
ORDINANCE NO. O-1213-15

ITEM NO. 13b

STAFF REPORT

GENERAL INFORMATION

APPLICANT	Switzer's Locker Room of Norman, L.L.C.
REQUESTED ACTION	Rezoning to I-1, Light Industrial District
EXISTING ZONING	A-2, Rural Agricultural District
SURROUNDING ZONING	North: I-1 East: C-1 and C-2 South: I-1 West: PUD - Railroad R-O-W
LOCATION	3180 S. Classen Boulevard
SIZE	1.76 acres
PURPOSE	Mini-Storage Facility
EXISTING LAND USE	Residential
SURROUNDING LAND USE	North: Special Planning Area 9B - Commercial East: Commercial South: Industrial and Special Planning Area 9B West: Multi-Family and Railroad R-O-W
LAND USE PLAN DESIGNATION	Special Planning Area 9B - Commercial

SYNOPSIS: The applicant, Switzer's Locker Room, LLC, has requested to rezone the above noted property from A-2, Rural Agricultural District, to I-1, Light Industrial District. This rezoning request will include approximately 1.76 acres and will enlarge his storage facilities located on the lot south of this tract.

BACKGROUND: Under the 2020 and 2025 Land Use and Transportation Plans the area south of Highway 9 along the west side of South Classen Boulevard/Highway 77 down to one tract north of Cedar Lane was designated as Industrial. In 2006, a property owner immediately south of State Highway No. 9 and along the west side of South Classen Boulevard/Highway 77 submitted an application for reclassification of existing Land Use from Industrial to Commercial Designation. This property owner gathered additional petitioners in the area to support the additional request for a change in land use down to one tract north of Cedar Lane. After studying the request the City suggested the area would be best suited as a Special Planning Area and not just a simple land use designation change. The benefits of SPA #9 would be to establish guidelines under which commercial development could take place.

Special Planning Area #9 is designated for commercial development, if certain conditions are met:

1. Three sub-areas are identified for development purposes. A unified overall master development plan must be submitted for each of these sub-areas to be approved by the city before rezoning and development of each area can commence, that adequately addresses site layout, access, parking and public utilities needed for development.
2. Because alleys will not be installed, cross-access easements must be provided within each sub-area to allow shared access to Classen Boulevard, as well as coordinated internal service to each lot for sanitation and delivery service.
3. In addition to the traffic signal at the Highway 9 on-ramp and a proposed signal at Cedar Lane, traffic studies in the area have already indicated the need for three additional signals, to be located at each existing street intersection. An updated TIA must be submitted for each sub-area whenever development for that sub-area is proposed. The TIA would indicate the proportionate share to be paid for the installation of the required traffic signals, as well as any other traffic improvements resulting from the impact of the proposed development.
4. This concentration of signals and the anticipated volume of traffic make access management a critical component of this Special Planning Area. Driveway spacing must comply with Section 4018 of the currently adopted Engineering Design Criteria Manual. One driveway will be permitted within each signalized intersection, plus three additional driveways (one of which exists) meeting the criteria adopted in Section 4018 of the Engineering Design Criteria.

With the above development criteria in place Staff recommended approval. Planning Commission at its February 2006 meeting, recommended to City Council an amendment of the Norman 2025 Land Use and Transportation Plan from Industrial Designation to Commercial Designation for 20.61 acres of land generally located south of Highway 9 down to Cedar Lane Road along the west side of Classen Boulevard be approved. Within the above noted properties, Planning Commission recommended three Special Planning Areas, #9A, #9B and #9C.

Following Planning Commission's recommendation, City Council, at its meeting of May 2006, adopted Resolution No. R-0506-140 amending the Norman 2025 Land Use and Transportation

Plan designating this property and Lot 2 of Guardian Addition No. 2, an already platted/developed lot, as part of Special Planning Area #9B and amending the Norman 2025 Land Use and Transportation Plan from Industrial Designation to Commercial Designation.

This subject parcel has remained zoned A-2, Rural Agricultural District and has never been platted.

Other than the original applicant that requested the establishment of these SPAs there have been no other applications submitted to move forward with a Master Plan for a Special Planning Area along this corridor.

ANALYSIS:

PARKING: The applicant already has adequate parking adjacent to the existing office on the adjacent lot to this subject tract. There will be no additional parking requirements for the new storage buildings and no new office area requiring any additional parking.

ACCESS: The proposed storage buildings will be accessed from within the adjacent platted parcel once the subject tract is platted. There will be a Lot Line Adjustment processed to remove the parcel line between these two tracts. The existing access point for the subject tract will remain and be used as an emergency access drive for fire protection only. There will be no additional access points for this new parcel along South Classen Boulevard/Highway 77 which will eliminate any traffic impacts.

DESIGN: The site plan provides building setbacks, proposed building locations, landscape areas, and waterlines providing a fire hydrant for fire protection. There will be a twenty-five foot setback along South Classen Boulevard/Highway 77.

OTHER AGENCY COMMENTS:

PUBLIC WORKS: Sufficient accessibility has been provided for sanitation, fire protection and service vehicles.

STAFF RECOMMENDATION: This SPA #9 established that if an applicant or group of applicants wanted to move forward with a commercial development plan for several parcels it would be required to do so with the requirements set forth for that SPA. Since this applicant is not proposing a commercial development the applicant is not required to meet any of the above adopted guidelines. The proposal creates no additional curb cuts along South Classen Boulevard/Highway 77 eliminating the possibility of creating any traffic impact issues which was a central issue when establishing the SPAs in this area. The applicant has met the zoning requirements for this parcel. Staff supports this request to rezone from A-2, Rural Agricultural District, to I-1, Light Industrial District, to expand an existing business.