

220 SOUTH PORTER AVENUE

Norman, Oklahoma

SW ARMSTRONG JR.

AND

JOHN TRAW

Developer

A PLANNED UNIT DEVELOPMENT
APPLICATION FOR REZONING

Submitted 10 October 2016

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I. INTRODUCTION

This Planned Unit Development (the “**PUD**”) is being submitted for the development of the 220 South Porter property (the “Property” or “Addition”). The Property is a one lot property at the corner of E. Eufaula and South Porter Avenue and currently has two lease spaces.

Porter Avenue is a central corridor within Norman. It has historical significance as a former US highway and for decades was Norman’s thriving automotive business corridor. Porter Avenue is also a gateway to downtown Norman and has the opportunity to become an extension of Main Street. Due to Porter Avenue’s significance and potential for redevelopment within the City of Norman, the Porter Corridor Zoning Overlay District was established. Among its directives was a focus to

- c. Emphasize pedestrian movement and pedestrian orientation of streets and buildings;
- d. Ensure that new development and expansion of existing commercial and institutional uses are compatible with existing uses, with the historic scale and character of the area,; and
- e. Maintain and enhance property values.

The Applicant is proud to bring this Application forward after working together with City Staff to find a solution as to fulfill the Porter Corridor vision for this Property of an existing developed C-3 site, and to provide a path for it to allow for a motorcycle use and still maintain the character of the established building and structures.

This solution will allow for the rotunda protruding from the building to maintain its wonderful presence on the Porter corridor and allow for the occupants to continue to use the on-street parking as has been done for generations in this area.

This PUD will enhance the commercial zoning provisions to allow for planning allowances as set forth herein. This PUD District will allow the necessary flexibility to create a highly desirable use allowances to feature a continued revitalization of the Porter Corridor.

In order to accomplish these goals, the applicant hereby requests a PUD zoning approval. The Applicant is submitting a Rezoning Application for approval.

II. PROPERTY DESCRIPTIONS; EXISTING CONDITIONS

A. Location

The Property is located at 220 South Porter Avenue. It fronts onto South Porter and has architecturally distinctive features that have long pinned the corner of Eufaula and Porter. Across the street to the south is the Hiland Dairy. Across the street to the east and northeast are automotive sales uses. Across the street to the southeast is a revitalized commercial center. The subject property is built out and has been improved in its current form for decades.

B. Existing Land Use and Zoning

The Property is currently zoned as C-3, Intensive Commercial District. The Property is currently designated as Commercial on 2025. No change is being presented as to 2025 amendment. The property is already platted and thus no platting is needed.

C. Elevation and Topography; drainage

The Property is improved and built out. The improvements were installed in roughly 1940 originally. No changes are planned or intended to the topography, elevation or surface.

D. Utility Services

All required utility systems for the project (including water, sewer, gas, and electric) are in immediate proximity to the Property, and long established.

E. Fire Protection Services

Fire protection services are as provided by the City of Norman Fire Department and per the City of Norman regulations for such.

F. Traffic Circulation and Access

The Addition does not plan any changes as to access and circulation, as it will remain as developed at the corner of Eufaula and Porter.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

A. Commercial Uses

1. Commercial Designation.

The Property is currently zoned C-3 INTENSIVE COMMERCIAL DISTRICT. C-3 and C-2 zoning categories cover much of downtown Norman. However, C-3 is the more predominant zoning category because it allows for the property to utilize on-street parking as opposed to providing on-site parking. Due to this building's location and its historic character on Porter it encourages pedestrian access and flow, the intention is to utilize this PUD to allow for C-2 permitted uses, with some uses prohibited as discussed below, and to allow for on street parking to service the location as has been historically done for the property. This is justified due to the fact that the property is already zoned C-3 for decades with no off street parking requirements and already enjoys this benefit. As a motorcycle shop, many visitors will be coming by way of cycles and not autos.

2. The PUD will allow the following uses:

- (a) Uses allowed as permitted uses in the C-2, General Commercial Zoning District except as prohibited by Section 425:1.2.(a), (b) and (c).
- (b) Motorcycle sales, repair and service and related motorcycle and similar vehicle uses.

The proposed Preliminary Site Development Plan is as shown on the attached **EXHIBIT A**, which is merely a resubmittal of the existing site plan of the existing property. No changes are anticipated or planned in the site plan.

No off-street parking requirement shall be applied to the Property, as the Property will continue to be allowed to be served by on-street parking, as it has been under C-3. The existing on-site parking will remain as is with approximately 12 parking spaces.

The Property may have multiple tenants, occupants, or users. For example, the Property currently has two lease spaces and a gated open space behind the building. The entire parcel will be subject to this PUD.

B. Open space and green space

Typically a PUD requires an open space allotment of ten percent. However, the intent of this PUD is to allow for a very unique motorcycle use within a historically automotive focused district that was developed long ago and well before open space requirements were brought forth. Therefore the Applicant seeks an exemption from the open space requirement so that the existing long established building and pavement does not have to be removed in order to meet a PUD requirement that is not fitting to this unique and extraordinary application.

C. Traffic access/circulation/sidewalks

Access for vehicle and pedestrians will remain unchanged and will be preserved as it has been around the site for decades.

D. Trash; fencing

Sanitation and trash service will be provided by way of the existing alley across the north side of the Property. Fencing, landscaping, and other aspects are to remain unchanged as they exist on the Property.

EXHIBIT A

Site Development Plan
(Unchanged from existing developed site and improvements).

