



City of Norman, OK

Municipal Building
Council Chambers
201 West Gray
Norman, OK 73069

Master

File Number: PP-1516-8

File ID: PP-1516-8

Type: Preliminary Plat

Status: Non-Consent Items

Version: 1

Reference: Item 42

In Control: City Council

Department: Public Works
Department

Cost:

File Created: 09/16/2015

File Name: Eaglecliff South Addition Revised Preliminary Plat

Final Action:

Title: CONSIDERATION OF A REVISED PRELIMINARY PLAT FOR EAGLE CLIFF SOUTH ADDITION WITH A VARIANCE IN THE CUL-DE-SAC LENGTH FOR CARACARA DRIVE/CARACARA COURT. (GENERALLY LOCATED ONE-HALF MILE SOUTH OF CEDAR LAND ROAD AND ONE-QUARTER MILE WEST OF 12TH AVENUE S.E.)

Notes: ACTION NEEDED: Motion to approve or reject the revised preliminary plat for Eagle Cliff South Addition with a variance in the cul-de-sac length for Caracara Drive/Caracara Court.

ACTION TAKEN: _____

Agenda Date: 11/10/2015

Agenda Number: 42

Attachments: Traffic Table, Location Map, Revised Preliminary Plat, Staff Report, Transportation Impacts, Variance to Cul-de-sac Length, Preliminary Plat, Pre-Development Summary, Greenbelt Commission Comments, 10-8-15 PC Minutes

Project Manager: Ken Danner, Subdivision Development Manager

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	10/08/2015					

Text of Legislative File PP-1516-8

body

BACKGROUND: This item is a revised preliminary plat for Eagle Cliff South Addition and is generally located one-half mile south of Cedar Lane Road and one-quarter of a mile west of 12th Avenue S.E.

The Norman Board of Parks Commissioners, at its meeting of August 7, 2003, recommended fee in lieu of park land dedication.

City Council, at its meeting of October 14, 2003, adopted Ordinance No. O-0304-16 placing the majority of this property in the R-1, Single Family Residential Dwelling District and removing it from A-2, Rural Agriculture District. Planning Commission, at its meeting of October 8, 2015, recommended to City Council that the

revised preliminary plat for Eagle Cliff South Addition be approved with a variance in the cul-de-sac length for Caracara Drive/Caracara Court. The original design had a public street crossing a large drainage channel. Since the cul-de-sac length is only three hundred additional feet, it is staff's opinion that the potential continued maintenance of the street crossing and drainage structure would not be in the City's best interest and recommends the street be terminated as a cul-de-sac.

The property to be final platted consists of 4.7 acres and 20 single family residential lots. The revised preliminary plat consists of a total 81.62 acres. However, 76.92 acres is either floodplain/floodway or due to excessive contours not currently proposed for development at this time.

DISCUSSION: The 20 residential lots in this addition are expected to generate approximately 240 trips per day. The traffic capacities on the surrounding arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

Because of the size of the development, the applicant was not required to submit a revised traffic impact study as this addition was studied previously in 2003. The previous analysis looked not only at the full development scenario for the Eagle Cliff South Addition but also included other potential development in the area. The study concluded that two intersections will need to be improved once the area is fully developed (12th Avenue SE at Cedar Lane and 12th Avenue SE at State Highway 9).

The intersection of 12th Avenue SE and Cedar Lane was recently widening to add lanes and a new traffic signal. The estimated cost of design and construction was \$400,000 of which this applicant will be responsible for 0.30% of the cost (or \$1,194.15) based on their share of the traffic impacting the intersection. The City of Norman and other development will fund the remaining cost.

The intersection of 12th Avenue SE and State Highway 9 will require an additional northbound left turn lane. The estimated cost of design and construction is \$50,000 of which this applicant will be responsible for 0.57% of the cost (or \$286.83) based on their share of the traffic impacting the intersection. The City of Norman and other development will fund the remaining cost.

PUBLIC IMPROVEMENTS: Public improvements for this property consist of the following:

1. **Fire Hydrants.** Fire hydrants will be installed at each intersection and spacing of 300-feet between intersections.
2. **Sanitary Sewers.** Eight inch (8") sanitary sewer mains (or larger) are proposed for this development. The area that is zoned to R-1 will utilize an existing lift station.
3. **Sidewalks.** Sidewalks will be constructed adjacent to Cedar lane Road. Sidewalks will be required for all of the interior streets.
4. **Drainage:** Based on the fact this property is located in the lower portion of the basin, Staff recommends that storm water detention should not be required. Instead, staff recommends a fee in lieu of detention to be used later by the City of Norman for storm water improvements in this watershed. Staff is not opposed to the use of an existing pond to convey storm water and to be utilized as a future amenity for the development, but not as a detention facility.
5. **Intersections:** A previous traffic study concluded that two intersections will need to be improved once the area is fully developed (12th Avenue SE and Cedar Lane and, 12th Avenue SE and State Highway 9). The estimated cost of design and construction for 12th Avenue SE and Cedar Lane was \$400,000 of which this applicant will be responsible for 0.30% of the cost (or \$1,194.15) based on their share of the PM peak hour traffic impacting the intersection. The estimated cost of design and construction for 12th Avenue SE and State Highway 9 is \$50,000 of which this applicant will be responsible for 0.57% of the cost (or \$286.83) based on their share of the PM peak hour traffic impacting the intersection.
6. **Streets.** Streets will be constructed in accordance with approved plans and City paving standards.

7. **Water Mains.** Water mains will be installed in accordance with approved plans and City and State Department of Environmental Quality standards.

STAFF RECOMMENDATION: Based on the above information, Staff recommends approval of the revised preliminary plat for Eagle Cliff South Addition with a variance in the cul-de-sac length for Caracara Drive/Caracara Court.