GREENBELT COMMISSION July 18, 2023

GREENBELT ENHANCEMENT STATEMENT

ITEM NO. 23-15

STAFF REPORT

GENERAL INFORMATION

APPLICANT Alliance Development Group. L.L.C.

LOCATION East of 48th Ave. N.W., South of W. Indian Hills

Rd., North of Franklin Rd., West of 36th Ave. N.W.

PROPOSAL Preliminary Plat for Bridgeview at Carrington;

NORMAN 2025 Land Use Plan Amendment for a portion of the property from Low Density Residential to Commercial and from Future Urban Service Area to Current Urban Service

Area

NORMAN 2025 LAND USE Current: Commercial, High Density

Residential, Low Density

Residential, and Medium Density

Residential

Proposed: Commercial, High Density

Residential, Low Density

Residential, and Medium Density

Residential

LAND USE Current: Vacant

Proposed: Single-Family Residential,

Commercial, Senior Living Facility, School, Multifamily Residential

North: Agricultural/Vacant
West: Agricultural/Vacant
South: Single-Family Residential
East: Single-Family Residential

ZONING Current: PUD, Planned Unit Development

Proposed: Revised PUD, Planned Unit

Development

North: PUD, Planned Unit Development,

R-1, Single-Family Residential, and

C-2, General Commercial

West: A-2, Rural Agricultural District

South: R-1, Single Family Dwelling District East: R-1, Single Family Dwelling District,

A-2, Rural Agricultural District, and

RE, Residential Estate District

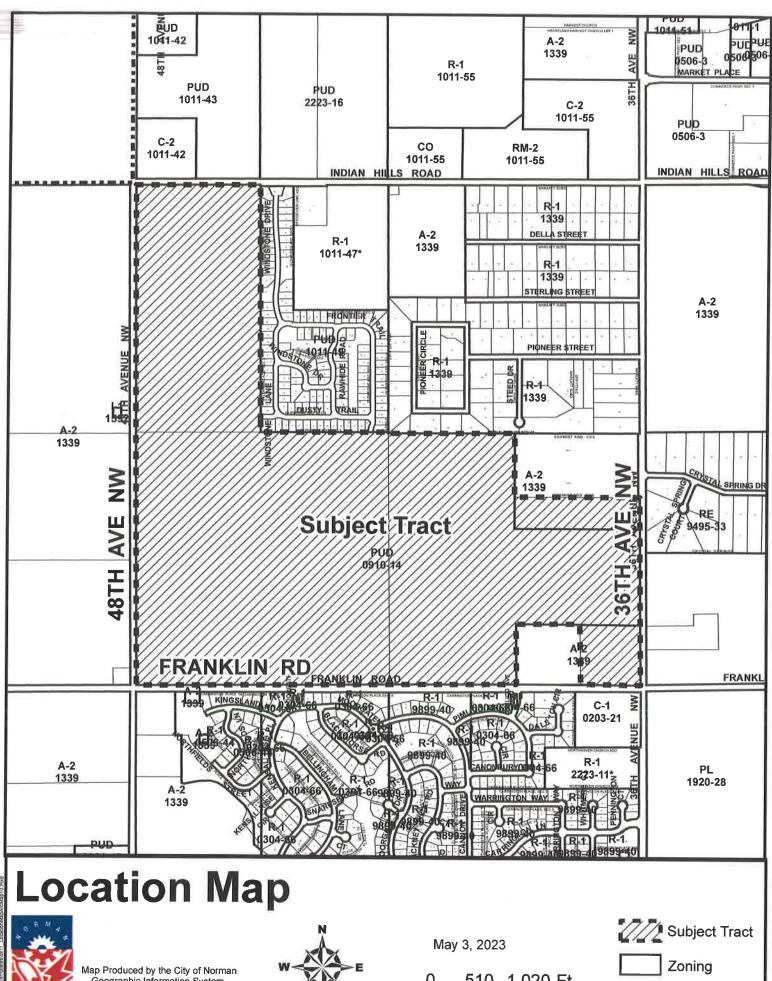
SYNOPSIS: The applicant submitted a preliminary plat and NORMAN 2025 Land Use Plan amendment from Low Density Residential to Commercial for approximately 350 acres of property located East of 48th Ave. N.W., South of Indian Hills Rd., North of Franklin Rd., West of 36th Ave. N.W.. The applicant is proposing a development containing single-family residential, commercial, office, a senior living facility, a school, and multifamily residential uses. The subject property was previously platted and zoned as the J&J development. The applicant has since acquired more parcels and is doing a new plat and PUD.

