

# UNIVERSITY HOUSE NORMAN

## ADDITION

NORMAN, OKLAHOMA

APPLICANT:

*INLAND AMERICAN COMMUNITIES ACQUISITIONS, L.L.C.*



APPLICATION FOR:  
2025 PLAN CHANGE  
PLANNED UNIT DEVELOPMENT  
PRELIMINARY PLAT

Originally submitted on 10 November 2014  
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PREPARED BY:

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## **I. INTRODUCTION**

THE UNIVERSITY HOUSE NORMAN ADDITION project is a proposed Planned Unit Development in Ward 4 of the City of Norman on the properties at 303, 333, 403 E. Brooks, which are currently occupied by the Bishop's Landing Apartments. The Bishop's Landing Apartments were originally built in 1963-1964 and are primarily unchanged from their original development.

Inland American Communities Group (IACG) is a full service owner, developer, and operator of multifamily communities nationwide. The proposed multifamily project will consist of approximately 430 residential units consisting of up to 950 bedrooms. The existing Bishops Landing Apartments consist of 261 residential units and 340 bedrooms and sit on approximately 7.36 acres of land. The aim of the proposed project is to replace the existing distressed housing with an updated modern residential community. The proposed project is slated to open during the summer of 2017.

The proposed unit mix is planned to include a mixture of studio, one-, two-, three and four-bedroom unit types which differs from other Norman multifamily residential communities. Another distinguishing characteristic is IACG communities offer various four bedroom unit types, the most popular being a two-story townhome style layout. This unit has the four bedrooms separated on two floors allowing it to function more like two, two bedroom units. In addition to a wide variety of floor plans, residents will have the benefit of high-end interior finishes in the units, including upgraded appliances, granite counter-tops, private bathrooms, faux wood flooring, designer furniture packages, and more.

Community amenities include a state-of-the-art fitness center, resort style pool, computer lab, and a premier business center inclusive of meeting rooms and quiet reflection areas. IACG also aims to have all of its new developments be LEED or NGBS certified in an effort to create sustainable and efficient "Green" Communities.

The project will also include a park/open space on the east side of the property along Bishop's Landing Creek across from the OU Duck Pond.

IACG operates an in-house management company that oversees all of IACG's communities. The professionally managed platform operates to the highest standards in the industry. Controlled access security systems and 24 hour video surveillance are integral in all IACG communities. For an additional level of security to residents and the community, all residents undergo a background screening and credit check. Aside from the typical onsite property staff, IACG communities have "Maverick" teams (community assistants) that are responsible for programming events to promote a sense of community amongst the residents.

IACG makes a conscious effort to reduce vehicular traffic and encourage our residents to take advantage of public transportation through locating our properties within walking distance of local attractions and amenities. The proposed project aims to be the first “pedestrian-centered” residential community that is fully integrated into the Norman and University of Oklahoma communities. The site is adjacent to the Brooks Street bike lanes for easy access into the bike lanes and on to the Legacy Trail network. Additionally the project is ideally located across the street from the University of Oklahoma and Brooks Street CART Station allowing resident’s access to all Norman has to offer without the need of an automobile.

It is the UNIVERSITY HOUSE NORMAN ADDITION, and will be a notable next generation of housing for this site on Brooks Street.

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

### **A. Location**

The Property lies in Ward 4 on the north side of Brooks Street and east side of Trout Avenue, in Norman, Oklahoma.

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

The Subject Property is currently 2025 Planned under two different uses: High Density Residential, and Flood Plain. The Property is currently zoned under R-3 Multi-Family Dwelling District. The Property is currently the Bishops Landing Apartments, which consists of 261 residential units and 340 bedrooms, and which was built in circa 1963-1964. The apartments currently exist in generally the same configuration as when developed originally.

