



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 1/9/2024

REQUESTER: Ken Danner, Subdivision Development Manager

PRESENTER: Shawn O'Leary, Director of Public Works

TITLE: CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2324-8 PRELIMINARY PLAT FOR BRIDGEVIEW AT CARRINGTON ADDITION (GENERALLY LOCATED BETWEEN 36th AVENUE NW and 48th AVENUE NW AND FRANKLIN ROAD AND INDIAN HILLS ROAD.)

BACKGROUND:

This item is a preliminary plat for Bridgeview at Carrington Addition, a Planned Unit Development generally located between 36th Avenue N.W. and 48th Avenue N.W. and Franklin Road and Indian Hills Road. This property consists of approximately 369.74 acres. The owners are proposing single-family residential, commercial, apartments and school property. The school property is designated for Moore Public Schools. The location of the school site contains a petroleum pipeline. The pipeline will be contained within a 50-foot (50') pipeline easement. Outside of the easement will be a 25-foot (25') no build on each side of the pipeline easement for a total of 100-foot no build for structures. The Norman Board of Parks Commissioners, at its meeting of September 7, 2023, recommended fee in lieu of park land for Bridgeview at Carrington Addition, a Planned Unit Development. Planning Commission, at its meeting of November 9, 2023, recommended approval of amending the NORMAN 2025 Land Use and Transportation Plan from Future Urban Service Area to Current Urban Service Area for approximately 10.02 acres and approval of Ordinance No. O-2324-23 placing this property in the PUD, Planned Unit Development and removing it from a-2, Rural Agricultural District and Planned Unit Development (O-0910-14). In addition, Planning Commission recommended approval of the preliminary plat for Bridgeview at Carrington Addition, a Planned Unit Development.

DISCUSSION:

The proposed 733 single-family residential lots, 300 multifamily apartment units, 174,240 square feet of large retail or office space, 75,000 square feet of small retail or office space, and an elementary school are expected to generate approximately 16,796 trips per day, 1,219 AM peak hour trips, and 1,599 PM peak hour trips. The developer submitted a traffic impact analysis documenting the trip generation information for the development as well as the projected additional traffic from planned, nearby developments such as the Redlands Development on Indian Hills Road and Franklin Woods Development along Franklin Road.

The proposed location of the development is along the north side of Franklin Road and along the east side of 36th Avenue NW. The following table provides a summary of the traffic volumes and capacity analysis.

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)
Franklin Rd	2	2,163	7,650	9,813	17,100	12.65	57.39
Indian Hills Rd	2**	7,393	24,300	31,693	17,100	43.23	185.34
36 th Ave NW	4*	6,400	14,000	20,400	34,200	18.71	59.65
48 th Ave NW	2	3,096	9,750	12,846	17,100	18.11	75.12

* Includes bond project widening of 36th Avenue NW

**Includes turn lanes at intersections to improve capacity. Turnpike redesign of Indian Hills Road is not known at the present time.

The proposed development will access Indian Hills Road by way of three full access driveways. On 48th Avenue NW the development will have seven full access driveways. The access point on Franklin Road is via Moorgate Drive, Pimlico Avenue, and three full access driveways. The access from 36th Avenue NW is by way of two full access driveways. All driveways are currently identified in the traffic impact analysis. The location of the middle driveway on Indian Hills Road results in spacing less than permitted by the City’s Engineering Design Criteria (EDC). Unless the middle driveway can be eliminated, a request for variance based upon driveway spacing will be necessary. The spacing between the two driveways on Franklin Road will not satisfy the EDC driveway spacing requirements making the request for a variance necessary.

With the exception of Indian Hills Road, capacity exceeds demand in this area. As such, off-site improvements are anticipated particularly along Indian Hills Road. The developer will be required to pay \$101,891.88 in traffic impact fees toward future signalization and intersection improvements at 36th Avenue NW/Franklin Road, at 36th Avenue NW/Indian Hills Road, at 48th Avenue NW/Indian Hills Road, and at 48th Avenue NW/Franklin Road intersections. This fee is required to be paid 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 approved plans and City standards. Their locations have been approved by the Fire Department. Larger lots may require additional fire hydrants with final platting.
3. **Drainage** 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. This property contains “blue lines.” These channels or ponds are regulated and controlled by the U.S. Army Corps of Engineers. The owners will

be responsible to obtain any permits as needed from the U.S. Army Corps of Engineers before disturbing these areas. Also, there are WQPZ (Water Quality Protection Zone) areas that will be dedicated to create riparian buffers to protect water quality. Depending on phasing of the development, the owners may need to create the needed downstream improvements within the property so stormwater runoff will not negatively impact adjacent property owners.

4. **Sanitary Sewers.** Sanitary sewer mains will be installed to serve the property. They will connect to the existing northwest sanitary sewer interceptor.
5. **Sidewalks.** Sidewalks will be constructed adjacent to 36th Avenue NW, Franklin Road, 48th Avenue NW and Indian Hills Road. Sidewalks will be constructed adjacent to all interior streets.
6. **Streets.** Streets will be constructed in accordance with approved plans and City paving standards. Thirty-sixth Avenue N.W. is classified as a Minor Urban Arterial Street and will be built half-width of an arterial street standard. Thirty-sixth Avenue N.W. is part of a 36th Avenue N.W. City Bond Project. Indian Hills Road is classified as a Principal Arterial Street. Franklin Road is classified as an Urban Collector with special considerations as a three lane roadway with 5-foot bike lanes. Forty-eighth Avenue N.W. is classified as a minor arterial street. The right-of-way width requirement is 100-feet with three lane roadway with bike lanes and a 8-foot width sidewalk. As final plats are submitted adjacent to 48th Avenue N.W., the three (3) paved lanes will be required to be built by this developer despite the involvement of the property owners west of 48th Avenue. Interior streets will be constructed to City paving standards. There are two areas of proposed private streets. These streets will be built to City paving standards but maintained by a Property Owners Association. Access for these areas will be controlled by gates for a gated community.
7. **Water Mains.** Water mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards. The twelve-inch (12") water mains will be installed adjacent to Franklin Road, 48th Avenue NW and Indian Hills Road. 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.
8. **WQPZ.** The proposed open spaces contain WQPZ (Water Quality Protection Zone). With final platting, these areas will be controlled by easements and covenants.
9. **Flood Plain.** There is flood plain within the property. There is no flood plain located within the residential properties. The Flood Plain Permit Committee approved Flood Plain Permit No. 687 for a proposed street crossing the flood plain west of 36th Avenue N.W
10. **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 Bridgeview at Carrington Addition, a Planned Unit Development.