



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 2/12/2026

REQUESTER: 1107 Chautauqua, LLC

PRESENTER: Lora Hoggatt, Planning Services Manager

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-40: 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 1010- THE REVV, LOT 1, BLOCK 1, AND A TRACT OF LAND IN THE NORTHEAST QUARTER (NE/4) OF SECTION SIX (6), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE R-1, SINGLE-FAMILY DWELLING DISTRICT, AND R-3, MULTIFAMILY DWELLING DISTRICT, AND PLACE SAME IN A SPUD, SIMPLE PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (1107 THROUGH 1111 CHAUTAUQUA AVENUE AND 601 THROUGH 615 HOOVER STREET AND 1010 THROUGH 1030 COLLEGE AVENUE; WARD 7)

APPLICANT/REPRESENTATIVE	1107 Chautauqua, LLC/Peacock Design
LOCATION	1107-1111 Chautauqua, 601-615 Hoover Street, and 1010-1030 College Avenue
WARD	7
CORE AREA	Yes
EXISTING ZONING	R-1, Single-Family Dwelling District, and R-3, Multifamily Dwelling District
EXISTING LAND USE DESIGNATIONS	Urban Medium
CHARACTER AREA	No designation
PROPOSED ZONING	SPUD, Simple Planned Unit Development
PROPOSED LAND USE	No Change

REQUESTED ACTION

Rezone to a SPUD to allow for a multifamily development

SUMMARY:

The applicant, 1107 Chautauqua, LLC, is requesting a rezoning from R-1, Single-Family Dwelling District, and R-3, Multifamily Dwelling District, to a SPUD, Simple Planned Unit Development. The proposed rezoning will allow for the development of multifamily residential buildings.

EXISTING CONDITIONS:

SIZE OF SITE: 1.88 acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	R-1 & R-3	R-1 & R-3	R-3 & O-1	R-3	R-1
Land Use	Urban Medium	Urban Medium	Urban Medium	Urban Medium	Urban Low
Current Use	Residential (Single- and Two-Family) & Vacant	Residential (Single-Family) & Fraternity House	Residential (Single- and Two-Family) & Church Parking Lot	Fraternity House	Residential (Single-Family)

ZONING DESIGNATIONS**R-1, Single-Family Dwelling District**

This residential district is intended for single-family detached development, including accessory dwelling units and other accessory structures. Other uses compatible with single-family residential development are also allowed. Developments in this zoning district should have access to City services and be located in the urbanized area.

R-3, Multifamily Dwelling District

The R-3 district is designed to allow for higher densities of residential development. Bulk standards and development regulations in this district have been designed to promote compatibility with adjacent residential uses of lower densities.

LAND USE DESIGNATION**Urban Medium**

Fairly compact, walkable pattern of moderate urban development with variety in housing types. Allowances for commercial and recreational activities designed for community-wide access. Moderate to low building spacing and separation of uses, with pockets of mixed-use development.

Medium-intensity strives for more residential than non-residential uses at compatible densities and scales, with opportunities for more intense master planned developments. Gross densities in any single development should be greater than 8 units per acre.

CHARACTER AREA DESIGNATION

No Character Area Assigned

No Character Area was assigned to this area under the AIM Norman Comprehensive Land Use Plan.

NEAREST PUBLIC PARK

There are two parks located approximately one mile from the proposed development site. Lion's Park is located approximately 0.7 miles north of the development site. Walnut Ridge Park is located approximately 1.1 miles south of the development site. Each of these parks can be accessed using existing sidewalks.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

PD26-2

January 22, 2026

Several neighboring residents were in attendance and asked questions related to the project. The primary concern raised by attendees was the amount of additional cars and traffic this project would produce. The applicant stated a traffic analysis has been conducted and he is confident the development will not exacerbate traffic issues. Further discussion around traffic included questions about the development's available parking. Some attendees felt that the proposed parking facilities were inadequate, and this would take up available on-street parking in the surrounding neighborhoods. Another attendee asked if each unit would be allotted one space, to which Mr. Peacock responded that this is not currently in the SPUD regulations, but could explore that possibility. An attendee asked how many residents would live in the development. Mr. Peacock said that the intent is for each unit to be single occupancy, but he cannot control how many people live in a unit. Concerns about noise were raised, and Mr. Peacock said that he would consider adding noise regulations to the SPUD.