To the south of the Property is the CART hub station which provides mass transit bus service to all of Norman, and then also south is university owned property and the Duck Pond or Brandt Park. To the west of the property are one and two story residential uses that are primarily rentals. To the north of the property is the Page Circle development of single story residential uses, which are primarily rentals. To the east of the property is the BNSF railroad, and then on further east is Classen Ave and homes along that primary arterial.

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

The site is currently fully developed and over several lots with some slope variations. An area of the site is covered by the FEMA 100-year flood plain, which is currently intruded upon by a number of buildings and improvements, which will be removed and the flood plain will be modified to better function. The revised flood plain area of the Property will NOT have any vertical structures located therein and will be used as an area for storm water detention and open space. The Applicant will apply for a flood plain permit to address storm water solutions and any other planned facilities in the flood plain zone.

### **D. Drainage**

A Drainage Impact Analysis has been prepared and submitted to put forth the storm water solutions planned.

[This project is put forth for consideration under the proposition that modification of the existing floodplain is justified because it fits within the character of a special-case floodplain reclamation or redevelopment project that will reduce flood hazards through the removal of existing non-compliant development and/or which provide beneficial improvements to the function of the floodplain, including but not limited to, increased storage capacity, reduced velocities and](#)

erosion, and improved discharge efficiency, through appropriate modifications to the existing character and topography of the floodplain.

#### **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, as this property already functions as a multifamily apartment community. 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 entrances and exits on Brooks Street and Page Circle. The parking, 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, Huitt-Zollars Engineering, 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 430 units, up to a maximum of 950 beds, on the roughly 7.36 acre site. The proposed units and breakdown of each is as shown on attached **EXHIBIT C**. However, the units per acre may change and decrease

as long as the proposed maximum number of 950 bedrooms does not increase, and thus the maximum density of bedrooms per acre does not increase.

- b. Height: Structures may not exceed five stories of habitable building levels, and six stories for a parking garage, plus additional heights for roof structures, stair towers, mechanical equipment, 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 and uses 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, lounge, lobby, meeting room, swimming pool and accessory buildings, model unit, maintenance and equipment rooms, exterior recreational facilities, etc. Accessory buildings may not exceed the height of the principal residential buildings and shall be in harmony with the adjacent buildings.
- e. Park and recreational areas, 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: Masonry on exterior facing elevations (which may include brick, stone, stucco, or manufactured materials such as synthetic stone, panel stucco, or cement board). 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. Parking shall be provided at a ratio of not less than 1.8 spaces per every dwelling unit in the complex.

It is noted that many residents of this type of facility next to a campus and next to a mass transit hub station, and bike sharing and bike lane networks, elect not to bring cars when nearly everything they need access to is within walking distance. When the Developer has located a development immediately adjacent to a mass transit hub, such as here, the Developer has experienced far less vehicles in those properties as compared to other developments.

### **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 compactors 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 constructed as generally presented thereon, although the PUD may be further refined within the parameters of this PUD 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 Huitt-Zollars 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, except that signage shall be approved as presented with the PUD drawings and as shown on attached **EXHIBIT E** to the extent that any such proposed signage is not accommodated by the City of Norman sign code.

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. 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 Brooks St. and Page St. 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 parking garage 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 Trout Ave. and Page St. to the extent necessary to complete the sidewalks along thereto. A larger sidewalk and pedestrian experience will be developed along Brooks St. A sidewalk along the eastern boundary is planned as well to connect Brooks Street to Page Street.

**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 as amended from time to time.

**8. Parkland**

The Developer proposes to meet the Parkland requirements by either depositing a fee in lieu of as the public park land dedication, or providing a combination of fee in lieu of along with Parkland dedication. The residents of the Addition will have ample recreational opportunities and amenities within the Addition. In addition, the site is designed with a large open green area to the east end of the site that will provide for a passive park experience for residents and the public. Consequently, fee in lieu of will provide an opportunity for the City to apply additional funds to other area parks.



