



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 11/26/24

REQUESTER: Trinitas Development LLC

PRESENTER: Jane Hudson, Planning & Community Development Director

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2425-8 UPON SECOND AND FINAL READING: 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 ALL OF BLOCK ONE (1) OF THE SECOND STATE UNIVERSITY ADDITION, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE RM-6, MEDIUM-DENSITY APARTMENT DISTRICT, AND PLACE SAME IN THE SPUD, SIMPLE PLANNED UNIT DEVELOPMENT DISTRICT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (310 E BOYD STREET)

APPLICANT/REPRESENTATIVE	Trinitas Development LLC/Rieger Sadler Joyce LLC
LOCATION	310 E Boyd Street, which is situated South of East Boyd Street and West of the BNSF Railroad
WARD	4
REQUESTED ACTION	Rezoning from RM-6 Medium Density Apartment District, to SPUD, Simple Planned Unit Development District
LAND USE PLAN DESIGNATION	High Density Residential
GROWTH AREA DESIGNATION	Current Urban Service Area

BACKGROUND: The applicant requests rezoning from RM-6, Medium Density Apartment District, to SPUD, Simple Planned Unit Development for approximately 2.55 acres. Sixty-four apartments are currently situated on the property. The applicant proposes demolishing the existing apartments and developing a podium-style, 250-unit multi-family residential apartment

building with two levels of parking underneath the living area, for a proposed seven (7) to nine (9) story structure.

PROCEDURAL REQUIREMENTS:

GREENBELT MEETING:

This request did not require a Greenbelt Enhancement Statement.

PRE-DEVELOPMENT: PD24-11, August 22, 2024

Redevelopment of an existing two-story apartment complex, to be replaced with a 7-9 story podium style apartment complex with 5-7 levels of apartment homes over 2 levels of parking. An attendee wanted to know the process for approval. Applicant representative outlined the application process.

BOARD OF PARKS COMMISSIONERS:

This request did not require platting and thus did not require an application to the Board of Parks Commissioners.

ZONING ORDINANCE CITATION:

Section 36-510 SPUD, SIMPLE PLANNED UNIT DEVELOPMENTS

1. General Description. The Simple Planned Unit Development referred to as SPUD, is a special zoning district that provides an alternate approach to the conventional land use controls and to a PUD, Planned Unit Development to maximize the unique physical features of a particular site and produce unique, creative, progressive, or quality land developments.

The SPUD may be used for particular tracts or parcels of land that are to be developed, according to a SPUD Narrative and a Development Plan Map and contains less than five (5) acres.

The SPUD is subject to review procedures by Planning Commission and adoption by City Council.

2. Statement of Purpose. 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 comprehensive plan of record. In addition the SPUD provides for the following:

Encourage efficient, innovative use of land in the placement and/or clustering of buildings in a development and protect the health, safety and welfare of the community.

Contribute to the revitalization and/or redevelopment of areas where decline of any type has occurred. Promote infill development that is compatible and harmonious with adjacent uses and would otherwise not be an area that could physically be redeveloped under conventional zoning.

Maintain consistency with the City's Zoning Ordinance, and other applicable plans, policies, standards and regulations on record.

Approval of a zone change to a SPUD adopts the Master Plan prepared by the applicant and reviewed as a part of the application. The SPUD establishes new and specific requirements for the amount and type of land use, residential densities, if appropriate, development regulations and location of specific elements of the development, such as open space and screening.

STAFF ANALYSIS: The particulars of this SPUD include:

USE: The allowable uses for this SPUD are included in the SPUD Narrative as Exhibit C, Allowable Uses and generally outlined below.

Allowable Uses:

- *Multi-family residential dwelling units*
- *Option for ground floor office, commercial retail and other mixed-use within the larger apartment/residential structure*
- *Leasing offices, pool area, dog parks – similar private recreational amenities for the residents*
- *Accessory buildings*

SITE PLAN/ACCESS: The proposed Preliminary Site Development Plan shows one building with parking garage access off an existing alley located on the west side of the property. An entrance sign is shown on the northwest corner of the lot, along E. Boyd St. The setbacks shown on the Site Plan are 15' (fifteen feet) along the west and 10' (ten feet) on the north, east and south of the Property. A rain garden and detention pond is proposed in the southeast corner.

