



Legislation Text

File #: O-1718-32, **Version:** 1

CONSIDERATION OF ORDINANCE O-1718-32 UPON SECOND AND FINAL READING: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 460 OF CHAPTER 22 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE LOTS ONE (1) AND TWO (2), OF BLOCK ONE (1), IN SHORT FORM PLAT LADY DI, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE PUD, PLANNED UNIT DEVELOPMENT DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (NORTHEAST CORNER OF CLASSEN BOULEVARD AND IMHOFF ROAD)

SYNOPSIS: This application is a housekeeping measure to clean up zoning issues that would occur, if not amended, with the platting of the subject tract and the property to the north into two separate lots. If this rezoning application is not processed, the applicant would have two different zoning designations, C-2 and PUD, on each of the proposed lots. The application for this site is to rezone from PUD, Planned Unit Development to C-2, General Commercial District, to allow for the development of an express carwash facility and construction of a retail/commercial building.

ANALYSIS: In 2003, this tract and the general area surrounding this tract was rezoned from C-2, General Commercial District to PUD, Planned Unit Development to allow for the construction of the Crimson Park Apartments, a student-based apartment complex development leased by the bed, accessory commercial/office uses and a commercial strip mall development north of this site. However, this subject tract was never developed.

Prior to the 2003 PUD rezoning, this subject tract was zoned C-2, General Commercial District under Ordinance No. O-2334 in 1970 and remained commercially zoned until 2003, as noted above. The tract was designated on the NORMAN 2020 and the NORMAN 2025 Plan as Commercial. The tract is surrounded by other commercial uses, and can logically be integrated into the overall development of the area.

IMPACTS: The surrounding area consists of commercial, industrial, office and multi-family uses; there are no negative impacts expected from this future development.

ACCESS: Access to the site has been restricted from Classen Boulevard. Access will be granted by way of an existing shared drive to the north for Crimson Park Apartments and the existing commercial strip mall, and a second shared drive to be located on the south side of this development along Imhoff Road.

SITE PLAN: There are two lots that will be incorporated into this development proposal. The north lot is already zoned C-2. The two lots are being final platted to accommodate future development; the proposal is to plat the lots with a north-south division, currently they are divided east-west. With the future development, the east lot is to be developed with an express carwash facility and the west lot is proposed to be developed with a retail/commercial use; however, no specific user has been identified for the west lot.

OTHER AGENCY COMMENTS:

PRE-DEVELOPMENT: There was no Pre-Development meeting required for this application.

GREENBELT COMMISSION: There was no Greenbelt meeting required for this application.

PARK BOARD: There are no parkland requirements for this development.

PUBLIC WORKS/UTILITIES DEPARTMENT: The applicant is submitting a Final Plat for the site. The Final Plat will plat this subject tract and the adjacent tract to the north into one block and two lots. All public improvements will be provided, reviewed and approved prior to occupancy. The subject tract shares internal driveways with the commercial areas to the north for Crimson Park Apartments and is proposing a second shared drive off Imhoff Road on the south side of the development. All access for this development is restricted to the existing shared drives to the north or off Imhoff Road; no

direct access will be granted onto Classen Boulevard.

STAFF RECOMMENDATION: Staff supports this request and recommends approval of Ordinance O-1718-32.

Planning Commission, at their meeting of February 8, 2018, recommended adoption of this ordinance by a vote of 8-0.