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



Proposed Preliminary Site Development Plan  
(Full sized drawing submitted in separate copy to City Staff)



**EXHIBIT C**  
Proposed Density and Parking

UNIT NAME	UNIT TYPE	UNIT COUNT	Units %	BED COUNT	Beds %	N.R. AREA
E1	1-1	90	21%	90	9%	475
A1	1-1	88	21%	88	9%	600
B1	2-2	66	15%	132	14%	828
B2	2-2	41	10%	82	9%	858
C1	3-3	22	5%	66	7%	1100
D1	4-4	38	9%	152	16%	1360
D2	4-4	9	2%	36	4%	1538
D3	4-4 TH	30	7%	120	13%	1499
D4	4-4	46	11%	184	19%	1495
	TOTALS	430		950		904
CLUBHOUSE AREA						9168
PARKING						
	GARAGE SPACES			760		
	SURFACE SPACES			18		
	TOTAL PROVIDED			778		
				1.8 SPACE/UNIT, 0.81/BED		

**EXHIBIT D**  
Proposed Open Space Areas

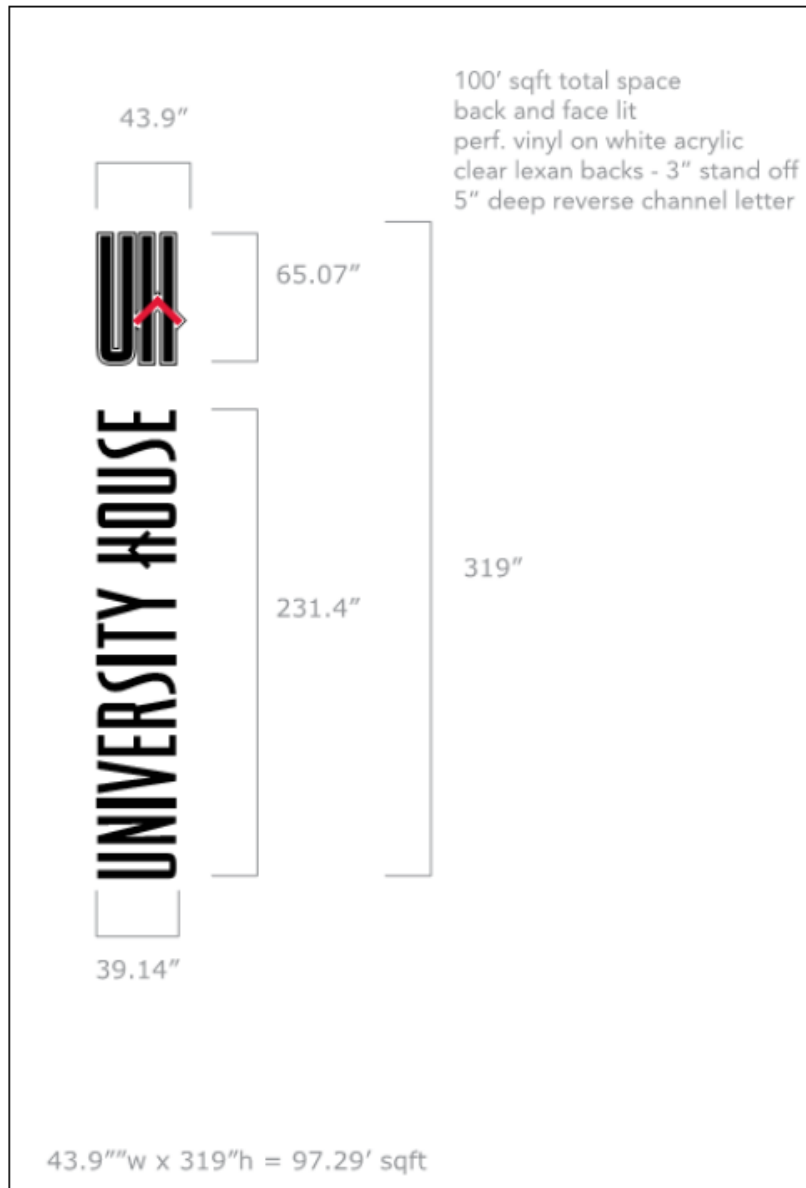
## **EXHIBIT E**

Primary signs as proposed for the project

(This is not an exhaustive list of all signs as there may be other signs as allowed under the City of Norman sign code in addition to these. Images are shown for dimensional information; actual messages and graphics subject to change.)