BOARD OF PARKS COMMISSIONERS:

The subject property does not require a preliminary plat and, therefore, is not subject to review by the Board of Parks Commissioners.

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or division responded with review comments "inconsistent" with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

1. Fire Department
2. Building Permitting Review
3. Public Works/Engineering
4. Transportation Engineer
5. Planning
6. Utilities

FIRE DEPARTMENT

Additional construction details are required to determine fire hydrant requirements and fire lane specifications for the proposed building(s). These items will be addressed during the building permit stage. For details, view the City of Norman Ordinances and adopted 2018 ICC codes as amended by OUBCC including IFC Appendices B, C, and D.

BUILDING REVIEW

Building codes and all applicable trades will be addressed at the building permit stage.

PUBLIC WORKS/ENGINEERING

A Short Form Plat will be required for the property if this zoning request is approved by City Council. The detention for this site will be handled by infiltration trenches that will need to be conveyed in a drainage easement.

TRANSPORTATION ENGINEER

The proposed multi-family residential development would be expected to generate approximately one-quarter of the 100 vehicles per hour that is typically used as the threshold to initiate the request for a full traffic impact analysis. The traffic generated by the proposed development would have minimal impacts on the surrounding intersections and streets and no traffic related issues are anticipated. Based on the results of the trip generation and site plan evaluation, no traffic control or geometric roadway improvements are recommended as a result of the proposed development.

PLANNING

ZONING DESIGNATION

SPUD, Simple Planned Unit Development

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.

The applicant requests a SPUD, Simple Planned Unit Development, to gain flexibility in use,

*design, and development standards, which are not possible under the current zoning designations. The proposal promotes innovative use of the land to increase density and a use that is compatible with the surrounding areas. For these reasons, the proposal is **consistent** with the purpose of a SPUD.*

Uses Permitted

- The proposed uses of the site are listed in Exhibit B, Allowable Uses. The list includes multi-family residential, micro-unit residential, single-family residential, short-term rentals, and accessory dwelling units.

*The applicant proposes a micro-unit apartment development with 108 units. The area to the west of the subject property is primarily single-family, including a small number of accessory dwelling units. To the north, east, and south of the property are single-family, two-family, and institutional uses, as well as multiple fraternity and sorority houses. These fraternities and sororities are a higher density use, housing approximately 75-100 people each. The proposed use is **consistent** with the surrounding area.*

Area Regulations

- North Setback: The project will maintain a 5' setback from the Northwest property line as shown on the Site Development Plan.
- South Setback: The project will maintain a 10' setback from the South property line as depicted on the Site Development Plan.
- East Setback: The project will maintain an 8' setback from the East property line as shown on the Site Development Plan.
- West Setback: The project will maintain a 20' setback from the West property line as depicted on the Site Development Plan.

*The surrounding properties require a 25' front setback, 5' side setback (10' for three stories), and 20' rear setback. Though many of the surrounding structures were built before the adoption of a zoning ordinance, most comply with these setbacks. The area regulations of the proposal are **inconsistent** with the setbacks of the surrounding area. However, to best utilize the property, in alignment with the goal for increased density, meeting the setbacks of the surrounding area would be difficult. All development will be reviewed for compliance with the SPUD Narrative at the building permit stage.*

Height Regulations

- The SPUD Narrative proposes two and a half stories along Chautauqua and Hoover and three and a half stories along College.

*The surrounding area includes buildings up to three stories in height. The proposal is **consistent** with the height of structures in the surrounding area.*

Landscaping

- Landscaping will be provided as shown on the Site Development Plan.

