



## CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 08/10/21

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

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

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF A PRELIMINARY PLAT FOR THE UPLANDS ADDITION. (GENERALLY LOCATED AT THE NORTHWEST CORNER OF 36TH AVENUE N.W. AND WEST INDIAN HILLS ROAD)

### **BACKGROUND:**

This item is a preliminary plat of Uplands Addition and located at the northwest corner of the intersection of 36th Avenue N.W. and West Indian Hills Road. City Council had previously approved the preliminary plat in 2011. The applicant has submitted the same preliminary plat adding the WQPZ, Water Quality Protection Zone. This property consists of approximately 129.9 acres, 256 single-family residential lots, 2 commercial lots, 1 commercial office lot, 1 low density apartment lot and 1 medium density apartment lot. In addition, there are proposed common areas and a detention facilities.

Planning Commission, at its meeting of July 10, 2021, recommended to City Council the approval of the preliminary plat for Uplands Addition.

### **DISCUSSION:**

The mixed use office, multi-family, commercial, and residential developments in this preliminary plat are expected to generate approximately 12,845 trips per day and 1,298 trips during the PM peak hour. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

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 <sup>th</sup> Ave NW	4	2,469	22,090	24,559	34,200	64.59	71.81
48 <sup>th</sup> Ave NW	3	985	9,837	10,822	18,900	52.05	57.26
Indian Hills Rd	5	9,390	17,015	26,405	34,200	49.75	77.21

\* Includes projected traffic from seven unnamed developments surrounding the J&J Properties site.

Because of the development's size and traffic generation potential, the applicant was required to conduct a comprehensive traffic impact analysis. The study was completed by Traffic Engineering Consultants, Inc., and was submitted in May, 2011.

Improvement costs, excluding any costs of half-street widening to be paid by other developments, are expected to be \$500,000 at the intersection of Indian Hills Road with 48<sup>th</sup> Avenue NW, \$210,000 at the intersection of Indian Hills Road with 36<sup>th</sup> Avenue NW, \$210,000 at the intersection of Franklin Road with 48<sup>th</sup> Avenue NW, and \$210,000 at the intersection of Franklin Road with 36<sup>th</sup> Avenue NW. The Uplands Addition proportionate share of the intersection improvement costs are summarized in the following table.

<b>Intersection</b>	<b>Total PM Entering Traffic</b>	<b>Improvement Cost</b>	<b>Upland's Addition Traffic Volume</b>	<b>Cost Share (%)</b>
Indian Hills at 48 <sup>th</sup> Avenue	3,927	\$500,000	365	9.295
Indian Hills at 36 <sup>th</sup> Avenue	4,577	\$210,000	773	16.889
Franklin at 48 <sup>th</sup> Avenue	2,488	\$210,000	73	2.934
Franklin at 36 <sup>th</sup> Avenue	2,669	\$210,000	284	10.641

Total cost to be spent per intersection is as follows: \$11,618 for the intersection of Indian Hills Road with 48<sup>th</sup> Avenue NW, \$21,111 for the intersection of Indian Hills Road with 36<sup>th</sup> Avenue NW, \$3,668 for the intersection of Franklin Road with 48<sup>th</sup> Avenue NW, and \$13,301 for the intersection of Franklin Road with 36<sup>th</sup> Avenue NW. The total to be paid for all four intersections is \$49,698. This equates to \$38.30 per PM peak hour trip to be collected in traffic impact fees with the filing of the final plat.

Collector roadways will be provided as part of this development. On the site plan accompanying this development, Street C traverses the site from east to west. It connects with 36<sup>th</sup> Avenue NW and eventually with 48<sup>th</sup> Avenue NW (through three adjacent developments to the west). Drive A connects Street C to Indian Hills Road. Discussion on the collector street criteria is found in Chapter 19 of the Subdivision Regulations. In Item E of Section 19-410 it states, "Collector streets shall be used in the subdivision wherever traffic is being collected from minor streets to provide access to a major street or community facility. Any street shall be deemed a collector street when it serves more than seventy-five (75) dwelling units." This equates to approximately 800 vehicles per day. The traffic impact analysis submitted for this project concluded that Street C will carry more than 2,600 vehicles per day and that Drive A will carry more than 1,300 vehicles per day between Street C and Indian Hills Road. As such, 60 feet of right-of-way is being provided along with appropriate collector street width for both roadways.

The development of the Uplands Addition site will help to define the ultimate cross-section for Indian Hills Road. The roadway is currently planned as a four-lane roadway. However, the increased number of driveways and intersections in proximity to the Uplands Addition site suggest that a five-lane road may be required. Staff feels that the mile of Indian Hills Road between 36<sup>th</sup> and 48<sup>th</sup> Avenues NW will be constructed by the City in the future as a five-lane road utilizing federal funding. However, current policies restrict the City's ability to require the developer to pay for more than their half of a four-lane roadway. The costs associated with widening one half of Indian Hills Road to a four-lane roadway, along the development frontage, are recommended to be deferred.

## **PUBLIC IMPROVEMENTS:**

1. **Fire Hydrants.** Fire hydrants will be installed in accordance with approved plans.
2. **Permanent Markers.** Permanent markers will be installed prior to the final plat being filed of record.
3. **Sanitary Sewers.** A major interceptor line to the south of this property has been installed. This interceptor line has opened up the service area which includes this property. Sanitary sewer mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards.
4. **Sidewalks.** Sidewalks will be constructed adjacent to 36<sup>th</sup> Avenue NW and Indian Hills Road. Sidewalks will be constructed adjacent to all interior streets.
5. **Storm Sewers.** Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Several privately maintained detention facilities will be constructed for the conveyance of storm water. A property owners association will be established for the maintenance of the detention facilities.
6. **Streets.** Streets will be constructed in accordance with approved plans and City paving standards. Thirty-sixth Avenue NW and Indian Hills Road will be built as arterial streets. It is anticipated that 36<sup>th</sup> Avenue N.W. and Indian Hills Road will be deferred with final platting.
7. **Water Mains.** Water mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards. Interior water lines will be installed and looped, where possible, to provide domestic water and fire protection. Depending on the phasing, twelve-inch (12") water mains may need to be utilized within the development. There is an existing 24" water main adjacent to 36<sup>th</sup> Avenue N.W. and 12" water main adjacent to Indian Hills Road.

## **PUBLIC DEDICATIONS.**

1. **Easements.** All required easements will be dedicated to the City on the final plat.
2. **Rights-of-Way.** All street rights-of-way will be dedicated to the City on the final plat.
3. **Water Quality Protection Zone.** This property contains WQPZ located in the northeast corner of the property. With final platting, the owners will submit covenants for the purpose of protecting the WQPZ.
4. **Flood Plain.** Flood Plain is located in the very northeast corner of the property. There are no proposed structures to be located in the flood plain.
5. **Parkland.** Parkland is located in the northern portion of the property located within the designated zoned PL (Park Land). With the cooperation of this developer, a proposed Gateway Park and Trails is planned and will connect to the Redlands Parkland and continue east into the Commerce Parkway properties

**RECOMMENDATION:**

Staff recommends approval of the preliminary plat of Uplands Addition.