

# THE MILLENNIUM ADDITION

NORMAN, OKLAHOMA

*APPLICANT:*  
*PARKGREEN LIVING, LLC*

APPLICATION FOR 2025 PLAN CHANGE  
PLANNED UNIT DEVELOPMENT  
PRELIMINARY PLAT

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PREPARED BY:

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## **I. INTRODUCTION**

THE MILLENNIUM ADDITION project is a proposed Planned Unit Development in Ward 7 of the City of Norman on the generally vacant land on the SE corner of Classen and Lindsey. The project will be an upscale multi-family housing facility containing approximately 197 units on a site that is roughly 6.85 acres.

The current zoning for this infill property is a blend of C-2 (General Commercial) and RM-6 (Medium Density Apartment), with another portion of the site currently a drainage ditch zoned A-2 (Rural Agricultural). The majority of properties in the general area are rentals and multifamily (primarily either duplexes or apartments) with the properties immediately abutting the parcel on the north and west being commercial (Braum's and Conoco).

The project is located approximately one half of a mile east of the University of Oklahoma. It is likely that with such proximity many of the residents would be associated with the University as students, faculty, or staff, and thus many of the residents are expected to walk or ride bicycles to the University. Therefore, there will be significant bicycle racks and storage facilities on the premises and a highly prominent focus on bicycle accommodations and usage.

Community amenities will include a clubhouse with a fitness center, social lounge, wireless Internet café and study areas. Outdoor amenities include a full-size pool and versatile areas that will provide additional space for recreational and social activities including but not limited to volleyball, walking trail, horseshoe courts, and playing fields. The outdoor park type amenities developed immediately adjacent to the Boyd View neighborhood to the south will be accessible to the Boyd View neighborhood.

The parking provided will far exceed the requirements for typical Norman multifamily zoning. To meet this higher parking ratio, a central parking structure will provide parking to residents with multi-level access allowing many to park on the same floor in which they live. There will be two primary access points from the property onto adjacent principal arterials, with one entrance on Lindsey and one entrance on Classen. There will be a second entrance on Classen into the Property, which is an existing access point that also serves Braums to the north.

The sloped topography of the property provides great opportunities for taller structures to be built while minimizing the vertical presence. The tallest buildings will be five stories and will be set back from abutting multifamily properties by using parking and recreational amenities as buffers.

It is the MILLENNIUM ADDITION for the Millennial generation and will be a proud presence at the corner of Lindsey and Classen.

## **II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS**

### **A. Location**

The Property lies in Ward 7 on the south side of East Lindsey Street and east side of Classen Boulevard, near the intersection of those two Principal Arterial corridors in Norman, Oklahoma.

### **B. Existing Land Use and Zoning**

The Subject Property is currently 2025 Planned under three different uses: High Density Residential, Commercial, and Park (although recently the City Council abandoned the Boyd View Park that was formerly on the Property and thus the Park designation is no longer applicable). The Property is currently zoned under three different districts: RM-6 Medium Density Apartment District, C-2 General Commercial District, and A-2 Rural Agricultural District. The Property is mostly vacant platted parcels, and unoccupied except for one single family house of roughly 1200 SF in size that was built in circa 1950.

To the south of the Property is a 1960's era R-2 Two Family Dwelling district. To the west and north are abutting lots occupied by a Braums market and a Conoco convenience store. Lindsey Street, the Indian Heights and the Faculty Heights Additions are to the north of the Property. To the east is a 1980's era apartment complex zoned RM-6 Medium Density Apartment district.. To the west is the Classen Boulevard arterial and then across that right of way are flood plain and a UHAUL commercial site.

### **C. Elevation and Topography**

The site has some slope to it, which will allow for better multi-story planning as the structures integrate with the varied elevations. A small portion of the Property in the far southwestern corner of it is in the FEMA 100-year flood plain. That area of the Property will not have any vertical structures located therein and will be used as an area for storm water detention. The Applicant will apply for a flood plain permit to address storm water detention and any other planned facilities in the flood plain zone.

### **D. Drainage**

A Drainage Impact Analysis has been prepared to illustrate the detention requirements that are required and the solutions planned.

### **E. Utility Services**

Many of the required utility systems for the project (including water, sewer, gas, electricity, telecommunications, and others) are currently located adjacent to, or in

very near proximity to, the boundaries of the Property. Many of the services exist along the Lindsey and Classen Urban Principal Arterials. The Applicant is concurrently applying for vacation of various utility easements that currently extend across the property and that will be relocated and reconfigured to serve the new development.

