

EDMOND PLANNING COMMISSION MEETING

Tuesday, August 2, 2011

5:30 P.M.

The Edmond Planning Commission Meeting was called to order by Chairperson Barry K. Moore at 5:30 p.m., Tuesday, August 2, 2011, in the City Council Chambers at 20 South Littler. Other members present were Leroy Cartwright, Bill Moyer, Mark Hoose and Lydia Lee. Present for the City were Robert L. Schiermeyer, City Planner; Kristi McCone, City Planner; Steve Manek, City Engineer; and Steve Murdock, City Attorney.

The first item on the agenda was **the approval of the July 19, 2011 Planning Commission minutes.**

Motion by Lee, seconded by Cartwright, to approve the minutes as written. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Lee, Cartwright, Hoose, Moyer and Chairperson Moore

NAYS: Members: None

The next item on the agenda was **Case #PR110008 Public Hearing and Consideration of Preliminary Plat of the Hampden Hollow Addition with private streets, located east of Air Depot, just under one-half mile north of Covell Road. (J.W. Armstrong)**

Chairperson Moore left the room for the discussion of this item and Vice Chairperson Hoose chaired the meeting for this item.

Engineer Earnest Isch is representing Gap Development LLC in requesting 115 single family lots on 41.99 acres north of the existing Hampden Hollow Addition at Air Depot and Covell Road. The property is zoned "A" Single Family dwelling and the lot sizes are planned at 65 feet by 115 feet. The lots are generally 7,475 square feet or larger. The application indicates the developer will build 2,200 minimum square footage homes adjacent to Hampden Hollow Phase I. The addition plans for another access point on Air Depot and a connection at Buckland Road and Wendover Road. It should be expected there will be at least two phases of final plat submittals. There is an existing oil well and tank battery on the site with a separate access to Air Depot. There is a 30 inch high pressure gas pipeline along Air Depot. There is a floodplain along the northeast and eastern sides of this development that will be left in common area. Due to the floodplain, there are no stub-out streets to adjoining areas. The City of Edmond is planning a substation to the west of Air Depot and grading for that location has started.

The streets in this addition are private and the Preliminary Plat will be reviewed by the City Council since there are private streets. There are a number of common areas. There is a common area along Air Depot 56 feet in width due to the 110 foot wide pipeline easement. There are several detention areas planned and those will all be common areas as well as the large 100 year floodplain in the northeast corner. The Pedestal Oil Well is still operational and will still have to be accessed from Air Depot. That portion of the addition may be delayed until the status of the well is resolved.

Sometimes the well areas are platted but no building permits can be issued in these cases based on the State Statute and City Code separation requirements. An oil well access road on Air Depot will be used as the construction entrance. The Edmond Trails Plan does not show any trail through the addition. The nearest trail would be east of the commercial property west of Goddard School with the main trail along the Coffee Creek floodplain to the north. With the private recreation area and private streets, no trails are needed for this addition.

Randel Shadid, representing J.W. Armstrong stated that the oil company could use the streets in Hampden Hollow to access the well for the minimal traffic needed for the well. The construction access would be at the location of the lease road but would be eliminated once the first phase subdivision is ready for building permits. He indicated the damage to the road is not expected to be substantial. He noted that garbage trucks and moving vans would also be using the vans. Commissioner Lee spoke indicating she was opposed to large trucks going through the neighborhood, particularly next to the Homeowner's Association pool and park. She felt this was a public safety issue and that the residents had not given permission, even if the developer had approved the oil company access. Randel Shadid commented this is standard procedure for the oil companies to use the existing streets for access, such as Golden Gate at Twin Bridges and Thomas Trails. A pickup truck may access the well weekly and the tanker trucks access the well monthly at most and the work over rig would be at the site once a year at most. Joe Reynolds of 5816 Great Hampden objected to the addition. He felt there ought to be 2 access points to Air Depot for the additional homes. He also felt the 2,200 square feet was too small since the existing homes were 2,800 square feet or larger. Barry Greyson of 2816 Hardwick Road also spoke in opposition, indicating that Air Depot was not constructed to handle truck traffic. Tim Altendorf with Pedestal Oil Company indicated the lease agreement was approved in 1984 with the Bridle Family. The well was drilled in the early 90's. He felt that the oil company should not be placed in the position to use the private streets in a neighborhood when other access could be available to the well and that the agreements precede any development of this property and have been known about prior to the purchase of the property. He was concerned about liability of the road improvements, particularly with a gated access. Ronnie Williams with the Edmond Neighborhood Alliance indicated that the damage to the road might show up after a long period of time and felt it wasn't fair to put the burden of the road stress to the homeowner's at some time in the near future when the association is turned over to the residents. He wondered why this could not have been worked out between the developer and the oil company prior to the meeting. Commissioner Lee indicated she was concerned about this situation since the current home owners had not been consulted. She indicated it was not appropriate for semi trucks to go through the neighborhood, especially next to the park. Commissioner Moyer indicated he felt there should be a better solution. Commissioner Hoose commented he was familiar with several situations where wells are accessed by private streets and he knows that they must be allowed on the public streets.

