

RESOLUTION NO. R-1314-97

ITEM NO. 6a

STAFF REPORT

ITEM: Nicholas Robert Corporation requests amendment of the NORMAN 2025 Land Use and Transportation Plan from Low Density Residential Designation to Medium Density Residential Designation for property located at 213 E. Tonhawa Street.

SUMMARY OF REQUEST: The applicant is proposing a three story townhouse with three dwelling units for the site. The site is currently vacant and the lot size is more than adequate to support this type of development. Therefore a Land Use amendment is required for this proposal from Low Density to Medium Density Residential.

STAFF ANALYSIS: The 2025 Plan identifies two criteria that must be examined before a land use change is approved.

- 1. There has been a change in circumstances resulting from development of the properties in the general vicinity which suggest that the proposed change will not be contrary to the public interest.*

This site is part of the Original Township of Norman and has undergone many land use changes within recent history. As Norman has expanded and urbanized, the general vicinity of this request has transformed from characteristically residential use to a mix of uses. For example, single family homes have been converted into beauty salons, industrial paint stores are soon to be restaurants, some homes have been demolished and are now parking lots, single family homes have been converted to multi-family dwellings and many homes that have exceeded their life span have been demolished and are now vacant lots—just as this site.

Overall, this area has changed dramatically from once a residential neighborhood to an urbanized area. Directly across the street from the site on the south side of Tonhawa is a vehicle service shop, an office building and a metal warehouse building and a vacant lot. On the north side of Tonhawa directly abutting the proposed site are two rental properties, on the east side there is a two family duplex that was once a single family home that abuts a center for adults with disabilities. At the west end of the block next to the single family home is a parking lot. Surrounding this block most uses are multi-family homes, office uses, commercial uses and institutional uses. The proposed change will not be contrary to the public interest in light of the many mixed land uses in the general vicinity.

- 2. There is a determination that the proposed change would not result in adverse land use or adverse traffic impacts to surrounding properties or the vicinity.*

The applicant's proposal for a multi-family dwelling for this site will not result in adverse land use or traffic impacts to surrounding properties. Within the general vicinity to the north and directly abutting this site most residential land uses are currently

designated Medium Density Residential Land Use. This proposal and request for a land use amendment to Medium Density Residential is consistent with surrounding land uses.

Parking for the development will be provided by an off-street parking lot which is located in the rear of the property and accessed off of the alley. The design proposal for the parking lot accommodates the required parking for the townhouses and the developer has indicated more than required landscaping will screen the parking lot.

The amount of traffic this development will contribute within this vicinity is minor in comparison to the surrounding commercial uses that generate higher traffic counts. Within this general vicinity there is a collector street, Gray Street, and an arterial street, Main Street, two blocks south of the site. In addition, there is also the ability to access many services through pedestrian modes of transportation; for example, Legacy Trail connects downtown and the University of Oklahoma and downtown Main Street connects east and west Norman. Because of the various land uses mentioned within the vicinity there is not an adverse land use or traffic impact that would negatively impact the surrounding property owners.

STAFF RECOMMENDATION: Staff recommends adoption of Resolution No. R-1314-97 due to the criteria for a Norman 2025 Land Use and Transportation Plan having been met. No adverse land uses or traffic impacts will be associated with this proposal.