



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 1/09/2024

REQUESTER: Alliance Development Group, L.L.C.

PRESENTER: Jane Hudson, Director of Planning & Community Development

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2324-23 UPON SECOND AND FINAL READING: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE PART OF SECTION THREE (3), TOWNSHIP NINE (9) NORTH, RANGE THREE (3) WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND FROM PUD (O-0910-14), PLANNED UNIT DEVELOPMENT, AND PLACE SAME IN THE PUD, PLANNED UNIT DEVELOPMENT DISTRICT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (EAST OF 48TH AVENUE N.W., SOUTH OF INDIAN HILLS ROAD, NORTH OF FRANKLIN ROAD, AND WEST OF 36TH AVENUE N.W.)

PROJECT OVERVIEW: Bridgeview at Carrington Addition (the “Addition”) is proposed as a Planned Unit Development (“PUD”) of roughly 369.74 acres, in Ward 3 of the City of Norman, within the Section between Franklin Road and Indian Hills Road, and 48th Avenue NW and 36th Avenue NW. The Addition will provide a variety of uses, including commercial, single-family residential, multifamily residential, institutional, and open space passive recreational areas.

The vast majority of the subject property is currently zoned as the J&J Properties Addition Planned Unit Development, which was approved by the City of Norman in 2010 via Ordinance No. O-0910-14. This proposal adds approximately 20 additional acres (10 for commercial development and 10 for additional single-family lots). The Applicant is requesting to rezone the 20 additional acres from A-2, Rural Agricultural District, to PUD, Planned Unit Development.

PROCEDURAL REQUIREMENTS:

GREENBELT COMMISSION: GBC23-15, July 18, 2023

The Greenbelt Commission forwards this item with no further comments.

PREDEVELOPMENT MEETING: PD 23-20, May 25, 2023

After a discussion with the applicant, the neighbors understood the project and its scope but still had concerns about density, increasing traffic, commercial uses, and lighting. The applicant explained how the development will address these concerns. Traffic is still their primary concern.

BOARD OF PARKS COMMISSIONERS: September 7, 2023

Parks staff recommended to support the developer's request for a private park decision, provided that a combination of active and passive space is included in the planning of the private park land. Vote was unanimous for private park by a vote of 6-0.

ZONING ORDINANCE CITATION:

SEC. 36-509 – PLANNED UNIT DEVELOPMENT

1. Statement of Purpose. It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of the comprehensive plan of record. The "PUD" Planned Unit Development district herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City.

Specifically, the purposes of this section are to encourage:

- (a) A maximum choice in the types of environment and living units available to the public.
- (b) Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.
- (c) Maximum enhancement and minimal disruption of existing natural features and amenities.
- (d) Comprehensive and innovative planning and design of diversified developments which are consistent with the City's long range plan and remain compatible with surrounding developments.
- (e) More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- (f) Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use.

The PUD (Planned Unit Development) Regulations are designed to provide for small and large scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development which is related to, and affects,

the long term value of the homes and other development. A Planned Unit Development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

STAFF ANALYSIS: The particulars of this PUD include:

USE: The Addition will provide a variety of uses, including:

- Single-Family District; Large Lots (at least 6000 Sq. Ft); 269.95 ac
- Single-Family District; Small Lots (at least 4680 Sq. Ft); 37.26 ac
- Multifamily District; Townhouses; 19.36 ac
- Commercial District; 29.17 ac
- School District; 14 ac

The single-family districts will allow one accessory dwelling unit (ADU) on each lot within the property. Other than being subordinate to the principal structure, no specific size limits or setback requirements are set for ADUs within the PUD narrative. Residential districts will allow home occupations in a slightly greater intensity of use than as found in typical R-1 developments; home occupation use language from the Zoning Ordinance will apply, subject to the greater allowances and restrictions otherwise set forth in the PUD document. Such business activity will be limited to types of businesses that do not require more than two customer or client parked cars at any given time. No retail activity or sales of merchandise is allowed. The Development Plan and Design Concept chapter of the PUD Narrative present details for each district.

OPEN SPACE/PARKLAND: Open space totals over approximately 96 acres, or over approximately 26% of the total site area. The open space is distributed as presented in Exhibit C of the PUD Narrative. Citing existing open space allowances, the PUD narrative proposes to set impervious coverage allowances at 75% for Single Family Large Lots, 85% for Single Family Small Lots, and 90% for the Multifamily and Commercial Districts.

SITE PLAN/ACCESS: Primary vehicular access to the site would be provided by way of the section line roads that surround the Addition, specifically that being Indian Hills Road, Franklin Road, 36th Avenue. N.W., and 48th Avenue N.W. The Comprehensive Transportation Plan from 2014 indicates Indian Hills Road to be a Principal Urban Arterial, 48th Avenue N.W. and 36th Avenue NW to be Minor Urban Arterials and Franklin Road to be an Urban Collector. A significant feature of this Addition is the various components are intended to be connected by walkable avenues. The different uses of commercial, residential, multifamily, and educational areas shall interconnect so that such uses can actively cross-participate without traveling outside of the PUD area, and thus without traveling into the section line roads that surround it.

The commercial areas will be on the N.W. corner of W. Franklin Rd. and 36th Avenue N.W. and the S.E. corner of 48th Avenue N.W. and W. Indian Hills Road. The multi-family and school areas will be along 48th Avenue N.W. The small single-family dwelling lots will be along W. Franklin Rd. The large single-family dwelling lots will be cover the remainder of the property, as presented in the proposed site development plan in the PUD Narrative.

All streets within the district are designed with short distances and thus will inherently calm traffic without the need for calming devices to be superimposed within the streets. The only collector

streets in the Addition are planned for the short segments between the surrounding section line roads and the nearest interior streets as provided in separate exhibit.

