

EDMOND PLANNING COMMISSION MEETING

Tuesday, April 3, 2001

5:30 P.M.

The Edmond Planning Commission Meeting was called to order by Chairperson David Woods at 5:30 p.m., Tuesday, April 3, 2001, in the City Council Chambers at 20 South Littler. Other members present were Leroy Cartwright, Bill Moyer, Dyke Hoppe, and Elizabeth Waner. Present for the City were Robert L. Schiermeyer, City Planner; Marcy Hunt, Assistant City Planner; Kristi Anthony, Planning Technician; Jerry Smith, Assistant City Manager; Jan Fees, Community Connections Coordinator; and Steve Murdock, City Attorney. The first item on the agenda was the approval of the March 20, 2001, Planning Commission Minutes.

Motion by Hoppe, seconded by Moyer, to approve the minutes as written. **Motion carried** as follows:

AYES: Members: Hoppe, Moyer, Cartwright, Waner and Chairperson Woods

NAYS: None

The next item on the agenda was a **Public Hearing and Consideration of an Ordinance Amending Edmond Plan III from Single Family Dwelling and Suburban Office to Restricted Commercial Planned Unit Development Usage on the northeast corner of 33rd and Bryant, 19 acres. (Winchester Development LLC)**

Continued to May 8 at the request of the applicant.

The next item on the agenda was a **Public Hearing and Consideration of an Ordinance Rezoning from "A" Single Family Dwelling to "D-1" Restricted Commercial Planned Unit Development on the northeast corner of 33rd and Bryant, 19 acres. (Winchester Development LLC)**

Continued to May 8 at the request of the applicant.

The next item on the agenda was a **Public Hearing and Consideration of an Ordinance to close a portion of a public utility easement at 1709 Boomer Trail (Ron and Kristin Squires)**

Continued to April 17 at the request of the applicant.

The next item on the agenda was a **Consideration of a request for deed certification south of 15th, west of railroad tracks, east of Wind Rush Apartments. (Glenn Ashmore)**

In 1999, Dr. Glenn Ashmore was approved for "E-1" Zoning on a 7 acre parcel immediately west of the railroad tracks on the south side of 15th Street, east of Wind Rush Apartments. He is ready to divide the property into three parcels for future commercial development. The property has 407 feet of frontage along 15th Street and there will only be one driveway approved in the center of the property, 201 feet from the west right-of-way of the railroad tracks. This driveway will be sized for commercial vehicles and will represent the access for all three parcels, there will be no additional curb cuts on 15th Street to meet access management requirements. City water is available on the north side of 15th Street and since the street is four-laned and completed to full City standard, there will need to be a bore under the street for the waterline extension. Sanitary sewer will also have to be extended off-site either to the west or to the northwest across 15th Street. Mr. James Kelly, representing Dr. Ashmore, indicates he is aware of the requirements to bring water and sewer to the property. Todd Engineering has not completed a detailed cost estimate, but Dr. Ashmore is

anticipating the cost of public utility improvements, including the boring required under 15th Street to bring utilities to the property. The owner has completed his right-of-way negotiations with the city for the median improvements to 15th Street. Engineering approved the location of the one drive on the Ashmore property along 15th Street.

Subject to one drive approach on 15th Street, off-site bore north across 15th Street for the waterline and extension to the south side of the road with fire hydrants, and extension onto the property to serve the southernmost lot and off-site extension of sanitary sewer lines including any boring needed, provide all utility easements including any off-site easements, the three deeds are in order for approval. This tract of land is not within a flood plain. The two lots on 15th Street, are 1.07 acres; the larger lot to the south is 4.97 acres. A private cross access easement needs to be provided before any deeds are approved. The lots on the front are similar to the size of Edmond Trophy and other lots being developed along 15th Street.

