



## CITY OF NORMAN, OK STAFF REPORT

---

**MEETING DATE:** 01/10/2023

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

**PRESENTER:** Shawn O'Leary, Director of Public Works

**TITLE:** CONSIDERATION OF ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PRELIMINARY PLAT PP-2223-3: FOR REDLANDS ADDITION, A PLANNED UNIT DEVELOPMENT. (GENERALLY LOCATED ONE-HALF MILE WEST OF 36TH AVENUE N.W. ON THE NORTH SIDE OF INDIAN HILLS ROAD).

---

### **BACKGROUND:**

This item is a preliminary plat for Redlands Addition, a Planned Unit Development, generally located one-half mile west of 36<sup>th</sup> Avenue NW on the north side of Indian Hills Road. The preliminary plat consists of 79.88 acres with one (1) large commercial lot consisting of 17 acres, one (1) large multifamily lot consisting of 14.70 acres, twenty-eight (28) duplex lots and eighty-eight (88) single-family residential lots. There are several open space areas and proposed park land. The design has two (2) public streets connecting to Indian Hills Road. There are also access locations connecting to the Uplands development to the east and Whispering Trails development to the west.

The Norman Board of Parks Commissioners, at its meeting of November 3, 2022, recommended park land dedication for Redlands Addition, a Planned Unit Development. Planning Commission, at its meeting of November 10, 2022, recommended to City Council amending the NORMAN 2025 Land Use and Transportation Plan placing this property in Mixed Use Designation and removing it from Very Low Density Residential Designation and Office Designation and recommended to City Council placing this property in the PUD, Planned Unit Development and removing it from PUD, Planned Unit Development. In addition, Planning Commission recommended to City Council that the large scale retail buildings be split and more pedestrian connectivity provided between the commercial tract and the multi-family tract, the large parking areas be reduced in size and a common area be provided at the northwest corner of the project. This may accommodate another pedestrian access to the subdivision on the west. In addition, Planning Commission recommended approval of the preliminary plat for Redland Addition, a Planned Unit Development. The applicants have made changes to the preliminary plat and preliminary site development plan to reflect the requested changes.

## **DISCUSSION:**

Following Planning Commission's 11/10/22 review of this item, along with the applicant's companion zoning items, applicant has submitted revisions to its PUD which resulted in certain updates to the Preliminary Plat, Conceptual Site Plan, and Preliminary Phasing Plan. Revised documents are provided along with this item and the changes are reflected herein.

The commercial and residential mixed-use development will include 137,000 square feet of retail space, 380 multi-family apartment units, 28 duplexes, and 88 single-family residential lots that are expected to generate approximately 13,100 trips per day or 1,018 PM peak hour trips. As such, the trip generation potential for this development is over the threshold for when a traffic impact study is required.

Of primary importance with this application is the level of responsibility for improvements identified in a previous traffic study (J&J Properties) to be assessed as responsibility for the improvements identified in the previous study. Specifically, the intersections of 48th Avenue NW with Indian Hills Road, 36th Avenue NW with Indian Hills Road, 48th Avenue NW with Franklin Road, and 36th Avenue NW with Franklin Road were identified as needing improvements in the J&J traffic study. The study submitted with this application recommended construction of a westbound right-turn lane on Indian Hills Road at Street 2. The plans for this right-turn lane should be submitted with the construction plans for the development. Traffic capacities on nearby arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

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)
Indian Hills Rd	4	7,177	13,100	20,277	34,200	20.99	59.29
Franklin Rd	2	2,295	655	2,950	17,200	13.42	17.25
36 <sup>th</sup> Ave. NW	4	6,489	1,965	8,454	34,200	18.97	24.72
48 <sup>th</sup> Ave. NW	3	3,022	2,620	5,642	18,900	15.99	29.85

The J&J traffic study showed that the Indian Hills Road and 48<sup>th</sup> Avenue NW, the Franklin Road and 48<sup>th</sup> Avenue NW, and the Franklin Road and 36<sup>th</sup> Avenue NW intersections will need to be widened and signalized in the future. The study also found that the Indian Hills Road and 36<sup>th</sup> Avenue NW intersection will need to be signalized.

