



City of Norman, OK

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

Text File

File Number: PP-1213-16

Agenda Date: 5/28/2013

Version: 1

Status: Non-Consent Items

In Control: City Council

File Type: Preliminary Plat

Title

CONSIDERATION OF A PRELIMINARY PLAT FOR ASPEN HEIGHTS ADDITION, A PLANNED UNIT DEVELOPMENT. (GENERALLY LOCATED ON THE SOUTH SIDE OF IMHOFF ROAD APPROXIMATELY ONE-FOURTH MILE EAST OF CLASSEN BOULEVARD/HIGHWAY 77.

body

BACKGROUND: This item is a preliminary plat for Aspen Heights Addition, a Planned Unit Development and is generally located on the south side of Imhoff Road and one-quarter mile east of Classen Boulevard. This property consists of approximately 18.9 acres on one (1) developable lot. The proposal includes multi-family apartments with approximately 150 units.

Planning Commission, at its meeting of April 11, 2013, on a vote of 4-4 made no recommendation to City Council amending the NORMAN 2025 Land Use and Transportation Plan from Industrial Designation to Medium Density Residential Designation and that this property be placed in the Planned Unit Development (PUD) and removed from A-2, Rural Agricultural Designation. Also, Planning Commission, at its meeting of April 11, 2013, on a vote of 4-4 made no recommendation to City Council regarding the preliminary plat for Aspen Heights Addition, a Planned Unit Development.

DISCUSSION: The site plan for the proposed Aspen Heights Addition involves the development of apartment units. The location of this project is proposed for the southeast corner of the intersection of Classen Boulevard and Imhoff Road. Primary access to the development will be from a single driveway along Imhoff Road. Based on analysis provided, 158 apartment units with 552 beds will generate approximately 1,851 trips per day or 217 PM peak hour trips. As such, the trip generation potential for this development is above the threshold for when a traffic impact study is required. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities. See Attachment A.

A traffic impact study was completed by Traffic Engineering Consultants and submitted for the subject development in March, 2013. The traffic study concluded that no off-site improvements are necessary in order to support the traffic that will be generated by the development as proposed. This development will add traffic to the improvements recently constructed by ODOT and the City at the Classen Boulevard intersection with Imhoff Road. A traffic impact fee on a per trip basis was previously calculated for improvements to the Classen Boulevard and Imhoff Road intersection with the Crimson Park Apartments TIA. These fees of \$146.52 per PM peak hour trip are applicable to this development as well. From the traffic study, it is expected that 163 PM peak hour trips will utilize the Classen Boulevard intersection with Imhoff Road. This equates to \$23,882.76 in traffic impact fees to be collected with the final plat for this development. Finally, the traffic impact study submitted for this development recommends that the proposed access to Imhoff Road align with the existing access to the Cottages of Norman driveway located on the north side of Imhoff Road across from this development.

Public improvements for this property consist of the following:

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

Sanitary Sewers. Sanitary sewer mains will be installed in accordance with accepted plans and City and Oklahoma Department of Environmental Quality standards. The interior service lines will be privately maintained.

Sidewalks. Sidewalks will be constructed adjacent to Imhoff Road.

Storm Sewers. Storm sewers and appurtenant drainage structures will be installed in accordance with accepted plans and City drainage standards. Privately-maintained detention facility will be utilized.

Streets. Imhoff Road is existing.

Traffic Signal. Traffic impact fees were previously calculated for improvements to the Classen Boulevard intersection with Imhoff Road. These fees of \$146.52 per PM peak hour trip are applicable to this development as well. From the traffic study, it is expected that 163 PM peak hour trips will utilize the Classen Boulevard intersection with Imhoff Road. This corresponds to \$23,882.76 in traffic impact fees that should be collected with the final plat for this development.

Water Mains. There is an existing 12-inch (12") water main adjacent to Imhoff Road and a 24-inch (24") water main adjacent to State Highway No. 9. Interior water mains will be installed in accordance with accepted plans and City and Oklahoma Department of Environmental Quality standards to supply water to fire hydrants. These lines will connect to the 12-inch (12") and 24-inch (24") water mains.

Public Dedications. All rights-of-way and easements will be dedicated to the City with final platting.

Park Land. A fee in lieu of park land will be requested to be negotiated with final platting. The Norman Board of Parks Commissioners, at its meeting of April 4, 2013, recommended fee in lieu of park land.

RECOMMENDATION: Based on the above information, staff recommends approval of the preliminary plat for Aspen Heights Addition, a Planned Unit Development subject to approval of R-1213-113 and Ordinance No. O-1213-41.