PARKING: The SPUD Narrative states the proposed building will have two levels of podium parking, as shown in the parking layout on the Preliminary Site Development Plan. The proposed development may feature multiple EV charging stations, but will comply with Norman's applicable parking ordinances, Section 36-548, Off-Street Parking Facilities, and Section 36-550, Development and Maintenance of Off-Street Parking Facilities, as amended from time to time. The parking spaces within the Property will be eighteen feet (18') by nine feet (9') or eight and one-half feet (8'1/2") by nineteen feet (19'). Additionally, compact spaces of seven and one-half feet (7'1/2") by fifteen feet (15') may be included, as long as the compact spaces do not exceed 5% of the total parking count.

LANDSCAPING: Landscaping shall be provided and maintained in accordance with Section 36-551, Landscaping Requirements for Off-Street Parking Facilities. Landscaping is depicted on the Preliminary Site Development Plan. Fencing shall not be required but may be installed running along the east edge of the subject property blocking access to the railroad track.

SIGNAGE: The SPUD Narrative outlines signage allowances for the property. The applicant is requesting 60 square feet of wall signage for each sign and 60 square feet per side for the ground sign. All other signs not specifically discussed in the Narrative will comply with the Medium Density Residential sign standards of the City of Norman Sign Regulations in Chapter 28. Should the site develop with any commercial/office uses, signage for the use will follow commercial zone sign standards.

LIGHTING: All exterior lighting shall be installed in conformance with the City of Norman's Commercial Outdoor Lighting Standards (Section 36-549), as amended from time to time

SANITATION/UTILITIES: Roll-out dumpsters will be utilized for sanitation services, the roll-out dumpsters will be located within the garage area. All locations will be reviewed and approved by City Staff.

EXTERIOR MATERIALS: The exterior of the building may be constructed of brick, glass, stone, synthetic stone, high impact quality stucco or EIFS, masonry, metal accents, and any combination thereof.

HEIGHT: The proposed building will be allowed to reach a maximum height of nine (9) stories, exclusive of any subgrade elements as well as any necessary roof top mechanical units, equipment, screening, or parapet walls.

OPEN SPACE: The Preliminary Site Development Plan shows proposed open spaces for the development. The SPUD Narrative states the impervious area for the property will not exceed 85%.

EXISTING ZONING: The property is currently zoned RM-6, Medium-Density Apartment District. RM-6 zoning allows for multi-family uses and a height of up to three stories; any height over three stories requires increased setbacks.

ALTERNATIVES/ISSUES:

IMPACTS: The number of units on the site will increase from 64-units to 250-units. As detailed below in the Traffic Engineer comments, the applicant has planned improvements to have better circulation of vehicles on and around the site.

OTHER AGENCY COMMENTS:

FIRE DEPARTMENT AND BUILDING PERMIT REVIEW: Items regarding fire hydrants and fire/building codes will be considered at the building permit stage.

UTILITIES/SANITATION:

Utility Services - Water and sanitary sewer are adjacent to the facility but demands will need to be provided and modeled and the Applicant will be responsible for any extensions or upgrades necessary to serve the proposed development.

Sanitation - Trash service utilizing rolling dumpsters will be acceptable based on the following conditions:

1. Applicant and all future owners will be responsible for purchase and maintenance of dumpsters that will work with City equipment.
2. Dumpster roll-out and roll-in will be the responsibility of the Applicant/Owner with timing meeting requirements established by City ordinance for placement of trash receptacles.
3. Applicant will be responsible for design of sanitation vehicle ingress and egress in accordance with City standard details.

PUBLIC WORKS/ENGINEERING: The subject property is part of the State University Addition #2 Plat.

TRAFFIC ENGINEER: The proposed 250 multi-family dwelling units is to be located on the south side of Boyd Street between Trout Avenue and Classen Boulevard and will generate 1,135 trips on an average weekday, 93 trips during the typical AM Peak period, and 98 trips during the typical PM Peak period. Given that a 64-unit multi-family complex currently occupies the site of the proposed development, new trips will be 704 trips on an average weekday, 67 trips during the typical AM Peak period, and 65 trips during the typical PM Peak period. The development will include an internal parking garage with access via a north/south alley on the west side of the development that connects to both Boyd Street as well as Page Street. To improve access to and from the site, the developer plans to widen and improve the narrow, north/south alley to accommodate the traffic exiting the site. Plans also include the removal of the existing drive access that intersects Boyd Street closer to the BNSF Railroad to better accommodate the traffic entering the site.

CONCLUSION: Staff forwards this request for rezoning to SPUD, Simple Planned Unit Development, and Ordinance O-2425-8 for consideration by City Council.

PLANNING COMMISSION RESULTS: At their meeting of October 10, 2024, Planning Commission recommended adoption of Ordinance No. O-2425-8 by a vote of 6-0.