Motion by Lee, seconded by Cartwright, to approve this request. **Motion failed** by a vote of 2-2 as follows:

AYES: Members: Cartwright and Vice Chairperson Hoose

NAYS: Members: Moyer and Lee

The next item on the agenda was **Case #Z060048 and Case #Z060050 Public Hearing and Consideration of Commercial Planned Unit Development Extension for Bridges of Spring Creek, located east of Bryant Avenue and north of 15th Street. (Sooner Land Company, LLC)**

The Planned Unit Development commercial zoning was originally approved in November 2006. With a proposed amendment on your agenda to allow for a driveway on Bryant for the proposed bank lot, BancFirst felt it was best if they requested the PUD Amendment and Sooner Land moved forward with the PUD Extension. There are no other changes to the current Bridges of Spring Creek PUD, which provides "E-1" General Commercial PUD zoning for a proposed department store, with the majority of the property being zoned "D-1" Restricted Commercial. This will be the first time the PUD is extended from November 7, 2006. The project contains 31.24 acres.

The PUD Design Statement provides for the following statement: "The drive opening and curb cut on Bryant just north of the Bridge on Bryant will be eliminated and all access to the development from Bryant will be at the traffic signal", this statement is on page 4 of the PUD Design Statement. The amendment would request one access point on Bryant for Lot 3, Block 1, Bridges at Spring Creek West. This driveway location has been determined to meet all Edmond Transportation Plan standards as to separation between drives. BancFirst no longer plans to build on the north side of the entry drive at Briarwood and on Bryant.

Randel Shadid represented the applicant asking for an extension as previously approved. Commissioner Lee asked if the PUD Design Statement or the required master plan had been updated to identify the 12 requirements of the City Council. Staff indicated it had not been. No one appeared in objection. Randel Shadid indicated the only modification from all previous City Council actions is that BancFirst wishes to consider one new driveway that was excluded in the original PUD Design Statement. All other actions and descriptions of this project remain the same. This project was voted on in November 2006 in a City wide election. Commissioner Lee indicated that since it was voted on by citizens, she felt that changes to the project should be in accordance with the original approval.

Motion by Cartwright, seconded by Moyer, to approve this request. **Motion carried** by a vote of 4-1 as follows:

AYES: Members: Cartwright, Moyer, Hoose and Chairperson Moore

NAYS: Members: Lee

The next item on the agenda was **Case #SP090016 Public Hearing and Consideration of Site Plan Extension for Bridges of Spring Creek, located east of Bryant Avenue and north of 15th Street. (Sooner Land Company, LLC)**

Randel Shadid is representing Sooner Land Company in requesting extension of the Site Plan for the Bridges of Spring Creek. This project only includes the land east of the main

north/south creek, north of 15th Street and the bridge over the north/south creek. The minutes of the November 9, 2009 City Council meeting are attached, listing 12 conditions of the Site Plan. There are no changes in the Site Plan at this time. In March 2007, the design statement was modified regarding pine trees on the south side of the property. No building permit has been requested for the site plan since the original approval. No final plat has been approved for the area east of the creek. Site Plans for properties west of the creek are considered individually as projects are submitted. The only project west of the creek that has been submitted is BancFirst located south of Pelican Bay Aquatic Center. The bank would now like to move to the lot south of the main driveway into the Bridges of Spring Creek. Extension of the Site Plan with the 12 conditions is requested.

