



STAFF REPORT
The City of Oklahoma City
Planning Commission
October 13, 2022

Item No. IV. 23.

(C-7472) Preliminary Plat of The Enclave at Blackwood Farms, being a part of the Northeast Quarter of Section 7, Township 12 North, Range 3 West of the Indian Meridian, located south of NW 63rd Street and west of N. Council Road; and a Variance to Table 5.1 in Section 5.3.2.A of the Subdivision Regulations. Ward 1.

I. GENERAL INFORMATION

A. Contacts

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B. Case History

This application was continued at the September 8 and September 22, 2022, Planning Commission meetings. A previous preliminary plat for Blackwood Farms at River Bend was approved in April of 2004. The final plat for Blackwood Farms at River Bend Section 1 was subsequently approved and constructed. The original preliminary plat expired in 2014.

C. Reason for Request

The developer proposes a single-family residential development on this site.

D. Existing Conditions

1. Comprehensive Plan Land Use Typology Area: Urban - Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park, and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

2. Size of Site: 87.60 acres

3. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1	R-1	R-1	R-1	R-1
Land Use	Vacant	Residences	Canal - Overholser to Hefner	Vacant	Residences

II. SUMMARY OF APPLICATION

The developer is proposing 361 single-family lots and three common areas on 87.60 acres, yielding a gross residential density of 4.12 dwelling units per acre. Public streets, storm sewer, sanitary sewer and water improvements are proposed. The site is currently zoned R-1 Single-Family Residential District. R-1 allows minimum lot sizes of 6,000 square feet with 50-foot minimum lot widths. Lots in this plat range in size between approximately 6,800 and 14,500 square feet. Front building setbacks are shown to be 20 feet for all lots in the plat.

Access to this development will be taken from two local street connections through the Blackwood Farms at Riverbend Phase 1 subdivision. These connections lead to one median-divided connection with NW 63rd Street and one standard connection with NW 63rd Street. NW 63rd Street is classified as a collector street. No connection is proposed to Stinchcomb Avenue, a private street, to the west. Two street stubs are proposed to the R-1 property to the south.

A note is required on final plats indicates that maintenance of common areas, private streets, islands, medians, and / or private drainage easements are the responsibility of the property owner's association. An additional note should indicate that sidewalks are required on each lot where they are adjacent to local streets and that those sidewalks are required to be installed with the building permit for each home.

III. REVIEW COMMENTS

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk indicates that the agency, department, and/or division responded with no adverse comments.

1) Outside Agencies

- 1. Oklahoma City-County Health Department**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas (ONG)**
- 5. Oklahoma Electric Cooperative (OEC)**
- 6. Oklahoma Water Resources Board (OWRB)**
- 7. Putnam City School District**

8. Oklahoma Turnpike Authority (OTA)

9. Oklahoma Department of Transportation (ODOT)

2) City Departments

1. Airports

Staff has completed a review of Case No. C-7472 a Preliminary Plat of The Enclave at Blackwood Farms. The property is located South of NW 63rd Street and West of N. Council Road, and is scheduled to be heard at the September 08, 2022, Planning Commission Meeting. The proposed use is for Single-Family Residential use and development.

The Department of Airports does not object to the proposal. However, part of the described development lies within the Airports Environs Zone (AE-2). The Department of Airports supports the Oklahoma City Municipal Code, Section 59, Airport Zoning Overlay Districts, and the Airport Environs Zones for Will Rogers World Airport.

As such, Airports requires that an Avigation Easement right be granted to the Oklahoma City Airport Trust for the entire preliminary plat or for Lots 18-27 of Block 11; Lots 5-21 of Block 12; Lots 1-15 of Block 13; and Lots 19-42 of Block 13 of the Preliminary Plat as a prior condition of Planning Commission approval.

The proposed development is west of Wiley Post Airport. Users of these Single-Family Residential use units, more particularly described as Lots 18-27 of Block 11; Lots 5-21 of Block 12; Lots 1-15 of Block 13; and Lots 19-42 of Block 13, may be subjected to single event and nuisance noise as a result of civilian and military aircraft operations performing landings and takeoffs from Wiley Post Airport. In accordance with the Oklahoma City Municipal Code, Section 59, Airport Zoning Overlay Districts, and the Airport Environs Zones for Wiley Post Airport residential land uses are permitted within the Airports Environs Zone (AE-2) but shall meet or exceed building requirements for a minimum noise level reduction of 25 decibels, inside the structure as set forth in Division 4 of Article 11 of Chapter 12 of the Oklahoma Municipal Code.

2. Central Oklahoma Transportation and Parking Authority (COTPA)

3. Fire

4. Information Technology/Geographic Support

5. Parks and Recreation

6. Police

7. Public Works

a) Engineering

1) Streets

- a) All City streets and drives on City right-of-way serving this subdivision must be paved in accordance with City standards.
- b) The subject property is served by a public street.