Motion by Moyer, seconded by Cartwright, to approve this request. **Motion carried** as follows:

AYES: Members: Moyer, Cartwright, Hoppe, Waner and Chairperson Woods

NAYS: None

The next item on the agenda was a **Consideration of the Final Plat of Bridgewater Office Section 2 located on the east side of Santa Fe, east of Jeannes Trail. (ERC Properties)**

Smith-Roberts Engineering is representing ERC Properties, Inc., requesting approval of a “D-O” Office Commercial Plat. This plat consists of 3.77 net acres. The development contains one lot generally 310 feet by 421 feet, and approximately 250 feet of a new public street, Bridgewater Boulevard, located on the south side of the office lot. The adjoining uses include Christian Brothers Automotive under construction to the north, Santa Fe Trails single family to the west, across Santa Fe and the Trails 4th Addition, single family and located to the west. ERC Properties owns the land to the east and south, an existing pond is approximately 130 feet south of the new street. Santa Fe has been improved to city standard and contains 100 foot of right-of-way. The driveway into this office lot is aligned across from Jeannes Trail in the Trails 4th Addition. New water lines and sanitary sewer lines will be installed along Bridgewater Boulevard and/or along the east side of the single office lot planned. “Limits of no access” is labeled along Santa Fe, except for the one driveway location. The islands in the Boulevard Street are labeled as lots “A” and “B” and are to be maintained by a property owners association.

Motion by Hoppe, seconded by Waner, to approve this request. **Motion carried** as follows:

AYES: Members: Hoppe, Waner, Cartwright, Moyer and Chairperson Woods

NAYS: None

The next item on the agenda was a **Public Hearing and Consideration of a Request for Commercial Site Plan Approval for a Holiday Inn Express & Suites located on the south side of East 2nd Street, west of the Conoco Service Station, east of the Animal Medical Clinic. (Easter Hospitality Group)**

Planning Commission

April 3, 2001

t present for this item

This property is zoned “E-1” General Commercial District. The proposed use is Holiday Inn Express & Suites. This property is located in the I-35 Corridor and is the first site plan reviewed under those standards. Braum’s submittal at 15th and I-35 was just prior to the actual code being adopted. The property to the east is a Conoco Service Station, the property to the west is a veterinary clinic in a building that is approximately 20 years old, to the south is undeveloped land

west of the Hampton Inn, Village at Clayton Pond is located to the northeast and Ridge Pointe PUD is located to the north. There is at least 230 foot of right-of-way along this portion of 2nd Street so the residential may not be “directly abutting” as stated in the Code but these are the closest additions and are immediately north. Clayton Pond and Ridge Pointe are both single family additions.

The front wall is 34 feet from the front property line but due to the extra right-of-way is 164.80 feet from the center line of 2nd. The setback from the south property line is 32 feet, the setback from the west property line is 74 feet and the setback from the east property line is 146 feet. The property is platted as Lots 7 and 8, Block 1, Fountain Oaks Addition and there are some existing easements on the recorded plat.

The building will have 41,846 square feet. The building exterior is a combination of brick with a very small amount of split face block at the base of the building or used as a wainscot to add a little texture to the building wall. The design includes a pitched roof and the building is 32 feet in height and is three story. Signage would be on the east and west sides of the building. No ground sign is planned. Windows will be located on all sides of the building with the front of the building facing east. Mechanical equipment will be located on the ground based on the pitched roof construction or under the roof other than vent pipes required by the Mechanical and Plumbing Codes. No equipment will be located on the roof.

Pole lights using a shoebox style fixture, not more than 24 feet in height, are required by Section 22.29D.060 of the I-35 Standards Subsection 9. Based on the character of the area, the light poles need to be a bronze or similar color to the building. Brick or a combination of split face block matching the building will be used on 3 sides of the dumpster enclosure located in the southwest corner of the property. No ground signs are proposed. There are 3 wall signs; two wall signs total 150 square feet each. There are 95 parking spaces provided. Bus parking would be located to the east next to the Conoco Station. All spaces are 9 feet by 20 feet and the aisles are 24 feet or more.

The lot area is 90,002 square feet. The fifteen percent required landscape area equals 13,500 square feet. The applicant has requested a reduction to 12% of the lot, or 10,800 square feet, based on compliance with criteria in the Code for reducing landscaping. Mr. Isch’s letter of March 26 identifies the five points he feels complies with the standards in Section 22.29D.040 Subsection 2 allowing the reduction of 3%. A minimum of 1,296 plant units are required, of which 518 plant units are required to be evergreen. The applicant is proposing to provide 16,164 square feet of landscape and lawn area, 12,236 square feet of which will be in front. The applicant is proposing to provide 1,343 plant units of landscaping, of which 598 plant units are evergreen. The applicant meets or exceeds the minimum screening and tree numbers required. The landscape ordinance for this district requires that 75% of the plant material be selected from the Vegetation Palette for the I-35 Corridor. The applicant’s landscape plan has 60% of the plant material selected from the palette.