As proposed, the Addition will have up to six (6) right of way intersections, plus private drive curb cuts, along 48th Avenue NW, between Indian Hills and Franklin Road. The Addition will be allowed to have up to two (2) right of way intersections, plus private drive curb cuts, along Indian Hills Road.

LANDSCAPING: Landscaping shall be provided in conformity to Section 36-551 of the City of Norman's Zoning Ordinance, as may be amended from time to time.

SIGNAGE: All signage shall be in conformance with the City of Norman's sign codes, as amended from time to time, and comply with applicable C-2 commercial regulations. In addition, projecting signs perpendicular from the building structures are allowed as per section 28-505 of the City of Norman ordinances.

LIGHTING: All lighting over any common areas will be shielded from adjacent single-family homes. Decorative street lights will be allowed within the PUD, in the common areas, and along the streets of the PUD.

SANITATION/UTILITIES: Sanitation services for the Addition will comply with the City of Norman's sanitation ordinances, rules, and regulations. Final sanitation plans shall be subject to review and approval of City Staff.

PARKING: Except for the single-family districts, each district has different parking requirements:

- Multifamily District: Parking may be accommodated by way of garages and/or by way of common area parking lots within the district, and/or by way of parallel parking along the streets within the district. It is intended that common area parking lots may also be utilized as shared parking with the commercial district to the north.
- Commercial District: Parking counts recommended by the City of Norman will be relaxed to the extent that the developer can present a reasonable plan of shared use for such facilities between users that typically fill them at different times.
- School District: Shared parking will be allowed between the school and the multi-family development to the north, to the extent a reasonable plan of reduced parking count and sharing ratios can be presented by the Developer

SIDEWALKS: All sidewalks will be at least four feet (4') wide and provide adequate access to the buildings along with all project amenities. A five-foot wide City sidewalk will be provided generally along the section line roads that abut the Addition, constructed to City of Norman Standards.

Any trails within the Addition shall be excluded from any requirements to meet ADA guidelines as many of them are planned to follow the natural landscape and feature the natural beauty of the terrain and land.

EXTERIOR BUILDING MATERIALS: A mandatory POA will be created to maintain all common elements including the rights-of-way along all abutting section line roads, the intended pathways and all private open areas and improvements. The Developer may create one POA for the entire

Addition, or may create one POA for the commercial districts and one POA for the residential districts in the Addition, with such decision being in the Developer's discretion. All aspects of all exterior improvements made to any property in the Addition, must first be approved in writing by the Architectural Control Committee of the applicable Property Owners Association prior to issuance of building permit and prior to commencement of any construction on any lot. The requirements set forth herein are not exhaustive or exacting as to the requirements that may be set forth by the Architectural Control Committee, which may be much more extensive, restrictive, and descriptive.

FENCING: Fencing will be constructed along the perimeter of the Addition where there are residential lots abutting 48th Avenue NW and Franklin Road, and such fencing at these locations will be maintained by the applicable POA. Fencing may be constructed in other areas of the PUD as well at the discretion of the Developer. Construction material may be a combination of masonry, metal/iron, and wood. Construction of the fence may be phased along with the development of the PUD as the lots are built out. All fencing within the Addition must be approved by the Architectural Review Committee of the POA.

Swimming pools constructed on any lot in this district shall be enclosed by a fence that controls access to the pool. Such fencing may be as per PUD Narrative Exhibit F, or as per approved by the POA Architectural Review Committee provided it complies with building code.

Within the commercial area, any fencing that is visible from 36th Ave NW, Franklin Road, 48th Ave. NW, and/or Indian Hills Road shall be constructed primarily from the same exterior materials of the commercial buildings the fences are associated with, or from ornamental metal, decorative masonry fencing, or natural living plant materials.

PHASING: The developer has not proposed any specific parameters for phasing. Instead, the PUD narrative proposes that the Addition be allowed to develop in phases based on "market demand." Similarly, the PUD proposes that "market demand" determine the number of units constructed on lots, the number of lots developed at any given time, the progression of amenities that will serve the Addition, and "all other aspects of sequence and timing in the development of the Addition, as determined by the Developer at the Developer's discretion." This language thus proposes deviation from the City's PUD ordinance, which requires that phasing be clearly bounded on the site development plan, that amenities be developed proportionally to dwelling units during any given stage of construction, and that the applicant submit a schedule specifying the nature of development within each phase. 36-509(d)(2)(d)-(f).

EXISTING ZONING: The property is currently zoned A-2, Rural Agricultural District and PUD, Planned Unit Development. The previous PUD for this site was approved by City Council on March 23, 2010 with Ordinance No. O-0910-14.

ALTERNATIVES/ISSUES:

IMPACTS: The proposed development meets the purpose of the current Land Use Designation for Future Urban Service Area, meeting the NORMAN 2025 Land Use and Transportation Plan. The surrounding area already has access to water, sewer, and stormwater services, making the subject property suitable for development. The increased density will

increase runoff and traffic in the area. However, drainage and traffic have been addressed in the plan.

OTHER AGENCY COMMENTS:

FIRE DEPARTMENT: Fire review will occur as the development phases move forward, also at building permit stage.

PUBLIC WORKS/ENGINEERING: See attached staff report and Preliminary Plat.

TRAFFIC ENGINEER: See attached staff report for Transportation Impacts.

UTILITIES: The applicants will continue to work with the Utilities Department for future development requirements.

CONCLUSION: Staff forwards this request for rezoning from A-2, Rural Agricultural District, and an existing PUD District to a new PUD, Planned Unit Development, and Ordinance No. O-2324-23 to City Council for their consideration.

At their November 9, 2023 meeting, Planning Commission recommended adoption of Ordinance No. O-2324-23 by a vote of 7-0.