ANALYSIS: The zoning in this area is comprised of PUDs, R-1, Single-Family Dwelling District, and A-2, Rural Agricultural District. The area is a mixture of residential and agricultural uses, with some vacant parcels.

48th Ave. N.W. at this location is designated as a Minor Urban Arterial in the Comprehensive Transportation Plan. This roadway requires a 5' sidewalk for future projects per the Comprehensive Transportation Plan, which the applicant is providing. Additionally, the Greenway Master Plan proposes trails by the developer along a stream corridor within the subject parcel; the applicant is proposing sidewalks within the subdivision that would effectively act as this trail.

The Greenbelt Enhancement Statement, NORMAN 2025 amendment application, preliminary plat, and location map are attached.

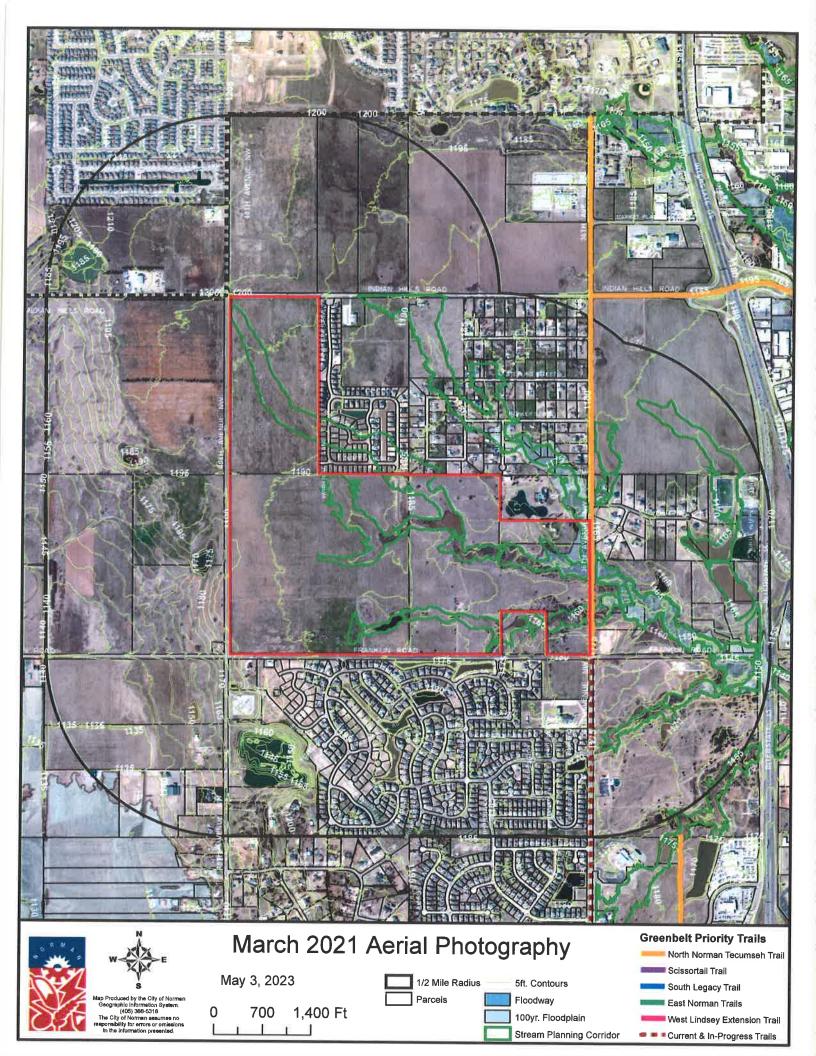
STAFF COMMENTS: Staff places this item on the consent docket for the July 18th, 2023 Greenbelt Commission Meeting.



Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



510 1,020 Ft.