Planning Commission as or shrubs as it was cleared more than five years ago. The applic 64
April 3, 2001 ODOT prior to placing plant material or other improvements in the 6

One driveway location is planned and installed as part of the Fountains Subdivision and there is extra street right-of-way along 2nd Street, 130 feet from center line, rather than 50 feet based on it being a state highway near an interchange. Tom Minnick, Traffic Technician with the City, has evaluated whether a deceleration lane needs to be provided for east bound traffic and such a lane is not warranted based on the traffic generated by Holiday Inn Express. The dumpster enclosure is proposed for location in the southwest corner of the parking lot behind the building and will be

required to be brick matching the building because of the I-35 Corridor. Fire Marshall David Wiist has approved the plans which include a private water line with fire hydrants added to the east and west sides of the building, accessible by the firelanes. The line is looped on 2nd Street around the building and the building has a fire sprinkler system.

There is common detention east of the Hampton Inn for lots in this Fountain Oaks Addition which now include Hampton Inn, Conoco, Holiday Inn Express and three additional lots that are undeveloped. The Engineering Department has reviewed a grading and erosion control plan and have evaluated the calculations for the amount of impervious surfacing which complies with the original design for Fountain Oaks.

Ernie Isch, representing Holiday Inn Express, is requesting that the Planning Commission approve 12% landscaping rather than 15% based on the justification and compliance with the criteria allowed in the code which allows a reduction based on:

1. A 1% reduction for having no ground sign
2. A ½% reduction for directly adjoining landscaping to Conoco located east of the subject site
3. A ½% reduction for shared detention
4. A 1% reduction for features that aid in noise abatement. The proposed noise abatement features include a four foot cedar post stockade fence with berms and landscaping to be built in the highway right-of-way along the entire front of the property. The fences are 104 feet by 48 feet in the northeast corner along the property line, 96 feet by 32 feet on the northwest corner of the property and 144 feet along the south property line. The standard in the ordinance provides a combination of berms, masonry walls and wooden fences may be used to meet this noise abatement standard.

Mr. Isch requested to install only 60% of the trees and plants from the I-35 palette. The code requires 75%. The applicant is requesting other materials, including crepe myrtles and Austrian pines, which are not on the palette. The applicant is proposing to place 25% of the total plant units required in the right of way. ODOT approval of a landscaping maintenance agreement for the use of the right-of-way is necessary. If the right-of-way cannot be used, the landscaping plan needs to be reconsidered only at the time ODOT would reject use of the right-of-way.

Dick Haag of the I-35 Corridor Coalition stated he had no objection to the motel use. However, he did express opposition to the size of the project in relation to the size of the lot. He commented on the height of the structure and the presence of widows that would overlook adjacent properties. He also expressed concern about the placement of the landscaping in the ROW as well as over a utility easement. Mr. Haag stated that a future decel lane or any future need to access the utility would threaten the long-term presence of the landscaping. Mr. Haag opposed the 1% reduction in landscaping for the proposed noise abatement features. He cited locations where a six-foot
Planning Commission
April 3, 2001

65
ruffle sounds. He stated that he did not want a four-foot wooden fence precedent for noise abatement feature in the future along I-35.

Ronnie Williams of the Edmond Neighborhood Alliance was also not opposed to the motel use. However he had some concerns about the proposed noise abatement features. He explained that this was the first site plan under the new I-35 ordinance. He suggested that we get professional input on noise levels. Further he expressed the same concern as Mr. Haag regarding setting an undesired precedent for noise abating features on I-35. Mr. Williams suggested granting a 1% reduction in landscaping for shared drive rather than the sound abating features. Mr. Williams also expressed concern about granting a variance on landscaping to Holiday Inn Express. He was concerned that it could be interpreted as an incentive to clear cut other properties in the corridor.

