



City of Norman, OK

Municipal Building
Council Chambers
201 West Gray
Norman, OK 73069

Master

File Number: R-1920-104

File ID: R-1920-104

Type: Resolution

Status: Agenda Ready

Version: 1

Reference: Item 37

In Control: City Council

Department: Planning and
Community
Development
Department

Cost:

File Created: 03/20/2020

File Name: Battison 2025 Amendment

Final Action:

Title: RESOLUTION R-1920-104: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN SO AS TO REMOVE A PORTION OF THE SOUTHWEST QUARTER (SW/4) OF SECTION TWO (2), TOWNSHIP NINE NORTH (T9N), RANGE THREE WEST (R3W) OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE MEDIUM DENSITY RESIDENTIAL DESIGNATION AND SPECIAL PLANNING AREA 5 AND PLACE THE SAME IN THE COMMERCIAL DESIGNATION AND FROM FUTURE URBAN SERVICE AREA TO CURRENT URBAN SERVICE AREA. (NORTH AND WEST OF THE CORNER OF FRANKLIN ROAD AND NORTH INTERSTATE DRIVE)

Notes: ACTION NEEDED: Motion to adopt or reject Resolution R-1920-104; and, if adopted, amend the NORMAN 2025 Land Use and Transportation Plan according thereto

ACTION TAKEN: _____

Agenda Date: 06/23/2020

Agenda Number: 37

Attachments: R-1920-104, 2025 Map, 2025 Staff Report,
Pre-Development Summary, 5-14-20 PC Minutes

Project Manager: Lora Hoggatt, Planner

Entered by: rone.tromble@normanok.gov

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Planning Commission	05/14/2020	Recommended for Adoption at a subsequent City Council Meeting	City Council	06/23/2020		Pass

Action Text: A motion was made by Knotts, seconded by Bird, that this Resolution be Recommended for Adoption at a subsequent City Council Meeting to the City Council, due back on 6/9/2020. The motion carried by the following vote:

Text of Legislative File R-1920-104

Body

ITEM: Battison Properties, L.L.C. requests amendment of the NORMAN 2025 Land Use and Transportation Plan from Medium Density Residential Designation and Special Planning Area 5 to Commercial Designation and from Future Urban Service Area to Current Urban Service Area for 5.504 acres of property generally located north and west of the intersection of Franklin Road and North Interstate Drive.

SUMMARY OF REQUEST: The applicant is proposing an automobile dealership with an associated service garage on a 5.504-acre parcel. The applicant has also applied for a preliminary plat. This development proposal requires rezoning from A-2, Rural Agricultural District, to PUD, Planned Unit Development, because of requested uses and variance to the front setback and a NORMAN 2025 Land Use and Transportation Plan amendment from Medium Density Residential Designation and Special Planning Area 5 to Commercial Designation and from Future Urban Service Area to Current Urban Service Area.

STAFF ANALYSIS

For changes in classification under the NORMAN 2025 Land Use and Transportation Plan, the following information is forwarded for City Council's consideration:

- 1. Has there been a change in circumstances resulting from development of the properties in the general vicinity which suggest that the proposed change will not be contrary to the public interest?***

Over the years, the west side of Interstate 35, between Franklin Road and Indian Hills Road has changed since the adoption of the NORMAN 2025 Land Use and Transportation Plan. Between 1999 and 2000 the Community Christian Athletic Facility was constructed, just north of this proposal. To the south of this proposal sits Ruby Grant Park. Further south is the Jonathan Fowler Development, Covenant Development (Journey Church) and the Carroll Farm Development. All three of these development areas began platting, rezoning and construction in 2005 - 2007. Jonathan Fowler Development (along Journey Parkway) now consists of an automobile dealership. Covenant Development consists of an automobile dealership, a church, and three medical office buildings. The Carroll Farm Development has two banks, a dental office and a restaurant. The Carroll Farm Development is still continuing to develop.

Across Interstate 35 the York Plant has undergone a substantial expansion, almost doubling the square footage of the facility. Just to the south of the York Plant is the new Cleveland County Jail. In recent years OEC developed a new solar garden to the east, across Interstate 35. To the west of this proposal, at the southwest corner of Franklin Road and 36th Avenue N.W. the Carrington Place Development and the North Haven

Church also began to develop between 2005 - 2007. There still exists a commercial corner at the southwest corner of Franklin Road and 36th Avenue N.W.