Application for Amendment of the NORMAN 2025 LAND USE AND TRANSPORTATION PLAN

City of Norman Planning & Community Development - 201 W. Gray St., Bldg. A - Norman, OK 73069 — (405) 366-5433 Phone - (405) 366-5274 Fax

		ADDRESS OF APPLICANT				
		c/o Rieger Law Group PLLC, Attorney for Applicant I36 Thompson Drive				
		orman, OK 73069				
NAME AND PHONE NUMBER OF CONTACT PERSO	N(S) TV	PE OF AMENDMENT(S):				
c/o Gunner Joyce, Attorney for Applicant 405-310-5274		Growth Area Designati	on			
EMAIL: gjoyce@riegerlawgroup.com		✓ Land Use Plan✓ Transportation Plan				
3,7 0 0 1						
LOCATION AND ENTENT OF AMENDMENTS	LOCATION AND EXTENT OF AMENDMENT(S): The NW corner of 36th Ave NW and Franklin Road					
LOCATION AND EXTENT OF AMENDMENT(S): <u> </u>					
SIZE OF PROJECT AREA: Approx. 10.02 ac	res					
PRESENT DESIGNATION:						
Growth Areas:						
Land Use: Low Density Residential						
Streets:						
Other:						
REQUEST TO BE CHANGED TO: Commerci	al					
REQUEST TO BE CHANGED TO.						
JUSTIFICATION FOR AMENDMENT (Include ar evidence which would support the change.):	ny change of conditions, ap	ppropriate NORMAN 2025 PLA	N Policy Statements, and any other			
The Applicant seeks to amend the NOR	MAN 2025 Land Us	e Designation for this c	orner in order to facilitate			
a commercial development that provide	des additional ser	vices to the area. This	tract is being incorporated			
into the overall master development plan for the Applicant's abutting properties. The Applicant will						
limit and control the commercial allowances in order to ensure compatibility with the development and nearby						
existing uses.						
EXPECTED AFFECTS ON SURROUNDING PROPERTIES: The development of this parcel will be regulated by						
the PUD for this development in order to ensure compatibility with the surrounding properties.						
(Attach additional sheets, maps, etc., if necessary.)						
			PH 0 251-701-1			
SIGNATURE OF APPLICANT:		FOR OFFICE USE ONLY	Filing fee of \$150.00			
Gunner Joy	ce Attorney for Applicant	Date Submitted:	Checked by:			

GREENBELT ENHANCEMENT STATEMENT City of Norman, Oklahoma

Greenbelt Case No		Pre-Development Case No		
Applicant Name: Alliance Developm	nent Group, LLC	Date:	May 1, 2023	
Contact Person: Gunner Joyce, Attorney for	FAPPIICATIL TELEPHOR	ne/Fax/Email: (405)3	10-5274; gjoyce@riegerlawgroup.com	
Name of Development: Bridgev	iew at Carrington	Area (A	ACres): Approx. 369.74 Acres	
General Location E of 48th Ave NW;	S of Indian Hills Rd; N of I	Franklin Rd; W of 36th Ave	NW	
*Diagon alta da a mana alta mismo		. : : : : : : : : : : : : : : : : : : :		
*Please attach a map, site plan	and/or survey map	p illustrating the pro	posea development.	
Type of Proposal (please check a. This is a: Land Use Plan b. Proposed Land Use : F	. all that apply) n Amendmen t√ , Pre Residential <u>√</u> Con	eliminary Plat ½ ; Rura nmercial <u> </u>	ll Certificate of Survey rial Other <u>Mixed-Use D</u> evelopme	
1. Briefly explain the kind of de and how it achieves the prin	•	•	3	
This proposal adds commercial uses at to the existing J&J PUD. This request w	the NW corner of 36th Ave ill update the preliminary p	e NW and Franklin Rd, as wolat for the entire developm	vell as adding additional single-family lots ent.	
2. Does your proposed develop	pment or project in	corporate open sp	ace(s)?	
Please check what type(s) c				
Park:	YesNo			
Open Space:	YesNo			
Detention Pond:	YesNo		Private	
Parking Lot Landscape:	YesNo			
Floodplain/Creek: Other	_ V _YesNo	Public	z_ √ Private	
If the above noted areas are	accessible via sor	ne other arrangem e	ent please explain.	
3. Does the open space for the definitions contained in Sec	-			
applicable.)		✓	_ Yes No	
Public Sidewalks (4-5' wide)				
Natural Trails (compacted earth 8-10' wide)			_ Yes No	
<i>y</i> ,				
· · · · · · · · · · · · · · · · · · ·				
Community Wide Trails (paved, 10-12' wide)			YesNo	
Specialized Trails (equestrian, water, etc) Other The development will feature numerous trails and walkways. Locations and desig			YesNo	
Other <u>the development will featu</u>	ire numerous trails and wa	ikways. Locations and des	gn wiii be tinalized upon final plats	

