



# City of Norman, OK

Municipal Building Council  
Chambers  
201 West Gray Street  
Norman, OK 73069

## Text File

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### Title

CONSIDERATION OF A REVISED PRELIMINARY PLAT FOR ST JAMES PARK ADDITION. (GENERALLY LOCATED ON BOTH SIDES OF 24TH AVENUE S.E. BETWEEN STATE HIGHWAY 9 AND CEDAR LANE ROAD)

### body

**BACKGROUND:** This item is a revised preliminary plat for St. James Park Addition and is generally located on both sides of 24th Avenue S.E. between State Highway No. 9 and Cedar Lane Road.

The Norman Board of Parks Commissioners, at its meeting of June 5, 2003, recommended public park land for St. James Park Addition.

City Council, at its meeting of May 10, 1983, adopted Ordinance No. O-8283-89, placing a portion of this property in R-1, Single-Family Residential zoning district and removing it from I-1, Light Industrial zoning district. City Council, at its meeting of August 26, 2003, adopted Ordinance No. O-0203-59 placing the remainder of the property in R-1, Single-Family Residential zoning district and removing it from I-1, Light Industrial and RM-2, Low Density Apartment District.

The original preliminary plat expired August 26, 2008. The owner/developer has submitted a revised preliminary plat to allow further development within the subdivision. Significant changes include alterations to the street layout primarily changing 24th Avenue S.E. into a one-way street going south from "H" street to the intersection of Cedar Lane Road. This was agreed to during the development of the Links apartments south of Cedar Lane Road to eliminate a potential cut through to the north through the single family development to obtain access to State Highway No. 9.

The revised preliminary plat consists of 489 single-family residential lots. St. James Park, Sections 3 and 4 have been filed of record with the County Clerk and were originally part of the preliminary plat and consisted of 101 single-family residential lots.

Planning Commission, at its meeting of February 14, 2013, on a vote of 8-0, recommended to City Council that the revised preliminary plat for St. James Park Addition be approved.

**DISCUSSION:** Completion of the proposed addition located between State Highway 9 on the north, Cedar Lane Road on the south, U.S. Highway 77 on the west and extending east of 24th Avenue SE will add 489 single-family residential lots to what has already developed. Traffic studies have already been completed for this area including the full development of the preliminary plat which has expired since it was originally filed. The proposed 489 lots are expected to generate 4,594 trips on an average weekday and 485 trips during the PM peak hour. Traffic impact fees were established as part of these previous studies which remain applicable to the current plan for build out of this addition. As such, no revised or updated traffic impact study was required. Traffic capacities on nearby arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated. See Attachment A.

Completion of this addition is being constructed generally north and west of existing development. All access will be by way of either 24th Avenue SE north to State Highway 9 or internal connections south to Cedar Lane Road. Traffic impact fees of \$163.74 per PM peak hour trip were previously calculated for the Southlake development for improvements at multiple locations along U.S. Highway 77 including Cedar Lane Road. It is anticipated that 25 percent of the traffic generated by the build-out of this

addition will use the portion of U.S. Highway 77 between Cedar Lane Road and State Highway 9. Consequently, an impact fee of \$19,853.48 (\$163.74 per PM trip \* 0.25(485 PM trips) = \$19,853.48) should be collected with the filing of the final plat.

Public improvements for this property consist of the following:

Fencing (screening). Fencing will be installed adjacent to Cedar lane Road for the residential lots backing or siding the arterial street.

Fire Hydrants. Fire hydrants will be installed in accordance with approved plans. Their locations have been approved by the Fire Department.

Sanitary Sewers. Eight inch (8") sanitary sewer mains (or larger) are proposed for this development.

Sidewalks. Sidewalks will be constructed on each lot prior to occupancy. Sidewalks will be constructed adjacent to Cedar Lane Road. Staff will recommend deferral of the sidewalk adjacent to Cedar Lane Road if a final plat is submitted due to the Cedar Lane Road Project.

Drainage. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards and conveyed to proposed privately maintained detention facilities. A Property Owners Association will be established for the maintenance of the detention facilities and common features.

Streets. Streets will be constructed in accordance with approved plans and City paving standards. Cedar Lane Road will be widened to a half width arterial street. Staff will recommend deferral with final platting.

There is a petroleum pipeline located on the eastern boundary of the property. In the event the petroleum pipeline has to be upgraded, a temporary access road will be constructed to provide access to Block 19, Lots 1-10. While Everton Lane is closed for the pipeline installation, the temporary access will be constructed to meet the requirements of the Director of Public Works and the Norman Fire Department. The cost will be the responsibility of the developers/Home Owners Association.

Traffic calming devices will be utilized at the intersection of 24th Avenue S.E. and "H" Street; 26th Avenue S.E. and Everton lane; Southlake Boulevard and 21st Street; and Bretford Way and "E" Street. The specific design and type of calming devices will be decided with the submittal of construction plans with final platting.

Traffic Signal and Intersection Improvements. Traffic impact fees of \$163.74 per PM peak hour trip were previously calculated for the Southlake development for improvements at multiple locations along U.S. Highway 77 including Cedar Lane Road. It is anticipated that 25 percent of the traffic generated by the build-out of this addition will use the portion of U.S. Highway 77 between Cedar Lane Road and State Highway 9. Consequently, an impact fee of \$19,853.48 (\$163.74 per PM trip \* 0.25(485 PM trips) = \$19,853.48) should be collected with the filing of the final plat.

Water Mains. Water mains will be installed in accordance with approved plans and City and Department of Environmental Quality standards. There are existing twelve-inch (12") water mains adjacent to 24th Avenue S.E. and Cedar Lane Road. A portion of the water main may be relocated with the design of the revised preliminary plat.

Public Dedications. All rights-of-way and easements will be dedicated to the City with final platting. The common areas/open space "blocks" are located throughout the development. These areas "H", "I", and "K" are also located adjacent to Cedar lane Road. Additionally, these will be utilized for utilities and contain "Limits of No Access". All of these areas, including detention facilities, will be maintained by the Property Owners Association.

**RECOMMENDATION:** Based on the above information, Staff recommends approval of the revised preliminary plat for St. James Park Addition.