Motion by Cartwright, seconded by Moyer, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Cartwright, Moyer, Hoose, Lee and Chairperson Moore

NAYS: Members: None

The next item on the agenda was **Case #Z060048 Public Hearing and Consideration of Amendment to the PUD Design Statement for Bridges of Spring Creek to allow a drive on Bryant, located on the east side of Bryant, south of the Briarwood Drive and Bryant intersection. (BancFirst)**

Mark Lisle with BancFirst is planning a 10,000 square foot bank building south of the original site, south of Pelican Bay Aquatic Center, east of Bryant. This location would be south of the Briarwood Drive and Bryant Avenue intersection in the western part of the Bridges of Spring Creek project. The PUD was written in 2006, before the Master Transportation Plan and the bank would like to consider a drive on Bryant in addition to the driveway east of Briarwood. The separation of existing drives is in accordance with the Master Transportation Plan. The bank is requesting that the PUD Design Statement be modified to allow the driveway on Bryant. There has been considerable discussion with the bank about the bridge replacement on Bryant that is a current project, including the turning lanes planned along Bryant. The property is platted as the Bridges of Spring Creek West. The 25 foot landscape buffer will be retained along Bryant.

The sentence in the PUD Design Statement that is to be changed currently reads as follows:

“The drive opening and curb cut on Bryant just north of the bridge on Bryant will be eliminated and all access to the development from Bryant will be at the traffic signal.”

The amended language in the PUD Design Statement would read as follows: “The Bridges of Spring Creek West will allow for one drive cut on Bryant for Lot 3, Block 1 rather than having all of the access from the traffic signal in alignment with Briarwood Drive and Bryant Avenue. This driveway will not require a variance from the Master Transportation Plan.” 2011 Amendment.

Mark Lisle represented BancFirst indicating they had reviewed the driveway location with the City Engineering staff and indicated it was in compliance with the 2006 Transportation Master Plan and felt it was reasonable to ask for one new drive cut. More detail is available about the fifth lane planned on Bryant after the bridge is replaced north of 15th Street and the drive would not conflict with that turn bay /fifth lane. The additional lane allowed for more distribution on site. The bank is purchasing all of the land east to the creek, which may not have been the proposal with the first concept plan when multiple buildings were planned on the subject lot.

Motion by Moyer, seconded by Hoose, to approve this request. **Motion carried** by a vote of 4-1 as follows:

AYES: Members: Moyer, Hoose, Moyer and Chairperson Moore

NAYS: Members: Lee

The next item on the agenda was **Case #PR110009 Public Hearing and Consideration of Preliminary Plat for Hutton Place, an addition with private streets, located on the south side of Coffee Creek Road, west of Williams Drive and approximately one-quarter mile west of Bryant Avenue. (Bob Turner)**

Mr. Bob Turner is requesting preliminary plat approval of a private street Addition on 10.12 acres containing 32 single family lots. The lots are generally 65 feet by 120 feet, 7,800 square feet. A 20 foot building line is identified as the front setback. Mr. Turner will extend off-site, north of Coffee Creek Road to connect to water and sewer. Redmont Trace IV Addition is under construction to the west, which will be served with City water. Not all of that Addition has the capacity to have a gravity flow sewer line for service, but if Hutton Place is approved some of the lots in Redmont Trace IV will have sanitary sewer. The streets in this Addition will be private and there will be gated access. Williams Drive is a private street to the east. There will be no access from Williams Drive into this Addition. All of the lots in Hutton Place will back up to Williams Drive. A private detention area will be located in the northeast corner of this subdivision. Two of the lots, 5 and 6 in Block 2, will have a common area access to the street. That common area is only 130 feet in length. The developer is providing for 70 feet of right-of-way along Coffee Creek Road, matching the recommendation of the Transportation Master Plan. The Caliburn Addition is located to the northwest and the Golden Gate at Twin Bridges is located to the northeast. Acreage lots have been developed along Williams Drive to the south and east of subject property. This land is zoned "A" Single Family. There are two water lines in the vicinity; one 24 inch line connects the Boulevard/Coffee Creek water storage facility with the east side of town where the two water towers are located on I-35. The second water line is for service of the abutting development. Mr. Turner has held a Community Connections meeting for this project.

Martha and Bob Turner were in attendance, they noted a Community Connections meeting had been held prior to the Planning Commission meeting. No one appeared in objection.

Motion by Moyer, seconded by Hoose, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Moyer, Hoose, Cartwright, Lee and Chairperson Moore
NAYS: Members: None

The next item on the agenda was **Case #Z110012 Public Hearing and Consideration of Rezoning from “G-A General Agricultural to “L-1” Lake Preservation on property generally located north of 33rd Street, on the east side of Air Depot Boulevard. (Jerad Lovett)**

Mr. Lovett owns 30 acres of land north of 33rd Street, east of Air Depot. This property near Arcadia Lake is projected for “L-1” Lake Preservation. Mr. Lovett plans 11 lots on a private street, using individual wells and septic tanks. There is already a similar development to the north called Whitetail Run and one to the south called Lakewood Ridge. This request does not involve a Plan Amendment. The property directly north is still zoned Agricultural and Whitetail Run is located north of that. This zoning will be consistent with surrounding zoning and matches the Edmond Plan.