#### **F. Fire Protection Services**

Fire Protection services will be provided by the City of Norman Fire Department and by Owner as required by adopted codes.

#### **G. Traffic Circulation and Access**

Primary vehicular access to the site will be provided by way of the two immediately abutting Urban Principal Arterials of East Lindsey Street and Classen Boulevard. The drives and access corridors within the Property will be private.

### **III. DEVELOPMENT PLAN AND DESIGN CONCEPT**

The Addition is planned to accommodate multifamily residential uses. The Exhibits attached hereto, and as submitted by the project civil engineer, Cardinal Engineers, are incorporated herein by reference and further depict the development criteria.

#### **A. Multifamily Residential District**

The proposed improvements in the PUD are as planned on the attached Preliminary Plat and Preliminary Site Development Plans, **EXHIBIT A** and **EXHIBIT B** hereto.

##### **1. Uses; Design**

The purpose for the PUD is to allow for multifamily residential living under the following development regulations:

- a. Density: The Addition may be developed up to a maximum of 197 units, up to a maximum of 705 beds, on the roughly 6.85 acre site, which calculates to roughly 28.8 units per acre. The proposed units and breakdown of each is as shown on attached **EXHIBIT C**. However, the units per acre may increase as long as the proposed number of bedrooms does not increase, and thus the Developer may construct smaller units with fewer bedrooms than what is currently proposed. In so doing, the Developer would increase the number of units, and thus increase the density of units per acre, but it would not increase the density of bedrooms per acre.

- b. Height: Structures may not exceed five stories of habitable building levels, plus additional heights for roof structures, stair towers, mechanical units, building rooftop equipment, and other non-habitable building elements.
- c. Impervious Area: the total amount of impervious area, including all building footprints and impervious hard-paved areas shall not cover more than seventy five (75) percent of lot area, or as necessary to accommodate all impervious surfaces as shown and planned on the proposed Preliminary Site Development Plan as submitted herewith, whichever is greater.
- d. Accessory Buildings: Accessory buildings such as, but not limited to, a common area clubhouse and related uses are allowed and may contain uses consistent with, but not limited to features such as, office, fitness, residents' private movie theater, game room, library, lounge, meeting room, swimming pool and accessory buildings, model unit, maintenance and equipment rooms, exterior recreational facilities, etc. Accessory buildings not exceed the height of the principal residential buildings and shall be in harmony with the adjacent buildings.
- e. Athletic and recreational courts, sidewalks, and other site plan amenities and facilities are allowed as support uses within the residential district.
- f. All minimum building setbacks shall be maintained as per the City Council approved Preliminary Site Development Plan, which is attached herewith and incorporated herein as shown on **EXHIBIT B**.
- g. Exterior materials for the Project shall be as follows: A minimum of 80% masonry on all elevations (which may include brick, stone, stucco, or manufactured materials such as synthetic stone, panel stucco, or cement board) (percentage of masonry excludes windows, doors, and related trim). All materials shall be high-quality and require minimum maintenance.

## **2. Parking**

Parking will be accommodated with common area surface and structured parking facilities within the district. The Applicant is providing substantial parking far in excess of the City of Norman requirements for multi-family housing. Parking is shown as providing roughly 731 spaces for the 197 units, including 705 beds, resulting in over 3.6 spaces per unit and over 1 space for every bed. Parking shall be required as a minimum of one space per each bedroom.

## **3. Dumpster and Trash Enclosures**

A trash compactor(s) and its enclosure(s) may be located on site to facilitate resident trash removal. Any dumpster enclosure will be built of materials to be compatible with the building exteriors in the Addition.

Location of dumpsters and compacters will be as approved by the City of Norman Sanitation department. Trash facilities will be built to city standards.

## **B. Miscellaneous Development Criteria**

### **1. Site Plan and Final Plat**

The preliminary site development plan for the multifamily residential areas currently submitted with this PUD shall be incorporated herein as an integral part of the PUD and the development of the property shall be substantially constructed as presented thereon, although the PUD may be further refined once final site development plans are submitted with final plat, subject to City Staff approval.

### **2. Open Space**

Open space and green space areas are located throughout the Addition. Within the area of the Addition, open green space totals are as submitted by the civil engineer Cardinal Engineering and will be located as shown on **EXHIBIT D**.

