



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/26/2023

REQUESTER: Ken Danner, Subdivision Development Manager

PRESENTER: Shawn O'Leary, Director of Public Works

TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF NORMAN PRELIMINARY PLAT PP-2324-3: FOR ARMSTRONG BANK CONSOLIDATED PROJECT A PLANNED UNIT DEVELOPMENT (GENERALLY LOCATED 800' SOUTH OF CEDAR LANE ROAD BETWEEN CLASSEN BOULEVARD AND 24TH AVENUE SE).

BACKGROUND:

This item is a preliminary plat for Armstrong Bank Consolidated Project, a Planned Unit Development and generally located 800' south of Cedar Lane Road between Classen Boulevard (US Highway No. 77) and 24th Avenue S.E. The preliminary plat consists of 40.41 acres with a total of fifteen (15) lots. The project proposes several commercial lots, one (1) large multifamily lot, one large senior living facility and several office lots. There are several open space areas including detention facilities. The Norman Board of Parks Commissioners, at its meeting of August 3, 2023, recommended fee in lieu of park land for Armstrong Bank Consolidated Project, a Planned Unit Development. Planning Commission, at its meeting of August 10, 2023 recommended approval of amending the NORMAN 2025 Land Use and Transportation Plan to remove Special Planning Area 7 (SPA-7) while retaining Mixed Use Designation, and amending of the Future Urban Service Area to Current Urban Service Area and approval of Ordinance No. O-2324-3 placing this property in the PUD, Planned Unit Development and removing it from I-1, Light Industrial District. In addition, Planning Commission recommended approval of the preliminary plat for Armstrong Bank Consolidated Project, a Planned Unit Development.

DISCUSSION:

The proposed 264,270 square foot mixed used development which includes a new location for Armstrong Bank in this Addition is expected to generate approximately 11,406 trips per day, 625 AM peak hour trips, and 1,087 PM peak hour trips. The development is proposed for location on the east side of Classen Boulevard south of Cedar Lane Road and the existing Wal-Mart. Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer is required to submit a traffic impact study with this application. On behalf of the developer, Traffic Engineering Consultants, Inc. submitted a traffic impact study. No traffic operational issues are 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)
Classen Boulevard	5	20,304	10,266	30,570	36,000	56.40	84.92
24 th Avenue SE	2	1,020	1,140	2,160	17,100	5.96	12.63

The proposed development will access Classen Boulevard from the east by way of two public street intersections and one private driveway intersection. The proposed development will also access 24th Avenue SE from the west by way of two public street intersections and two private driveway intersection. All proposed private driveways will be designed for full access. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated with the development of the Armstrong Bank site. However, with full build-out, expected around 2030, improvements are required to the Classen Boulevard intersection with Cedar Lane Road to add an additional eastbound right-turn lane with associated modifications to the existing traffic signal and roadway striping. All design and construction costs of these improvements will be the responsibility of the developer. The intersection should be evaluated with each Final Plat that comes forward to determine the appropriate time to implement these improvements. In addition, the intersection of Classen Boulevard with 24th Avenue SE will require future evaluation for potential signalization.

Two locations will require the payment of traffic impact fees. First, there is the series of future traffic signals along Classen Boulevard between State Highway 9 and Cedar Lane Road. An assessment of impact fees for this series of traffic signals was previously established at \$163.74 per PM peak hour trip for a series of future traffic signals on Classen Boulevard between State Highway 9 and Cedar Lane Road. As a result, \$79,905.12 ($163.74 \times 488 = 79,905.12$) in traffic impact fees will need to be collected with the filing of the Final Plat. Second, is the installation of a future traffic signal at the Classen Boulevard intersection with Post Oak Road. Based upon a previous assessment of impact fees for this signal, \$9,630 in traffic impact fees will need to be collected with the filing of the Final Plat. All of these impact fees are based upon full build-out and can be adjusted should only a portion of the development advance to a Final Plat.

Public improvements for this property consist of the following:

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 facilities located in the northeast portion of the property and southwest portion of the property.
3. **Sanitary Sewers**. Sanitary sewer mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards. The property will utilize the Post Oak 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. That agreement will appear before the City Council at the same time the preliminary plat is heard by City Council.

4. **Sidewalks**. Sidewalks will be constructed adjacent to Classen Boulevard and 24th Avenue S.E. Sidewalks will be constructed adjacent to all open space areas and each lot prior to occupancy.
5. **Streets**. Improvements to 24th Avenue S.E. will be constructed as Minor Urban Arterial street. Classen Boulevard is existing. Interior streets will be constructed in accordance with approved plans and City paving standards.
6. **Water Mains**. There is a proposed 12" water main adjacent to Classen Boulevard. There is an existing twelve-inch (12") water main adjacent to 24th Avenue S.E. Water mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards within the development. Depending on how the property is phased, some interior twelve-inch (12") water mains may be required.
7. **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 Armstrong Bank Consolidated Project, a Planned Unit Development.