The applicant is proposing landscaping which does not meet all the requirements of the City's landscaping ordinance. The City's ordinance would require a 5' landscape buffer between the parking area on the west side of the site and the adjacent residential uses. The applicant is

*proposing a 2' buffer with no trees. The applicant is requesting the reduced buffer in order to accommodate more parking on the site and this parking area abuts the rear yard of the adjacent property with a 6' opaque fence as screening. While the applicant is not meeting all of the peripheral landscaping requirements, the proposed landscaping is **consistent** with the surrounding area due to the provided street trees, shrubbery/hedge, and ground cover.*

Parking

- The applicant proposes 137 total parking spaces across both proposed lots and on-street (public) parking. Twenty-one of these spaces will be on-street parking spaces. Twenty-eight spaces are reserved on Lot B for the fraternity to the north of this development. Eight bicycle racks will be provided.

*The applicant proposes 88 spaces on Lot A, 28 spaces on Lot B, and 21 on-street parking spaces. Lot B spaces will be used by the existing fraternity to the north of the subject tract. The 21 on-street (public) spaces cannot be reserved for the use of the residents of the proposed development. The 12 spaces along College Ave. will be cut-back parking the developer will install. The nine spaces along Hoover Ave. will not be striped; they are depicted on the Site Development Plan to demonstrate how many cars can be parked in this area. Eighty-eight spaces will be reserved for the tenants of the proposed development on Lot A. Four bicycle racks would be required for this development but the applicant is proposing to include eight. The City's parking ordinance does not have a required number of spaces for multifamily development. Due to the fact that the Zoning Ordinance does not have a requirement for parking for multifamily uses, the proposed development is **consistent** with the surrounding area.*

Lighting

- All exterior lighting shall meet the regulations of Section 36-549, Commercial Outdoor Lighting Standards, as amended from time to time.

*Lighting within the development will be **consistent** with applicable City regulations and the surrounding area.*

Signage

- Signs within the proposed development shall comply with the applicable regulations of Chapter 28, Sign Regulations, for medium density residential uses, as amended from time to time.

*Any signage within the proposed development will be **consistent** with the signage in the surrounding area. The nearby fraternities and sororities also follow medium density residential signage regulations.*

Screening

- The applicant is proposing a 6' opaque fence along the shared property lines of neighboring parcels.

*The proposed development will be **consistent** with the City's screening regulations and the surrounding area. City ordinances require that multifamily uses be separated from single- and two-family uses.*

Open Space

- The applicant proposes 85% impervious surface for the development.

*Development surrounding the subject property is required to stay within the 65% impervious coverage allowance. The proposed development is planned at 85% impervious surface, which is **inconsistent** with the surrounding area. The applicant has proposed infiltration trenches to mitigate stormwater runoff.*

COMPREHENSIVE PLAN CONSIDERATIONS

Character Area Policies

No Character Area was assigned to this property under the AIM Norman Comprehensive Plan.

Land Use Development Policies

Urban Medium (UM) Policies

- Fairly compact, walkable pattern of moderate urban development with variety in housing types. Allowances for commercial and recreational activities designed for community-wide access. Moderate to low building spacing and separation of uses, with pockets of mixed-use development.
 - Medium-intensity strives for more residential than non-residential uses at compatible densities and scales, with opportunities for more intense master planned developments.
 - Gross densities in any single development should be greater than 8 units per acre.

*The proposed development will only include residential uses. Internal walkways connecting to the sidewalks along public streets will be provided. The gross density of the site will exceed 8 units per acre because the proposed building will feature 108 dwelling units, resulting in a total of 57 units per acre. For these reasons, the development is **consistent** with the Urban Medium Land Use policy.*

Building Types

- Mostly small-scale; 2- and 3-story buildings are common. Developments may go up to 4 stories when located along an arterial street.
- A variety of housing types including small-lot single-unit detached, duplex, townhomes, triplex, quadplex, and appropriately scaled multi-unit buildings create cohesive neighborhoods.
 - Higher intensity multi-unit residential housing would be allowed when parcels are located along and with direct access to an arterial street.
- Architectural and design choices (i.e. front porches, visibility of the front door on the primary structure, avoidance of garage door more prominent than front doors) reinforce the built environment and enhance the area's character and history.
- Public and private spaces (i.e. by the prevalence of porches, recreational roof decks, outdoor dining, etc.) are clearly defined and cultivate a sense of place.
- Mixed-use buildings that include retail, work space, and residences are common.

