



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 2/13/2024

**REQUESTER:** Ken Danner, Subdivision Development Manager

**PRESENTER:** Scott Sturtz, Interim Director of Public Works

**TITLE:** CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2324-11 PRELIMINARY PLAT FOR LIBERTY POINT ADDITION, A PLANNED UNIT DEVELOPMENT (GENERALLY LOCATED EAST OF CLASSEN BOULEVARD (U.S. HIGHWAY 77) ONE HALF MILE SOUTH OF CEDAR LANE ROAD AND NORTH OF POST OAK ROAD).

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### **BACKGROUND:**

This item is a preliminary plat for Liberty Point Addition, a Planned Unit Development generally located east of Classen Boulevard (U.S. Highway 77) one half mile south of Cedar Lane Road and north of Post Oak Road. This property consists of approximately 151 acres. The developer has proposed mixed uses for the property. The property consists of 151 acres. There are several commercial/office lots, storage facility and a large RV facility. Planning Commission, at its meeting of December 14, 2023, recommended approval of amending the NORMAN 2025 Land Use and Transportation Plan from Mixed Use and Low Density Residential Designations to Mixed Use Designation and from Future Urban Service Area to Current Urban Service Area and approval of Ordinance No. O-2324-33 placing this property in the PUD, Planned Unit Development and removing it from I-1, Light Industrial District. Also, Planning Commission recommended closure of a portion of 24<sup>th</sup> Avenue S.E. right-of-way (full width) with Ordinance No. O-2324-34. In addition, Planning Commission recommended approval of the preliminary plat for Liberty Point Addition, a Planned Unit Development. At the Planning Commission meeting of December 14, 2023, the applicants agreed to several conditions the adjacent property owner requested. In addition, drive approaches onto Classen Boulevard have been reduced to meet ODOT requirements. As a result, new submittals (preliminary plat and preliminary site development plan) have been submitted to replace the submittals at Planning Commission addressing the conditions.

### **DISCUSSION:**

The proposed development is a recreational campground development with approximately 551 recreational lots including class B RV, RV pull-thru, RV back in, cabin, and glamping sites as well as supporting amenities available to the patrons. Additionally, the site features approximately 34.9 acres of future retail or mixed-use parcels, the site is expected to generate approximately 11,725 trips per day, 371 AM peak hour trips, and 1,182 PM peak hour trips.

Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this addition as well as a discussion regarding the proposed access points relative to existing streets and/or driveways along the US-77/Classen Boulevard corridor, 24<sup>th</sup> Avenue SE, and Post Oak Road. On behalf of the developer, TEC submitted the traffic impact analysis. Traffic operational issues are not anticipated due to the development.

STREET	NO. OF LANES	BACKGROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (EXISTING)	% CAPACITY USED (PROJECTED)
US-77/Classen Boulevard	5	20,300	11,139*	31,439	36,000	56.39	87.33
24 <sup>th</sup> Avenue SE	2	1,000	469*	1,469	17,100	5.85	8.59
Post Oak Road	2	900	469*	1,369	17,100	5.26	8.01
Cedar Lane Road	4	10,000	1,290*	11,290	34,200	29.24	33.01

\* Trip distribution splits are 95% on US-77/Classen Boulevard, 11% on Cedar Lane Road, 4% on 24<sup>th</sup> Avenue SE, and 4% on Post Oak Road

The proposed development will have three access points, one located along US-77/Classen Boulevard corridor, one on 24<sup>th</sup> Avenue SE, and one along Post Oak Road. With regards to the location of the access points, all driveways meet the minimum driveway requirement in the Engineering Design Criteria. Capacity exceeds demand in this area. As such, additional off-site improvements are not anticipated.

Signalization of the US-77/Classen Boulevard intersection with the realigned 24<sup>th</sup> Avenue SE/Home Street is warranted in the traffic impact analysis. The traffic impact analysis has been submitted to the Oklahoma Department of Transportation (ODOT) for review. Initial approval of this new traffic signal was not granted by ODOT. This traffic signal is crucial to accommodate the future traffic to be generated by the site.

While no negative traffic impacts are anticipated, an assessment of impact fees was previously established in an earlier traffic study at \$43.48 and \$113.46 per PM peak hour trip in the Destin Landing traffic impact study for Cedar Lane Road and Post Oak Road intersecting US-77/Classen Boulevard respectively. These impact fees were to cover a portion of the costs associated with improvements at the intersections of US-77/Classen Boulevard at Cedar Lane Road, and US-77/Classen Boulevard at Post Oak Road. The Liberty Point TIA identified 543 PM peak hour trips through the US-77/Classen Boulevard at Cedar Lane Road intersection, and 218 PM peak hour trips through the US-77/Classen Boulevard at Post Oak Road intersection. The fees for the intersections are \$23,609.64 and \$24,734.28 respectively. In total, \$48,343.92 in traffic impact fees for Cedar Lane Road and Post Oak Road intersecting US-77/Classen Boulevard will need to be collected with the filing of the Final Plat. In addition, traffic impact fees in terms of the local match will be collected for the new traffic signal on US-77 at 24<sup>th</sup> Avenue SE/Home Street. Assuming a \$300,000 cost for the traffic signal, the local match would be \$60,000. This, when added to the previously identified traffic impact fees, will result in a new total of \$108,343.92 to be collected with the filing of the Final Plat.

1. **Fire Hydrants.** Fire hydrants will be installed in accordance with approved plans and City standards. Their locations have been approved by the Fire Department. Larger lots may require additional fire hydrants with final platting.
2. **Drainage** Storm water and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Runoff will be conveyed to privately-maintained detention facility located on the east property. A property owner association will be responsible for maintenance of the detention pond, common open area and public rights-of-way.
3. **Sanitary Sewers.** Sanitary sewer mains will be installed to serve this property in accordance with approved plans and City and State Department of Environmental Quality standards. This area will be served by an existing lift station. Utilities Department supports the sanitary sewer solution as long as the developer and City Council approve a Lift Station Agreement and Fee to be included on future utility bills for this development.
4. **Sidewalks.** Sidewalks will be constructed adjacent to Classen Boulevard, 24<sup>th</sup> Avenue S.E., Liberty Point Drive and Liberty Circle. A 10' trail within a 20' trail easement will be installed adjacent to Post Oak Road.
5. **Streets.** Classen Boulevard is existing as a Principal Urban Arterial street and part of the State Highway System (US Highway 77). Twenty-fourth Avenue S.E. is proposed to be relocated to the northern portion of the property and connect to Classen Boulevard and constructed as a Minor Urban Arterial street. Liberty Point Drive and Liberty Circle will be constructed as collector streets. Post Oak Road will be constructed as a Minor Rural Arterial street
6. **Water Mains.** Twelve-inch water mains will be installed adjacent to Classen Boulevard, Post Oak Road and Liberty Point Drive/Liberty Circle. Water lines will serve the RV facility.
9. **Public Dedications.** All rights-of-way and easements will be dedicated to the City with final platting.

#### **STAFF RECOMMENDATIONS:**

Based upon the above information, staff recommends approval of the preliminary plat for Liberty Point Addition, a Planned Unit Development.