Aug. 8, 2013

GREENBELT ENHANCEMENT STATEMENT City of Norman, Oklahoma

4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within** ½ **mile** of your proposed development. (**If** there are **no** such areas within the ½ mile radius please **state** such and skip question 5.)

Ruby Grant Park; Community Christian School; All Saints Catholic School

5. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow **connection points** promoting non-motorized transportation between key areas. Please **describe** how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting key areas, designated bike paths, and bike parking. (If there is **no** such connectivity please **state** such.)

The development will install public sidewalks in locations required by City ordinance and will utilize existing infrastructure.

6. Please **check**, from the following (or attach a list), **any other** geographical and/or environmental factors in your development that might offer **opportunities** for additions to the Greenbelt System (see Section 4-2023A, especially definitions of "the greenbelt system," "green space," "greenway" and "trail"). To help you answer this question, the following online link to the Greenways Master Plan Map NormanOK.gov/MasterPlan is provided.

storm water channels	
✓ Detention ponds	
✓ Floodplains	
Stream bank/Riparian corridors	
Utility Easements	
Abandoned/Active Railroad corridors	
Other	

How could your development also incorporate those elements noted into greenbelts and trails? These elements will be utilized as green open space throughout the property.

7. Please review the statements below and indicate in the space next to each item, whether it does apply ("Yes"), does not apply ("No"), or is not feasible ("NA") to your development. Of specific interest is how your project fits into the public open spaces and parks.

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below. The Commission will also consider how your project fits into the public open spaces and parks that are existing. Not all considerations will be applicable or feasible for each application.

(a) Portions of the Greenbelt System are accessible to the general public.

(b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

GREENBELT ENHANCEMENT STATEMENT City of Norman, Oklahoma

- X(c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.
- √(d) Greenways connect neighborhoods to each other and to industrial and commercial areas.
- ✓(e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.
- <u>√</u>(f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- X(g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.
- X(h) Landscaping required by the City has been/will be planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.
- X(i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.
- \checkmark (j) Permeable ground surfaces have been preserved to the extent possible.
- ✓(k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.
- X(I) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.
- X(m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- \checkmark (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.
- $\underline{\mathbf{V}}$ (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- ✓(q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.
- X(r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.
- (s) Riparian buffers are incorporated into the Greenbelt System.
- X(t) The commercial developments have provided for pedestrian access.
- **X**(u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed

GREENBELT ENHANCEMENT STATEMENT City of Norman, Oklahoma

under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

 \underline{X} (v) Cluster development has been utilized as a means to develop the Greenbelt System.