Improvement costs, excluding any costs of half-street widening to be paid by other developments, are expected to be \$2,000,000 at the intersection of Indian Hills Road with 48<sup>th</sup> Avenue NW, \$2,000,000 at the intersection of Indian Hills Road with 36<sup>th</sup> Avenue NW, \$1,200,000 at the intersection of Franklin Road with 48<sup>th</sup> Avenue NW, and \$1,500,000 at the intersection of Franklin Road with 36<sup>th</sup> Avenue NW.

The Redlands share of the intersection improvement costs are summarized in the following table:

Intersection	J&J Properties Addition Share	City Share	Other Development Share	Redlands Share of Total Costs
Indian Hills at 48 <sup>th</sup> Ave	17%	19%	56%	8%
Indian Hills at 36 <sup>th</sup> Ave	15%	25%	49%	11%
Franklin at 48 <sup>th</sup> Ave	16%	20%	62%	2%
Franklin at 36 <sup>th</sup> Ave	13%	27%	59%	1%

Total cost to be spent per intersection is as follows: \$160,000 for the intersection of Indian Hills Road with 48<sup>th</sup> Avenue NW, \$220,000 for the intersection of Indian Hills Road with 36<sup>th</sup> Avenue NW, \$24,000 for the intersection of Franklin Road with 48<sup>th</sup> Avenue NW, and \$15,000 for the intersection of Franklin Road with 36<sup>th</sup> Avenue NW. The total to be paid for all four intersections by the Redlands development is \$419,000. This equates to \$4,410 per single-family lot or \$411.59 per peak hour trip.

### **PUBLIC IMPROVEMENTS:**

1. **Fire Hydrants.** Fire hydrants will be installed in accordance with approved plans. The locations have been reviewed by the Fire Department.
2. **Sanitary Sewers.** Sanitary sewer mains will be installed to serve the development. These improvements will be constructed in accordance with approved plans and City and State Department of Environmental Quality standards.
3. **Sidewalks.** Sidewalks will be constructed adjacent to the interior streets. Sidewalks will be constructed adjacent to Indian Hills Road.
4. **Storm Sewers.** 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 facilities located throughout the property. A property owner association will be responsible for maintenance of the detention ponds, common open area and Indian Hills Road right-of-way.

For the southern portion of the property, and per Note 16 on the Preliminary Plat itself, this development requires construction and maintenance of a lift station and/or siphon equipment. A final plat shall not be presented for City Council consideration until such time as a contractual agreement and binding covenants setting forth the manner in which construction and maintenance of said lift station and/or siphon equipment is to occur, and each party's responsibilities for it, is also presented to City Council for contingent and approval thereof. As to the lift station and/or siphon pump equipment, any such agreement shall specify that the property owners association of each addition/development of lots that are served by the equipment shall ultimately be and at all times remain responsible for all maintenance and repair of such equipment. The respective property owners association shall assess each lot as necessary to fund the maintenance and repair of the lift station and/or siphon equipment. In the event the lift station and/or siphon equipment fails and is not properly maintained or repaired, the City of Norman shall have rights and authority set out in said referenced agreement for entry and mitigating actions as necessary for the

public's safety in which case such costs shall be liable for assessment against the lots served by the lift station and/or siphon equipment.

5. **Streets**. Indian Hills Road will be constructed as Principal Urban Arterial street. Interior streets will be constructed in accordance with approved plans and City paving standards. City staff may recommend deferral of paving improvements for Indian Hills Road with submittal of a final plat
6. **Water Mains**. There is an existing twelve-inch (12") water main adjacent to Indian Hills Road. Water mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards. Depending on how the property is phased, some interior twelve-inch (12") water mains may be required.

#### **PUBLIC DEDICATIONS.**

1. **Rights-of-Way and Easements**. All rights-of-way and easements will be dedicated to the City with final platting.
2. **Park Land**. A warranty deed for park land will be required with final platting.

#### **RECOMMENDATION:**

Staff recommends approval of the preliminary plat for Redlands Addition, a Planned Unit Development subject to the approvals of the land use change and rezoning.