2. Is there a determination that the proposed change would not result in adverse land use or adverse traffic impacts to surrounding properties or the vicinity?

The use proposed for this site is considered a low impact traffic use for the area. There is one access point for this development, directly onto North Interstate Drive. City Staff does not expect adverse land use impacts or traffic impacts to the surrounding properties.

Additionally, this land for this application is classified within Special Planning Area 5, and this application also involves a change to the Growth Area Boundary, so the additional information is provided for City Council consideration:

Special Planning Area 5

Special Planning Areas were identified because they “exhibit characteristics requiring special consideration” and were anticipated to develop “only through the Planned Unit Development (PUD) process.” The “Existing Conditions” identified for Special Planning Area 5 were as follows:

Special Planning Area 5 is situated between 36th Avenue NW and I-35, from Franklin Road north ¼ mile, directly north of the proposed community park site. The area is undeveloped, but has been under growing pressure to change, primarily due to continued growth and expansion in the northern area of the City and good access from the I-35/Indian Hills Road interchanges.

According to the NORMAN 2025 Land Use and Transportation Plan, a medium density residential development would have been allowed in Special Planning Area 5 had the following conditions been met:

Required Development Conditions

- 1. A unified overall master development plan that assures appropriate ingress and egress so as to mitigate the potential traffic impacts on 36th W and Franklin Road.***
- 2. A unified overall master development plan that adequately addresses potential impacts on adjoining residential areas, (especially along the northern boundary). This may include landscape treatments and or setbacks, solid masonry screening walls or fences, and design treatments and building height transitions of buildings.***
- 3. Design treatments for building architecture, site design, signage, and landscaping that reflect the importance of this site relative to the planned community park.***
- 4. Residential uses shall be a minimum of 6 to 8 dwelling units per net acre, with a mixture of housing types and densities encouraged.***

The removal of this tract from the Special Planning Area 5 (SPA 5) City staff does not expect a negative impact to the overall development of this SPA 5. This is a 5-acre tract of land that essentially fronts Interstate 35. There is a buffer between this development and Community Christian School Athletic Facility to the north. There is a large amount of flood plain and stream planning corridor to the west and south of this proposal, extending to the corner of N. Interstate Drive and Franklin Road. This large amount of flood plain and stream planning corridor will be a buffer to anything that develops to the west of this proposal in the future. In recent years, the Interstate 35 Corridor has not been developed with medium density residential developments.

Further, the NORMAN 2025 Land Use and Transportation provides as follows with respect to Growth Area Boundary Changes:

Growth Area Boundary Changes- The Growth Area boundaries are approximate, and may be modified slightly as a result of detailed engineering or topographic studies at the time of application for a designation changes. Such minor adjustments are not considered to be formal Plan amendments.

The following criteria shall apply and set requirements for changes in Growth Area Boundaries:

Change from Future Urban Service Area (FUSA) to Current Urban Service Area (CUSA)

- 1. The area proposed for change is contiguous to the Current Urban Service Area and constitutes a logical and cohesive service area expansion; and***
- 2. The request for amendment demonstrates that the subject area has been provided, or will be at the time of development, with complete infrastructure systems. At a minimum, these systems will consist of:***
 - a. Additional sanitary sewer collection and treatment capacity needed to serve the expanded area,***
 - b. Water service with adequate pressure for fire-fighting,***
 - c. Adequate storm drainage to insure that the proposed development will not create downstream drainage problems, and***
 - d. Access to at least one arterial street connecting the subject area to the Current Urban Service Area.***

The removal of this tract from Future Urban Service Area and placing it in the Current Service Area is possible through access to the Northwest Interceptor Line, running north from Franklin Road, just west of this proposal. There will be 12-inch water lines installed adjacent to Franklin Road and North Interstate Drive. Access to Indian Hills or Tecumseh Road is available by way of Interstate Drive.

CONCLUSION: Staff forwards this request, Resolution No. R-1920-104 for your consideration.

At their May 14, 2020 meeting, the Planning Commission recommended adoption of Resolution No. R-1920-104 by a vote of 6-2.