2) Storm Sewer

- a) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and / or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- b) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. The improvements shall be placed to provide a minimum of 35 feet clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way. Sidewalks shall be constructed in compliance with the Oklahoma City Ordinance and meet all applicable ADA regulations.
- c) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common areas along the stream shall extend to the flow line of the stream at a minimum.
- d) Place the following note on the plat and construction plans: Maintenance of the common areas and/or private drainage easements shall be the responsibility of the property owner's association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent shall be placed within the drainage-related common areas and/or drainage easements shown.

- e) Construction within the limits of this plat will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of ½ acre or greater.
- f) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- g) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and / or in the plat notes.
- h) Sidewalks shall be installed for all new construction and / or at the time of conversion of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- i) All private roads / streets will have private storm sewer systems.
- j) Engineers / Developers will be contacting PW for a detention determination before they submit their Final Plat and Plans.
- k) Add the following note:

Maintenance of all common areas and private drainage easements within the subdivision shall be the responsibility of the Property Owner's Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that may cause a blockage or flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.

- l) Detention Determination
 - A detention requirement determination will not be issued at the Preliminary Plat stage unless the development is located within the current "detention required area".
 - Prior to the preparation of a Final Plat and Construction Plans, the Engineer or Developer may contact the Public Works Engineering

Department and receive a Detention Determination for that individual Final Plat

- This Detention Determination will be specific to the single Final Plat under consideration
 - The Detention Determination will be valid for a period of six (6) months
 - If the Final Plat and Construction Plans have not been submitted, reviewed, and approved by the Public Works Engineering Department within that 6-month time frame, the Detention Determination will be void and a new Detention Determination must be requested.
 - If construction has not started on the development within six (6) months of the approval of the construction plans, the Detention Determination will be void and a new Detention Determination must be requested.
- For new commercial developments that do not require hearings before the PC or CC, the Engineer or Developer may contact the Public Works Engineering Department and receive a Detention Determination for that commercial development.

b) Streets, Traffic and Drainage Maintenance

c) Stormwater Quality Management

d) Traffic Management *

8. Utilities

a) Sanitary Sewer Availability:

- 1) An existing 8-inch sanitary sewer main is adjacent to the subject site and a connection will be permitted in accordance with City Standard Specifications. A separate service connection is required for each building / structure.
- 2) All sanitary sewer mains must flow within the existing drainage basin. Proposed sewer mains that will flow to another drainage basin across a ridgeline will not be allowed.

- 3) Minimum ten (10) foot horizontal separation required for water mains and five (5) foot for other crossings. Minimum two (2) foot vertical separation required for all crossings.
 - 4) All sanitary sewer mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.
 - 5) The developer will be required to extend a gravity sanitary sewer collection system to each lot or site within the subdivision or land improvement in accordance with City Standard Specifications and the current Subdivision Regulations.
 - 6) An off-site sanitary sewer interceptor will be required to serve the proposed development and the particular drainage basin. The size, alignment and other design factors shall be in accordance with current City Standard Specifications. The developer may make an application under the Policy “B” or “B-1” program to the Oklahoma City Utilities Trust (OCWUT) for City participation of construction costs if an oversized sanitary sewer main is required to serve the drainage basin. Approval will be subject to funds available for improvements and will not be granted for oversized mains that are necessary to provide additional capacity for the proposed development(s).
 - 7) No trees, signs, dumpsters, or fences within 10 feet of existing or proposed sanitary sewer mains.
 - 8) Proposed wastewater main(s) must be located in a twenty (20) foot wide easement.
 - 9) All existing unnecessary sanitary sewer services must be abandoned at the sanitary sewer main.
 - 10) Gravity sewer will not work. Lift station will be required for this density.
- b) Water Availability:
- 1) The subject site is adjacent to a 12-inch water main(s) and a service connection will be permitted in accordance with City Standard Specifications. A separate service connection and meter is required for each building / structure.

- 2) The developer will be required to extend a minimum 12-inch and / or 16-inch water distribution, or larger, as recommended by the approved current Water Master Plan, along the section line street, border, or perimeter of the development and/or all interior water mains for domestic use and fire flow protection.
- 3) The developer may make an application under the Policy “A-1” program to the Oklahoma City Water Utilities Trust (OCWUT) for City participation of construction costs for an off-site oversized water main extension (16 inch or larger) required for this specific development. Approval will be subject to funds available for improvements.
- 4) Dead-end water mains must be avoided.
- 5) All existing unnecessary water services must be abandoned at the water main.
- 6) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The owner is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The owner will be responsible for any failure of domestic and fire protection systems which require water pressure in excess of 25 psi.
- 7) A 12-inch water main is required to be looped through the development to provide adequate water supply and fire flow protection. Connection to at least two active feeder or grid water mains will be necessary to prevent partial or total shut-off of water supply when a pipeline failure occurs within the proposed development.
- 8) Proposed water main(s) must be located within a utility easement or right-of-way.
- 9) Minimum ten (10) foot horizontal separation required for wastewater mains and five (5) foot for other mains. Minimum two-foot vertical separation required for all crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 10) No trees, signs, dumpsters, or fences within 10 feet of existing or proposed water mains.
- 11) All existing and proposed meters must meet current Meter Specifications and standard details and be located in the right-of-way or utility easement within grassy areas outside of sidewalks, driveways, streets and/or paving.

