



## Legislation Text

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**File #:** PP-1920-1, **Version:** 1

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CONSIDERATION OF A PRELIMINARY PLAT FOR CARRINGTON PLACE ADDITION WITH A WAIVER OF ALLEY REQUIREMENTS FOR LOT 2, BLOCK 16. (GENERALLY LOCATED AT THE SOUTHWEST CORNER OF FRANKLIN ROAD AND 36TH AVENUE N.W)

**BACKGROUND:** This item is a preliminary plat for Carrington Place Addition and is generally located at the southwest corner of the intersection of 36<sup>th</sup> Avenue N. W. and West Franklin Road.

The preliminary plat consists of 43.75 acres remaining. There are 59 residential lots remaining and 468 residential lots final platted for a total of 527 single-family residential lots. There are two commercial lots totaling 10.31 acres and 6.99 acres remaining of park land/open space.

City Council, at its meeting of June 22, 1999, adopted Ordinance No. O-9899-40 placing a portion of this property in the R-1, Single-Family Dwelling District and PL, Park Land, and removing it from A-2, Rural Agricultural District.

City Council, at its meeting of February 11, 2003, adopted Ordinance No. O-0203-21 placing a portion of the property in C-1, Local Commercial District and RM-2, Low Density Apartment District and removing it from A-2, Rural Agricultural District.

City Council, at its meeting of June 22, 2004, adopted Ordinance No. O-0304-66 placing a portion of this property in R-1, Single-Family Dwelling District and removing it from RM-2, Low Density Apartment District.

City Council, at its meeting of May 9, 2006, adopted Ordinance No. O-0506-44 placing the remaining portion of this property in R-1, Single-Family Dwelling District and removing it from A-2, Rural Agricultural District.

Planning Commission, at its meeting of August 8, 2019, recommended to City Council that the preliminary plat for Carrington Place Addition be approved with a waiver of the alley requirements for Lot 2, Block 16.

**DISCUSSION:** The proposed 59 single-family residential lots and the 91,500 commercial square feet in this addition are expected to generate approximately 6,200 trips per day, 244 AM peak hour trips, and 570 PM peak hour trips. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact review documenting the trip generation information for the single-family residential lots and the commercial square footage. In addition, the review contained an analysis of driveway spacing along both 36<sup>th</sup> Avenue NW and Franklin Road for the commercial corner. The development is proposed for location along the south side of Franklin Road and the west side of 36<sup>th</sup> Avenue NW.

The proposed addition will access Franklin Road with two driveways west of 36<sup>th</sup> Avenue NW and with a single driveway

along 36<sup>th</sup> Avenue NW south of Franklin Road. The location of these driveways satisfies the spacing requirements as outlined in the City's Engineering Design Criteria. With the planned future roadway improvements in the area, capacity clearly exceeds demand in this area. As such, no additional off-site improvements are anticipated. Regardless, a traffic impact fee for this area was established by agreement between the City and the developer. This fee was set at \$6.55 per daily trip. Based upon this previous agreement and the proposed site plans, the developer would be responsible for a traffic impact fee of \$41,258.45.

Public improvements for this property consist of the following:

1. Fencing. Fencing will be installed adjacent to West Franklin Road for the single-family residential lots that will back up to this collector street.
2. Fire Hydrants. Fire hydrants will be installed in accordance with approved plans and City water standards. Their locations have been approved by the Fire Department.
3. Sanitary Sewers. Eight inch (8") sanitary sewer mains (or larger) are proposed for this development and will be installed in accordance with City and Department of Environmental Quality standards.
4. Sidewalks. Sidewalks will be constructed adjacent to 36th Avenue N. W. and West Franklin Road. Sidewalks will be required adjacent to all of the interior streets.
5. Drainage. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Privately maintained detention facilities will be constructed to convey stormwater from the streets and lots. A property owners' association will maintain these facilities.
6. Streets. Interior streets will be constructed in accordance with approved plans and City paving standards. West Franklin Road and 36th Avenue N. W. will be constructed in accordance with approval plans and City paving standards. Staff will recommend deferral of these street improvements with any proposed final plat.
7. Traffic Signal. The intersection of 36<sup>th</sup> Avenue N. W. and Franklin Road will eventually require signalization. The cost of the signal cannot be attributed only to the Carrington Place Addition. The existing traffic and the traffic generated by other future development in the area will also contribute to this need. In order to distribute the cost in an equitable way, the applicant, other developers and the City of Norman will be required to fund a portion. The share for the applicant will be 34.38%, or \$39,537. The remaining 65.72% will be divided among other developers (35.26%) and the City of Norman (30.36%). This developer's share will be collected incrementally with the filing of each final plat by using a traffic signal impact fee of \$6.55 per daily trip.
8. Water Mains. A 12-inch water main will be extended to the end of the property adjacent to West Franklin Road. There is an existing 24-inch water main adjacent to 36th Avenue N. W. Interior 6-inch and 8-inch water mains will be installed in accordance with approved plans and City and Department of Environmental Quality Standards.
9. Public Dedications. All rights-of-ways and easements will be dedicated to the City with final platting.

Lot 2, Block 16 of the commercial property is less than one acre; as a result the engineer for the owner is requesting waiver of the alley requirements for this lot. Staff can support the request to waive alley requirements for the commercial lot because adequate circulation between the two commercial lots has been provided for service and any emergency vehicles.

**STAFF RECOMMENDATION:** Based on the above information, Staff recommends approval of the preliminary plat for Carrington Place Addition with alley waiver of the commercial lot, Lot 2, Block 16.