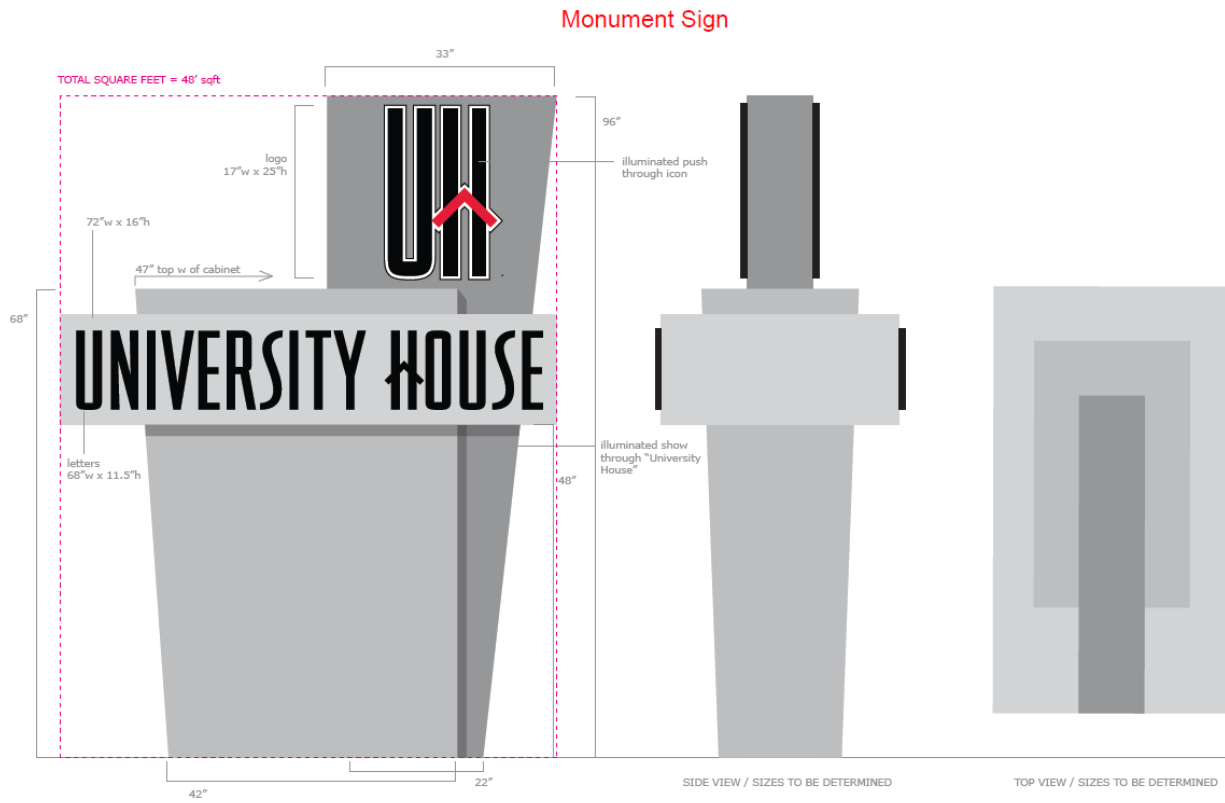
E-1

### **Exterior Building Signage Dimensions**



Location: Facing south on the western side of building along Brooks Street

University House Norman Bishops Landing  
Signage Information





E-3

University House Norman Bishops Landing  
Parking Garage Signage



To be placed on the south side of building

E-4

University House Norman Bishops Landing  
Parking Garage Signage



Placed on building exterior