12) Fire hydrants maximum spacing is 500 foot and must be located within 10 feet of a hard surface (i.e., sidewalk, street, and/or paving).

13) All domestic and fire suppression services must have separate water service connections.

c) Solid Waste Management

The City can provide residential service provided there is sufficient space for the truck to maneuver to service the addition.

9. Planning

A. Comprehensive Plan Land Use Typology Area: Urban - Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park, and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

B. Comprehensive Plan Policies:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.
- Maintain, create, and enhance a street network that is highly connected to increase the number of viable commercial locations and the effectiveness of the transportation system.
- Limit number of dead-end streets and cul-de-sacs.
- Provide vehicular connectivity between adjacent developments.
- Subdivisions with more than 50 units should have at least two points of entrance / egress no closer than 300 feet apart.
- Require sidewalks on both sides of all streets in urban LUTAs.
- Improve the functionality and efficiency of the street network by:
 - a. Providing direct connections from residential developments to nearby places and to each other.
 - b. Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.

- c. Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
- d. Reducing block sizes and use of dead-end streets.
- e. Maintaining the existing street grid to preserve connectivity and mobility options.
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestions at arterial intersections.
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible.

10. Subdivision & Zoning

The design of this preliminary plat conforms with the Subdivision Regulations as they relate to the access requirements for subdivisions with more than 200 lots. The developer must also meet the access requirements established by the Subdivision Regulations for each phase of development. The design also conforms with the requirements of the R-1 zoning district.

The design of this new preliminary plat differs slightly from the previously approved preliminary plat for this site. The lot sizes are slightly smaller, allowing an additional 28 lots to be included on this site. The street layout is also slightly different. The developer has modified the layout to remove the long block length for the western most north/south street. They have also reduced the block length along the north/south collector street, Blackwood Boulevard, in an effort to provide traffic calming along this street. Blackwood Boulevard remains a collector street for the northern two-thirds of the subdivision. Finally, this new plat provides two street stubs to the south. The previous preliminary plat had one stub to the south.

Table 5.1 in Section 5.3.2.A of the Subdivision Regulations indicates that the maximum length of an urban cul-de-sac is 700 feet. The cul-de-sac located in the northeastern portion of the plat, Braniger Place, is approximately 972 feet in length. The previous preliminary plat that was approved in 2004 showed this street in the same configuration as it is shown now. At that time, no variance was granted or needed as the requirement was 1,000 feet for the maximum length of a cul-de-sac. In 2010 the Subdivision Regulations were amended to reduce the maximum length of a cul-de-sac. As a result, the variance is now required.

The size of the plat, 87.60 acres, requires 2.80 acres of open space with 1.08 acres (46,930 square feet) devoted to recreational improvements (Section 5.12.2). The developer is providing approximately 10.04 acres of open space/common area with this development.

A letter from the developer should be submitted with final plats indicating the recreational amenities planned, their location, and their timing of construction.

Sidewalks are required on all lots adjacent to local and collector streets. The sidewalks are required at the building permit stage and must be installed prior to a certificate of occupancy for the associated home.

IV. STAFF RECOMMENDATION

Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.

Approve the application subject to the following technical evaluations:

1. The design of all final plats must meet the access requirements established by the Subdivision Regulations for each phase of development, unless varied by the Planning Commission.
2. A letter from the developer must be submitted with final plats stating the type of amenities proposed and their timing of construction.
3. The developer is requesting a Variance to Table 5.1 in Section 5.3.2.A of the Subdivision Regulations relating to the maximum length of an urban cul-de-sac. Six affirmative votes are required to approve the variance.
4. Airports requires that an Avigation Easement right be granted to the Oklahoma City Airport Trust for the entire preliminary plat or for Lots 18-27 of Block 11; Lots 5-21 of Block 12; Lots 1-15 of Block 13; and Lots 19-42 of Block 13 of the Preliminary Plat as a prior condition of Planning Commission approval.
5. "Limits of No Access" must be provided along N. Stinchcomb Avenue on final plats.

All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the plat may be required during either Divisions review of construction plans and prior to City Council acceptance.

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