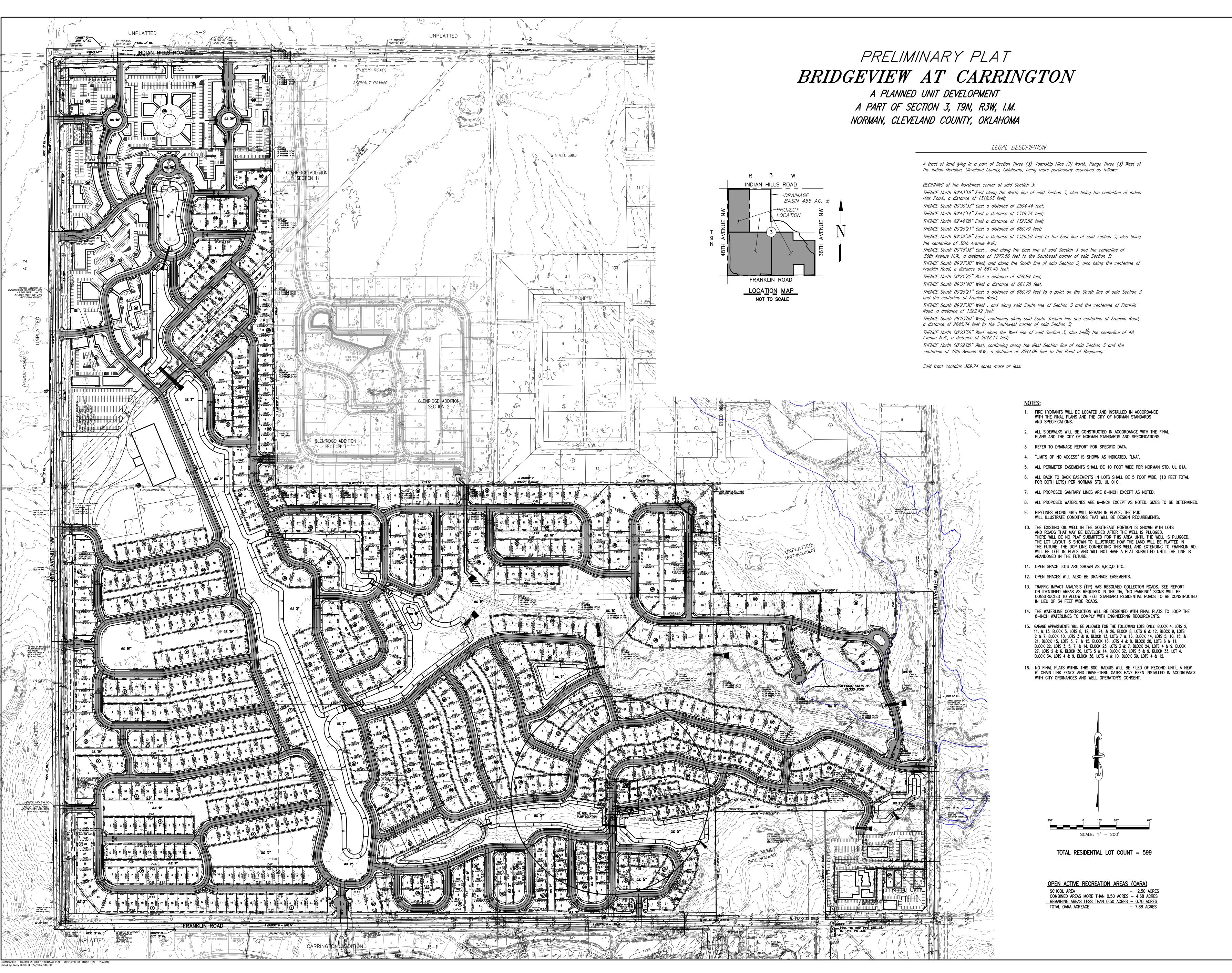
X(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

8. **If**, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

Signature of Applicant or Contact Person (required):

Gunner Joyce, Attorney for Applicant

GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION (MAY ATTACH AS SEPARATE SHEET):



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<u>DESIGNED BY:</u>
SMC CONSULTING ENGINEERS, P.C.
815 W. MAIN
OKLAHOMA CITY, OK 73106

PH.: (405) 232-7715

OWNER/DEVELOPER:

RAVEN INVESTMENTS, LLC
P.O. BOX 7187
NORMAN, OK 73153

CHRISTOPHER D. ANDERSON 18288

W. & FRANKLIN RD. N, OKLAHOMA

36TH AVE. N.W

SMC Consulting Engineers, P.C.

815 West Main – Oklahoma City, OK 73106
PH: 405–232–7715 Fax: 405–232–7859
Website: www.smcokc.com
WA CERTIFICATE OF AUTHORIZATION NO. CA. 464 EXP 06/30/202
Revision

By Date
evised layout

| D.C. 7/07/2

PROJECT NO.: 5018.00

DATE: 05-1-23

SCALE: 1" = 200'

DRAWN BY:DG

ENGINEER: CHRISTOPHER D. ANDERSON

P.E. NUMBER: 18288

PRELIMINARY PLAT -OVERALL