Max Crandall of Arrowhead Trails and member of the I-35 Corridor Coalition also stated that he had no objection to the motel use. Mr. Crandall did express concern about noise posed by the air conditioning units. He added that mechanical noise may aggravate the dogs at the kennel located to the west of the property. He suggested that a masonry wall to provide a more appropriate noise mitigating separation between the two uses. Mr. Crandall also expressed concerns about granting variances on landscaping. He did not want such actions to be viewed as an incentive to clear cut.

Commissioner Moyer agreed with citizen comments about establishing a precedent for noise abating features. He suggested that a reduction in landscaping not be granted for that reason. Rather Commissioner Moyer recommended applying the landscaped reduction toward a shared drive.

Commissioner Waner expressed concern for granting a variance on landscaping. She felt that such variance could be interpreted as an incentive to clear cut land. She stated that she did not want to set a precedent of rewarding the loss of native vegetation. She also questioned the compatibility of the landscape design with the natural appearance of the I-35 corridor. She added that she did not feel adequate parking was provided on the site plan.

Commissioners Woods and Hoppe stressed that a variance on landscaping could be granted since the land was cleared prior to the adoption of the I-35 ordinance. Each explained that any clearing of land after the adoption of the I-35 ordinance will not be considered for any variances.

The applicant, Tony Foster, stated that air conditioners are quieter than previous air conditioning units have been. He added that this site was larger than typical sites for Holiday Inn Express. He explained that the heightened landscaping standards in Edmond have resulted in a larger lot. Mr. Foster accepted the Commission's concerns about the noise abating features. He stated he would prefer not to do the fencing and also spoke of the benefits the berms and the elevation changes would still provide for noise abatement. He agreed to not receive a reduction in landscaping for noise abating features. Rather a reduction will be granted for the shared drive.

Motion by Moyer, seconded by Hoppe, to approve this request with the following contingencies:

1. 1% reduction in landscaping for shared drive.
2. 1% reduction in landscaping for the presence of no ground sign.
3. ½% reduction in landscaping for having landscaping beds that adjoin beds in the adjacent property.

Planning Commission landscaping for shared detention. 66
April 3, 2001 now 60% of the landscaping to be taken from the vegetation palette rather than the required 75%.

6. No fence from the Northeast corner to the Northwest corner. **Motion carried** as follows:

AYES: Members: Moyer, Hoppe and Cartwright

NAYS: Waner

Chairperson Woods was not present for this item

The next item on the agenda was a **Public Hearing and Consideration of an Ordinance to close a portion of a utility easement at 2709 Spyglass Hill Road, Fairfax Estates. (Gary Van and Janet E. Rabb)**

Continued to April 17 at the request of the applicant.

The next item on the agenda was a **Discussion of interest and future dates for workshops at regular Planning Commission meetings to update definitions for the Zoning Ordinance,**

discussion of new procedures and changes for PUD applications, continued discussion of Connectivity, and discussion of Documentation and Listing of Requirements pertaining to Site Plans, PUDs and Special Use Permits and minutes.

Commissioner Moyer suggested that the Commission also study growth management strategies in Edmond, particularly east of I-35. Bob Schiermeyer added that a performance measure has been developed in the Strategic Plan for Edmond Planning Department that will evaluate where growth is occurring and its proximity to public investment, such as infrastructure, public safety services, and public open space.

Commissioner Woods suggested continuing this item, allowing staff to develop a prepared list of topics to be presented to the Planning Commission for consideration and discussion. He asked the staff prioritize issues deserving of early consideration. Commissioner Woods also offered that special meetings may be necessary if the case load of the Planning Commission meetings does not allow enough time to adequately address long range planning issues.

Commissioner Hoppe offered the PUD process to be considered in the list of items for the Commission to study. Commissioner Waner asked what progress has been in improving the subdivision regulations. Bob Schiermeyer explained that subdivision regulations will be revisited following an impact analysis of growth on the public infrastructure system.

There was no **New Business**. **Meeting adjourned at 7:20 p.m.**

David Woods, Chairman
Edmond Planning Commission

Robert Schiermeyer, Secretary
Edmond Planning Commission