Jared Lovett was in attendance. No one appeared in objection.

Motion by Cartwright, seconded by Hoose, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Cartwright, Hoose, Moyer, Lee and Chairperson Moore
NAYS: Members: None

The next item on the agenda was **Case #PR110007 Consideration of Final Plat of Oakview Professional Pointe Phase II, located north of Memorial Road, approximately one-quarter mile west of I-35. (Roger Hicks)**

Mr. Hicks is submitting the final plat as a follow-through from the site plan that was approved several months ago for the Oakview Professional Office Park. There are already three buildings on the property and the newest buildings will be constructed on the northeast corner of the property. All of the construction plans have been submitted and approved as a part of the site plan. The overall project will likely consist of six buildings when fully completed. The plat consists of 2.102 acres and three lots zoned “D-0” Suburban Office. Water and sewer are available and the newest building will be fire sprinkled.

The adjoining uses include Edmond Oaks Addition to the west, the State of Oklahoma Highway Department Sign Shop to the north and the State also owns land to the east. The plat provides for utility easements. The access right-of-way is private and will be owned by Mr. Hicks. All of the addresses will be on Memorial Road. This plat will replace Oakview Professional Pointe Phase I.

Terry Kerr was in attendance for Mr. Hicks. No one appeared in objection.

Motion by Moyer, seconded by Lee, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Moyer, Lee, Hoose, Cartwright and Chairperson Moore

NAYS: Members: None

The next item on the agenda was **Case #PR100016 Public Hearing and Consideration of Preliminary Plat for Creekside Village II located north of Dooley Farms Lane, one quarter mile north of West Edmond Road. (Creekside Village II, LP)**

Bryan Coon with Coon Engineering is requesting Preliminary Plat approval for a 7.64 acre "C-3" zoned parcel west of the existing Creekside Village project. This 72 unit development would be built in the same style as the first project with one story four-plexes. There will be no direct interconnection between the two projects although there is a private driveway between Dooley Farms Boulevard and Creekview Drive. The Kimberly Crossing Addition to the west is gated with private streets. The main issue with the last discussion of this location was providing access to the north to a 40 acre parcel owned by Robert Cassidy. Mr. Coon has provided for a public street named Cassidy Drive along the west side of the project, extending 2/3 of the way north as agreed to. A 50 foot or wider public street and utility easement will be provided north to the Cassidy property line as a public access to his property for future connectivity. Mr. Cassidy's property can be accessed through the Chateau Addition by way of Dustin Drive as a second access point. City water lines will also be accessible on Cassidy Drive and there will also be a sanitary sewer line in the creek between Kimberly Crossing and Creekside Village II. A sidewalk or trail easement can be provided along Cassidy Drive with the additional public right-of-way granted. The plat includes an existing trail easement in the floodplain/creek area between Dooley Farms and Creekside Village. This would be the most expensive trail location and have the most impact of changing the character of the area rather than to have a trail along the west side of Cassidy drive out of the floodplain/creek area. This location is an improved sidewalk alignment over the recommendations of the original Master Trail and Sidewalk Plan.

There is a looped driveway through the project providing three access points on Dooley Farms Boulevard. In the northern part of the property there is a Corps of Engineers regulated creek area that has been reviewed and will be improved to meet the Corps of Engineers standards. A series of retaining walls are being built along that creek. The FEMA requirements are also being met.

The Fire Department comments are as follows:

All the units will have fire sprinkler systems. The City Code has changed since the original Creekside Village was constructed. The island in the turn around on Dooley Farms Boulevard will be removed. The fire hydrants have been approved; the project will not have private gates.

Robert Cassidy, property owner to the north spoke indicating he felt it was unreasonable to require him to build a bridge or box meeting the 100 year floodplain requirements. He felt there was a better location for a road to his property and that his father had planned a road along the half section line but the easement was never recorded. He said his family had owned the property since the land run. Bryan Coon, representing Creekside

Village II indicated he had followed the exact City Council instructions in designing the street, road easement and trail location. He indicated he solved all of the drainage problems on this property for the Corps of Engineers and the FEMA requirements. He indicated the road easement to the Cassidy property was extra wide to allow for flexibility based on existing conditions.