*The proposed three-story micro-unit apartment building is **consistent** with the Urban Medium Land Use policies because it will be multi-unit building offering a different type of housing that is not present in the area. The height of the proposed development is within the range desired within Urban Medium Land Use areas.*

Site Design

- The scale and layout of the built environment are conducive to walking.
- Parking is secondary to the movement of people and visibility of destinations.
- Layout of the streets and arrangement of lots should be thoughtfully considered with regards to transitioning between neighboring properties and uses and takes precedence over individual lot design.
- Street trees should form a continuous urban canopy over public areas and rights-of-way.

*Sidewalks are proposed throughout the development to allow for easy pedestrian access to public streets. Parking is secondary to the placement of the buildings on the Site Development Plan. The buildings are placed closer to the streets, separating the parking lot from the street and creating a more pedestrian-friendly walking environment. The street trees planned along College Ave., Hoover St., and Chautauqua Ave. will form an urban canopy in years to come. For these reasons, the development is **consistent** with the Urban Medium Land Use policies.*

Transportation

- Existing: The type and arrangement of streets means that most trips require a private vehicle to use at least one arterial road. Some of these areas have connections, or potential connections, to the regional trail network. Most areas do not have easy access to varied public transit at this time.

*The development site is located approximately 0.15 miles from three existing bus stops. The development site is also located near West Lindsey Street, which provides bike lanes going east and west. Sidewalks are present along the street frontages. The applicant is proposing the installation of bike racks to further support multi-modal transportation for residents. For these reasons, the project is **consistent** with the Urban Medium Land Use policy.*

Utility Access

- A full range of utilities should be available. If services are not already in place, they must be extended by the developer during the platting process to be suitable for development. If development occurs adjacent to existing facilities that are determined to be insufficient to meet the demands of the proposed development, the developer must upgrade the existing facilities to enhance the capacity of the utility systems.

*The proposed development has existing water and sewer access. The development is **consistent** with Utility Access policies.*

Neighborhood and/or Special Area Plans

*This location is **not** within a Neighborhood or Special Planning Area.*

UTILITIES

AIM NORMAN PLAN CONFORMANCE

Proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.

SOLID WASTE MANAGEMENT

Proposed development meets requirements for City streets and provides access for solid waste services. Based on the number of units and bedrooms compared with other locations with similar use, a single eight cubic yard with service multiple times per week should be sufficient to serve the proposed development. However, should a single dumpster prove to be insufficient, the developer/owner would be responsible for modifying the solid waste service and configuration necessary to provide the required level of service.

WATER/WASTEWATER AVAILABILITY

Water Availability

Adequate capacity within the water system exists to serve the proposed development.

Wastewater Availability

Adequate capacity within the wastewater system exists to serve the proposed development.

DISCUSSION:

The SPUD Narrative proposes eight buildings containing a total of 108 units, along with a companion parking lot and on-street parking providing 109 parking spaces to accommodate the proposed buildings. It also proposes a separate lot containing 28 spaces for a fraternity north of the development. The development site is surrounded by single-family, multi-family, and fraternity/sorority residential uses. While the proposed density is higher than the neighboring single-family uses, the applicant is proposing a new type of housing that is needed and supported by AIM Norman. The micro-units will allow for one- or two-bedroom units close to campus and the Core Area of Norman.

CONCLUSION:

Staff forwards this request for rezoning from R-1, Single-Family Dwelling District, and R-3, Multifamily Dwelling District, to a SPUD, Simple Planned Unit Development District, and Ordinance O-2526-40, to the Planning Commission for consideration and recommendation to City Council.