



## CITY OF NORMAN, OK STAFF REPORT

---

**MEETING DATE:** 4/22/25

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

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

**TITLE:** CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2425-9 PRELIMINARY PLAT FOR NORTH NORMAN VILLAGE, A PLANNED UNIT DEVELOPMENT (LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF INDIAN HILLS ROAD AND 36<sup>TH</sup> AVENUE N.W.)

---

### **BACKGROUND:**

This item is a preliminary plat for North Norman Village, a Planned Unit Development. Located at the southeast corner of the intersection of Indian Hills Road and 36<sup>th</sup> Avenue N.W. This property consists of 130.76 acres. There are proposed 134 residential lots, 5 multi-family-retail lots, 21 commercial lots, 14.56 acres of open space and 7.2 acres of parkland. The Norman Board of Parks Commissioners, at its meeting of March 6, 2025, recommended parkland for North Norman Village, a Planned Unit Development. Planning Commission, at its meeting of March 13, 2025, recommended approval of amending the NORMAN 2025 Land Use and Transportation Plan from Future Urban Service Area to Current Urban Service Area and approval of Ordinance No. O-2425-27 placing this property in the PUD, Planned Unit Development and removing it from a-2, Rural Agricultural District. In addition, Planning Commission recommended approval of the preliminary plat for North Norman Village, a Planned Unit Development.

### **DISCUSSION:**

The proposed development, which includes 177 single-family residential lots, 1,250 multifamily apartment units, 268,100 square feet of office space, 268,100 square feet of commercial retail space, and a convenience store/gas station, is expected to generate approximately 21,809 trips per day, 1,323 AM peak hour trips, and 2,124 PM peak hour trips before any internal capture or pass-by trips are deducted. Following these deductions, the net trips during the AM peak hour will be 1,278 and 1,941 during the PM peak hour. 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 36<sup>th</sup> Avenue NW and on Indian Hills Road. On behalf of the developer, TEC submitted the traffic impact analysis. Traffic operational issues are anticipated due to the development depending on whether or not the 2012 Bond Project to improve 36<sup>th</sup> Avenue NW

is complete or not as well as what may or may not happen with the construction of the East-West Connector Turnpike. The percentage of capacity used as shown in the table below is highly dependent upon the outcome of these two projects.

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)
Indian Hills Rd	2	14,983*	6,543	21,526	17,100	87.62	125.88
36 <sup>th</sup> Ave NW	2	21,861*	21,809	43,670	17,100	127.84	255.38

\* Estimated

The proposed development will have eight access points with five located along 36<sup>th</sup> Avenue NW, two along Indian Hills Road, and one along N. Interstate Drive. All development access points will provide full-access. A Request for Variance may be required for two of the connections to 36<sup>th</sup> Avenue NW for less than standard driveway spacing and for one of the connections to 36<sup>th</sup> Avenue NW and one of the connections to Indian Hills Road for less than standard corner clearance. Demand exceeds capacity in this area. As such, additional off-site improvements are recommended in addition to the completion of the 2012 Bond Project improvements to 36<sup>th</sup> Avenue NW. These include:

- Changes to the future phasing of the traffic signal at the 36<sup>th</sup> Avenue NW intersection with Indian Hills Road
- Construction of an eastbound right-turn lane on Franklin Road at N. Interstate Drive
- Construction of Drives #2, #3, and #4 to provide separate left- and right-turn lanes onto 36<sup>th</sup> Avenue NW
- Construction of Drive #6 to provide only right-in/right-out access from Indian Hills Road
- Installation of a traffic signal on Indian Hills Road at Drive #7 along with construction of westbound and northbound left-turn lanes

In addition, traffic impact fees will need to be collected in accordance with what was previously established in an earlier traffic study at \$194.66 per PM peak hour trip in the J&J traffic impact study. These impact fees were to cover a portion of the costs associated with improvements at the intersections of 36<sup>th</sup> Avenue NW and Indian Hills Road, 36<sup>th</sup> Avenue NW and Franklin Road, 48<sup>th</sup> Avenue NW and Indian Hills Road, and 48<sup>th</sup> Avenue NW and Franklin Road. The TIA for this development identified 491 PM peak hour trips through the 36<sup>th</sup> Avenue NW and Indian Hills Road intersection, 612 PM peak hour trips through the 36<sup>th</sup> Avenue NW and Franklin Road intersection, 98 PM peak hour trips through the 48<sup>th</sup> Avenue NW and Indian Hills Road intersection, and 106 PM peak hour trips through the 48<sup>th</sup> Avenue NW and Franklin Road intersection. These proposed trips correlate to \$98,578.06 in traffic impact fees for 36<sup>th</sup> Avenue NW and Indian Hills Road, \$119,131.92 in traffic impact fees for 36<sup>th</sup> Avenue NW and Franklin Road, \$19,076.68 in traffic impact fees for 48<sup>th</sup> Avenue NW and Indian Hills Road, and

\$20,633.96 in traffic impact fees for 48<sup>th</sup> Avenue NW and Franklin Road. In total, \$257,420.62 in traffic impact fees for these four intersections along Indian Hills Road and Franklin Road will need to be collected with the filing of the Final Plat.

Public improvements for this property consist of the following:

1. **Fencing.** Fencing/screening will be required adjacent to the arterial streets where single family residential lots side or backup to these designated arterial streets.
2. **Fire Hydrants.** Fire hydrants will be installed in accordance with City standards. Their locations will be reviewed by the Fire Department.
3. **Permanent Markers.** Permanent markers will be installed prior to the final plat being filed of record.
4. **Sanitary Sewers.** Sanitary sewer mains will be installed in accordance with approved plans and City and State Department of Environmental Quality standards. It will connect to the existing northwest sanitary sewer interceptor.
5. **Sidewalks.** Sidewalks will be constructed adjacent to 36<sup>th</sup> Avenue N.W. and Indian Hills Road. Sidewalks will be constructed adjacent to all interior lots and open spaces.
6. **Storm Sewers.** Storm water will be conveyed to proposed privately maintained detention facilities.
7. **Streets.** Indian Hills Road and 36<sup>th</sup> Avenue N.W. will be constructed in accordance with City paving standards. All interior streets will be constructed to City standards.
8. **Water Main.** There is an existing 24" water main adjacent to 36<sup>th</sup> Avenue N.W. and a 12" water main adjacent to Indian Hills Road. Interior water mains will be installed in accordance with approved plans and City and State Department of Environmental Quality Standards.
9. **WQPZ.** The property contains Water Quality Protection Zone (WQPZ). Width of the WQPZ has been created through the use of engineered solutions that will improve the quality of the water leaving the ponds. Covenants protecting the WQPZ will be required with final platting.
10. **Public Dedications.** All rights-of-way and easements will be dedicated to the City with final platting.

#### **STAFF RECOMMENDATIONS:**

As far as the design of the preliminary plat and preliminary site development plan, staff has issues with a residential lot (Lot 20, Block 5) that has five-foot (5') of frontage on a public street. In addition, with the proposed front setback at four-feet (4') (Planning Commission recommended two-feet (2') setback), staff has safety concerns regarding the visibility of a vehicle backing out of a driveway and the capability of seeing a pedestrian including young child or bicyclist on the sidewalk. Staff would support a ten-foot (10') setback. With these issues, staff cannot support the preliminary plat and preliminary site development plan. Based upon the above information, staff cannot recommend approval of the preliminary plat for North Norman Village, a Planned Unit Development.