Motion by Hoose, seconded by Cartwright, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Hoose, Cartwright, Moyer, Lee and Chairperson Moore

NAYS: Members: None

The next item on the agenda was **Case #SP110015 Public Hearing and Consideration of Site Plan approval for Creekside Village II, located north of Dooley Farms Lane, one quarter mile north of West Edmond Road. (Creekside Village II, LP)**

Planning Department comments:

1. Existing zoning – “C-2” PUD
2. Setbacks – 25 foot front building line along Dooley Farms Lane, the setback on the east is 20 feet, the setback on the north is 20 feet and the setback on the west is 10 feet to Cassidy Drive.
3. Height of buildings – 22 feet. 72 units built as four-plex structures with fire sprinkler systems, including the clubhouse and pool building.
4. Parking – 126 spaces are provided
5. Lot size – 331,056 square feet. Buildings total 64,990 square feet.
6. Lighting Plan – Decorative lights, 12-15 feet in height with globe fixtures will be used as in Phase I
7. Signage – One but not more than two ground signs on Dooley Farms Lane, 50 square feet, no more than 8 feet in height. The name of the project will be Creekside Village Apartments.
8. General architectural appearance – The buildings will be like Phase I, mostly brick veneer with some siding, pitch roof construction with composition shingles. The buildings are built in four-plex style with automatic fire sprinkler systems. Sprinkler systems were not required with Phase I but the Municipal Code has changed.
9. Sensitive borders – The land to the north is undeveloped and zoned “A” Single Family, the area is not platted. Kimberly Crossing is located to the west; the Cassidy Drive right-of-way along the west side of the property is 84 feet wide. The nearest setback to the creek on the east side of Kimberly Crossing is 100 feet. There is also a

floodplain west of Cassidy Drive in Kimberly Crossing.

10. Mechanical equipment – Based on the pitch roof, the air conditioners will be located on the ground, as with Phase I
11. Fencing/screening – No fencing is required for this project. The fence around the pool is 6 feet high.

Engineering Department comments:

12. Driveways, access management and paving– There will be three access points along Dooley Farms Lane in to this 72 unit project. The Fire Department will have access to the driveways as fire lanes. The cul-de-sac drive is accessed by fire hydrants and there is adequate space to serve the 12 units on the cul-de-sac.
13. Water and wastewater plans – City water and sewer are available for service. A water line will not be extended to the north property line at this time since that would represent a dead-end line with poor water quality. The better plan allow for the looped water system along the interior driveway, then at the time a project develops to the north, the water line can be extended in the public easement, just like Cassidy Drive will be extended to the north. We have discussed that the DEQ is concerned about water quality issues in non-looped lines.
14. Drainage detention and grading – Drainage plans have been submitted for the Corps of Engineers regulated creek extending in the north part of this project as well as detention for the overall project. There is a detention pond to the southwest of the site serving Kimberly Crossing and that detention pond will be re-worked to meet the requirements of Creekside Village II.

Building and Fire Code Services comments:

15. Applicable Building Code, Fire Code and ADA – Compliance with the Fire Code includes fire sprinkling all 72 units. The addition of fire hydrants and a properly sized water line extending throughout the project. The fire hydrant locations have been checked and approved. A flow test has been completed for water pressure purposes. The property to the north, if developed, will connect to Dustin Drive in Chateau with a water line and the water line will need to be looped on Cassidy Drive which will benefit everyone in the area by having a main system connected from Kelly and West Edmond Road.

Urban Forestry comments:

16. Landscape Plan:

Landscaping - <u>Lot area = 331,056 sf</u>	<u>Landscape provided on plans submitted</u>
10% of lot = 33,105 sf	sf landscaping/lawn area
Plant units required = 2,666 PU	2,777 plant units
Evergreen required = 1,066 PU	1,720 plant units

50% of landscaping in front = 1,333 PU 1,917 plant units
Total landscaped area = 33,105 sf

Waste Management comments:

17. Refuse facilities – The dumpster enclosures will be stockade, 6 feet in height as used in Phase I

Edmond Electric comments:

18. Electric – Edmond Electric will serve this location and retain the proper easements on the Final Plat. They are familiar with the Site Plan for access.

Motion by Hoose, seconded by Cartwright, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Hoose, Cartwright, Lee, Moyer and Chairperson Moore
NAYS: Members: None

There was no New Business.

Motion by Cartwright, seconded by Hoose, to adjourn. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Cartwright, Hoose, Moyer, Lee and Chairperson Moore
NAYS: Members: None

Meeting adjourned at 7:00 p.m.

Barry K. Moore, Chairperson
Edmond Planning Commission

Robert Schiermeyer, Secretary
Edmond Planning Commission