a stop). Improving access for pedestrians and bicyclists will continue to be a priority, including modernizing multi-modal infrastructure.

*The proposed development is generally **consistent** with this Urban Living Center Land Use policy because it promotes interconnectivity through its proximity and connection to multi-modal transit infrastructure, including sidewalks on 36<sup>th</sup> Avenue SW, Norman Center Court, and Willowbend Road, with access to an Embark bus stop less than 0.5 miles to the north. Sidewalks will be provided throughout the development and will connect to existing public pedestrian infrastructure along 36<sup>th</sup> Avenue SW and Norman Center Court.*

### **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 development site has access to public water and sanitary sewer facilities. The development is **consistent** with this Urban Living Center Land Use policy.*

### **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 proposed development includes pedestrian amenities, tying into existing sidewalks along 36<sup>th</sup> Avenue SW and Norman Center Court, providing pedestrian access to private recreational amenities within the development. For these reasons, the proposal is **consistent** with this Urban Living Center Land Use Policy.*

### **Mixed-Use Policies**

- Urban, compact, walkable pattern. Low to no building spacing and separation of uses. Cultivates 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. For areas requiring retrofit or redevelopment, neighborhood or site master plans should be developed to encourage more efficient and attractive land use along with higher densities.
  - Mixed-use areas should have a slightly higher non-residential to residential mix and a predominance of mixed-use structures.
  - Gross densities in any single development should be greater than 18 units per acre.

*The proposal is in close proximity to EMBARK stops, providing transportation options. However, the site is largely **inconsistent** with this Mixed Use Policies, as it only contains multifamily residential uses, associated private amenities and there is significant building spacing for this project, and the proposal only provides 14 units per acre, less than the 18 units per acre for Urban Living Center.*

### **Building Types**

- Medium and Small-scale 3 to 5-story buildings are common. Within existing developed areas, buildings may go up to 2 stories higher than surrounding properties.
- Multi-unit structures are the priority, but a variety of residential uses including townhomes, walk-ups, apartments, lofts, condominiums are present.
- Mixed-use buildings that include retail, work-spaces, and residences are the most common.
- Public and private spaces (i.e. balconies, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Single-use buildings are limited. Large single-use, single-story structures are not appropriate.

*While the proposed development allows for multi-unit residential structures with heights up to four stories, it is single-use in nature, without any mixed-use buildings or public spaces. For these reasons the proposed development is **inconsistent** with this Mixed-Use Land Use policy.*

### **Site Design**

- The scale and layout of the built environment is conducive to walking. Trails and pathways are integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Single-use commercial and single-use multi-unit residential developments without connections to neighboring properties and uses disturb the development pattern and should be limited or avoided altogether.
- Design features, such as street/sidewalk level windows, should make larger scale structures appropriate at the pedestrian level.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.
- Residential developments should include trails or side paths that facilitate resident movement and encourage resident interactions.
- Stormwater to be addressed at the project level, but designed as part of a larger neighborhood or sub-basin system and, when possible, function as an amenity to the development.
- Site layout should take every opportunity to maximize the public infrastructure available in this area.

*The proposed development includes sidewalks to encourage pedestrian circulation throughout the development and will connect to existing pedestrian infrastructure on 36<sup>th</sup> Avenue SW and Norman Center Court. The proposed development will also create new pedestrian infrastructure along Willowbend Road. For these reasons, the proposed development is **consistent** with this Mixed-Use Land Use policy.*

### **Transportation**

- This area features a dense grid of streets and sidewalks. A full street hierarchy provides a variety of connections and route choices to people moving to, through, and within the area. Parking should not be prominent, but rather it should be obvious that this area is designed to be a park-once environment. Shared parking is prevalent, with limited private parking options, which are screened from view of the right-of-way. Most of these

areas have, or will have, easy access to public transportation (adjacent to or less than one quarter-mile walk of a stop). A future rail transit service is possible near some locations. It should be comfortable for users of all ages and abilities to move through this area safely. Access and connections to the regional trail network are vital assets to this land use.

*The proposed development is generally **consistent** with this Mixed-Use Land Use policy because it promotes interconnectivity through its proximity and connection to multi-modal transit infrastructure, including sidewalks on 36<sup>th</sup> Avenue SW, Norman Center Court, and Willowbend Road, with access to an Embark bus stop less than 0.5 miles to the north. Sidewalks will be provided throughout the development and will connect to existing public pedestrian infrastructure along 36<sup>th</sup> Avenue SW and Norman Center Court. Private parking areas are screened from view using landscape buffers.*

### **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 development site has access to public water and sanitary sewer facilities. The development is **consistent** with this Mixed-Use Land Use policy.*

### **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 proposed development includes pedestrian amenities, tying into existing sidewalks along 36<sup>th</sup> Avenue SW and Norman Center Court, providing pedestrian access to private recreational amenities within the development. For these reasons, the proposal is **consistent** with this Urban Living Center Land Use Policy.*

### **Neighborhood and/or Special Area Plans**

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

### **UTILITIES**

#### **AIM NORMAN PLAN CONFORMANCE**

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

#### **SOLID WASTE MANAGEMENT**

*Proposed development meets requirements for City streets and provides access for solid waste services.*

#### **WATER/WASTEWATER AVAILABILITY**

##### **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.*

### **DISCUSSION:**

Overall, the proposed development generally aligns with the AIM Norman Land Use and Character Area objectives. While the project is not mixed-use and does not meet two of the planned density targets for this location, the site's designation under three separate designations: Urban High, Urban Living Center, and Mixed-Use, creates challenges in achieving full compliance with each policy.

Specifically, the Urban High designation calls for a density of 12 units per acre, which the proposal satisfies. In contrast, both the Urban Living Center and Mixed-Use designations recommend 18 units per acre. The proposed density of 14 units per acre falls between these higher-intensity categories, representing a reasonable compromise given the site's overlapping land use designation.

### **CONCLUSION:**

Staff forwards this request for rezoning from PUD, Planned Unit Development, to PUD, Planned Unit Development and Ordinance O-2526-43 for consideration by City Council.

### **PLANNING COMMISSION RESULTS:**

At their meeting on March 12, 2026, the Planning Commission recommended approval of Ordinance O-2526-43, by a vote of 7-0.