



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 6/25/2024
REQUESTER: Ken Danner, Subdivision Development Manager
David Riesland, Transportation Engineer
PRESENTER: Scott Sturtz, Interim Director of Public Works
TITLE: CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2324-15 PRELIMINARY PLAT FOR CARROLL FARM ADDITION, A PLANNED UNIT DEVELOPMENT (GENERALLY LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF 36TH AVENUE NW AND WEST TECUMSEH ROAD)

BACKGROUND:

This item is a preliminary plat for Carroll Farm Addition, a Planned Unit Development and is generally located at the northeast corner of the intersection of 36th Avenue N.W. and West Tecumseh Road. The property consists of approximately 44.63 acres and 30 lots.

On October 26, 1999, City Council adopted Ordinance O-9900-2, placing this property in the PUD, Planned Unit Development District, and removing it from A-2, Rural Agricultural District. On June 27, 2006, City Council adopted Ordinance O-0506-58, amending the PUD uses from Office-Institutional to Multi-Family. On July 28, 2015, City Council adopted Ordinance O-1415-39, amending the Planned Unit Development established with Ordinance O-9900-2 as amended by Ordinance O-0506-58 to amend the design criteria and approved uses for two tracts within the property. At its May 9, 2024 meeting, Planning Commission recommended to City Council to amend the NORMAN 2025 Land Use and Transportation Plan for a portion of this property and to rezone the property to a new PUD, Planned Unit Development, with Ordinance O-2324-42. In addition, Planning Commission, on May 9, 2024, recommended to City Council that the preliminary plat for Carroll Farm Addition, a Planned Unit Development be approved with alley waiver for the commercial lots that are less than one acre.

DISCUSSION:

The proposed mixed-use development includes retail, office, multi-family residential, and a senior living center. The development of this site is expected to include 154,000 square feet of retail, 12,000 square feet of office, 42 townhouse units, and a 27,800 square foot senior living center. The site is expected to generate approximately 6,248 trips per day, 178 AM peak hour trips, and 578 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 36th Avenue NW corridor. Additional access is anticipated along Journey Parkway and a new roadway parallel to Tecumseh Road to the north. 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	PROPOSED DEVELOPMENT (Veh/day)	EXISTING TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (EXISTING)	% CAPACITY USED (PROJECTED)
36 th Ave NW	4	3,124*	7,153	10,277	34,200	20.92	30.05

* Trip distribution splits are 50% on 36th Avenue NW and 50% on Journey Parkway

The proposed development will have two access points along 36th Avenue NW and six access points along Journey Parkway. With regards to the location of the access points, the two access points on 36th Avenue NW will require a variance for insufficient driveway spacing when compared to the requirements in the Engineering Design Criteria (EDC). In addition, the southernmost of the two driveways onto 36th Avenue NW will require a variance request for violating the corner clearance requirements in the EDC. Capacity exceeds demand in this area. Two projects are under design in proximity to this site including an intersection project at 36th Avenue NW and Tecumseh Road to add a second westbound to southbound left-turn lane and a Bond Project on 36th Avenue NW north of Tecumseh Road to widen from two lanes to four lanes. As such, additional off-site improvements are not anticipated.

While no negative traffic impacts anticipated, an assessment of impact fees was previously established in an earlier traffic study. Based upon a pre-calculated traffic impact fee for improvements to the 36th Avenue NW intersections with Franklin Road and with Indian Hills Road, this development would be required to pay \$28,420.36 in traffic impact fees with the filing of the Final Plat. Additionally, this development would be required to pay \$150,000 in traffic impact fees for the additional left-turn lane at the 36th Avenue NW intersection with Tecumseh Road.

Public improvements for this property consist of the following:

- 1. Fire Hydrants:** Fire hydrants will be installed in accordance with approved plans. Their locations have been approved by the Fire Department
- 2. Sanitary Sewer:** Sanitary sewer mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards.
- 3. Sidewalks:** Sidewalks will be installed in accordance with approved plans and City sidewalk standards. Ten-foot (10') width sidewalks will be installed adjacent to 36th Avenue N.W.
- 4. Storm Water:** Storm water pipes will be installed in accordance with approved plans and City drainage standards. Storm water will be conveyed to privately maintained detention facilities.

5. **Streets:** Streets will be constructed in accordance with approved plans and City paving standards. Journey Parkway and Tecumseh Road are existing. Thirty-sixth Avenue Northwest (36th Avenue N.W.) will be constructed in accordance with approved plans and paving standards. Staff will recommend deferral of paving and sidewalk improvements for 36th Avenue N.W. with any final plat adjacent to it. Thirty-sixth Avenue N.W. is part of a City Paving Project from West Tecumseh Road to Indian Hills Road.
6. **Traffic Signals:** Traffic impact fees associated with this development will contribute toward the addition of a second left-turn lane on westbound Tecumseh Road at 36th Avenue NW and the subsequent modification of the existing traffic signal to accommodate the additional turn lane. This development will be responsible for 23.18% of the associated costs of these improvements.
7. **Water:** Water mains will be installed in accordance with approved plans and City and State Department of Environmental Quality Standards. There are existing 24" water mains adjacent to West Tecumseh Road and 36th Avenue N.W. and a 12" water main adjacent to Journey Parkway.
8. **Public Dedications:** All rights-of-way and easements will be dedicated to the City with final platting.
9. **WQPZ and Flood Plain:** Lots 1, 2, 6 and 7, Block 1 contains WQPZ. The engineer for the developer has provided an engineering solution for the area. The area within the lots cannot be disturbed and covenants for these lots will be required with any final plat that contains this property.

STAFF RECOMMENDATIONS:

Based on the above information, staff recommends approval of the preliminary plat for the Carroll Farm Addition, a Planned Unit Development.