### **3. Signage**

All signage shall be in conformance with the City of Norman's sign codes, as amended from time to time, and comply with applicable district regulations.

Signs may be lit and landscaped with appropriate vegetation and planter boxes designed so as not to interfere with traffic sight lines.

### **4. Fencing**

Fencing may be constructed at all perimeter areas of the Addition, and within the Addition, such as shown on the site plan, except that the park type amenities as developed abutting the Boyd View neighborhood will be accessible to the Boyd View neighborhood and not restricted by fencing. Construction material may be of masonry, pre-cast concrete, metal/iron, or wood, or any combination thereof, and other materials as compatible with the building structures.

### **5. Traffic access/circulation/parking and sidewalks**

The access to the PUD will be from East Lindsey Street and from Classen Boulevard. Landscape buffers will accommodate all City of Norman traffic division sight triangle requirements. All internal drives will be

private and will have adequate circulation provided for the fire department and City Waste Management Services. The entryways to the Addition may be gated for private restricted vehicular access, so long as the gated entryways are designed to City of Norman standards and allow for emergency personnel access as per requirements of the City of Norman.

All interior sidewalks will be at least four feet wide and provide adequate access to the buildings along with all project amenities. A five-foot wide City sidewalk, constructed to City of Norman Standards, will be provided generally along Lindsey Street and Classen Boulevard to the extent there are current gaps in such as the Property abuts those arterials.

**6. Lighting**

All exterior lighting shall be installed in conformance with the City of Norman commercial outdoor lighting standards, as amended from time to time.

**7. Landscaping**

Landscaping shall be provided in conformity to City of Norman ordinances.

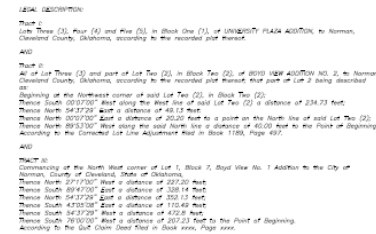
**8. Parkland**

The Developer proposes fee in lieu of as the public park land solution. The residents of the Addition will have ample recreational opportunities and amenities within the Addition. Consequently, fee in lieu of will provide an opportunity for the City to apply additional funds to other area parks.

In addition, it is noted that the City Council previously abandoned the use of the former City of Norman Boyd View Park as a park in light of the difficulties of creating a City park at that location. This development will provide open space along the southern edge of the Property which will include storm water facilities and/or park type amenities that will be accessible to the Boyd View neighborhood.



(Full sized drawing submitted in separate copy to City Staff)



[illegible]

### **EXHIBIT C**

#### **Allowable Density and Required Parking**

##### **APARTMENT UNIT DATA:**

UNIT	DESCRIPTION	CONDITIONED AREA	NUMBER OF UNITS	NUMBER OF BEDS	UNIT NET RENT	UNIT GROSS SF	TOTAL NET RENT	TOTAL UNIT GROSS
A	4 BDRM/ 4 BATH	1405 SQ. FT.	65	260	1405	1461	91,325	95,355
B	2 BDRM/ 2 BATH	900 SQ. FT.	19	38	900	946	17,100	17,914
C	4 BDRM/ 4 BATH	1,601 SQ. FT.	38	152	1,601	1689	61,066	64,182
E	5 BDRM/ 5 BATH	1,693 SQ. FT.	45	225	1,693	1756	76,185	79,020
D	EFFICIENCY/ 1BATH	375 SQ. FT.	30	30	375	375	11,250	11,250
TOTAL			197	705			256,926	267,781

##### **BEDROOM COUNT:**

UNIT SIZE	NUMBER OF UNITS	NUMBER OF BEDS	PERCENT OF TOTAL
EFF	30	30	4.20%
2 BD	19	38	5.4%
4 BD	103	412	58.4%
5 BD	45	225	32%
TOTAL		705	100%

### **PARKING REQUIRED: 1/1 RATIO**

NUMBER OF BEDS: 705 - PARKING REQ'D 705 + 12 SPACES FOR CLUBHOUSE = 717

##### **GARAGE PARKING:**

115.4 SPACES PER FLOOR

5 LEVELS OF PARKING FOR 577 SPACES

##### **PARKING PROVIDED:**

SURFACE PARKING: 154 SPACES

PARKING GARAGE PARKING: 577 SPACES

TOTAL PARKING: 731 SPACES

**EXHIBIT D**  
Proposed Open Space Areas