



City of Broken Arrow

Request for Action

File #: 20-522, **Version:** 1

**Broken Arrow Planning Commission
05-14-2020**

To: Chairman and Commission Members
From: Development Services Department
Title: Approval of PT19-105, Conditional Final Plat, Centennial Crossing, 21.52 acres, 2 Lots, A-1 to PUD 266A/RM, one-quarter mile south of Omaha Street (51st Street), east of Elm Avenue (161st Avenue)

Background:

Applicant: Alan Betchan, AAB Engineering, LLC
Owner: Brown & Perkins, LLC
Developer: Brown & Perkins, LLC
Engineer: AAB Engineering, LLC
Location: One-quarter mile south of Omaha Street, east of Elm Avenue
Size of Tract 21.52 acres
Number of Lots: 2
Present Zoning: A-1 to PUD 266A/RM (BAZ-1986)
Comp Plan: Level 3 (BACP 146)

PT19-105, the conditional final plat for Centennial Crossings, contains 21.52 acres and is proposed to be divided into two lots and one reserve area. This property, which is located one-quarter mile south of Omaha Street, east of Elm Avenue, is presently zoned A-1. On February 7, 2019, the City Council approved BAZ-1986 to change the zoning on the property from A-1 to RM (Multifamily Residential) along with PUD 266. PUD 266 and BAZ-1986 were approved subject to the property being platted. A preliminary plat for Centennial Crossing was reviewed and approved by the Planning Commission on April 26, 2019, subject to an attached checklist.

PUD 266 divided the property into two development areas, A and B. Development Area A coincides with Lot 1, Block 1, while Development Area B corresponds with Lot 2, Block 1. According to the design statement for PUD-266, the maximum number of dwelling units in Development Area A is 285, while in Development Area B up to 35 dwelling units are permitted.

On February 13, 2020, the Planning Commission approved PUD-266A, a minor amendment to PUD-266 that allowed an alternative option for the development of Lot 1, Block 1. The single-story alternative on Lot 1, Block 1 allows up to 175 single-story dwelling units, all located on one lot. In this alternative, no more than two dwelling units are allowed to be attached.

Kansas Place/1st Street is a collector street that extends from Elm Avenue and will eventually connect with E. Indianapolis Street in the Country Lane subdivision to the east. According to the Subdivision Regulations, “All residential subdivisions which are designed to provide property for more than thirty (30) dwelling units, or residential subdivision which are designed for the potential development and extension beyond their present boundaries, shall be required to design and construct a minimum three-lane intersection with all arterial streets adjacent to the subdivision. At least seventy (70) feet of right-of-way shall be provided for the first one hundred (100) feet from the arterial street right-of-way tapering to the interior right-of-way width at a 30-degree angle.” Centennial Crossing is a residential subdivision with the potential to have up to 320 dwelling units. In addition to connecting to E. Indianapolis Street in the Country Lane subdivision to the east, Centennial Middle School will also have access to the street. At the intersection with Elm Avenue, the conditional final plat shows Kansas Street to have a right-of-way width of 60 feet. Since Centennial Crossing will be serving more than 30 dwelling units and is designed to extend and connect with the Country Lane addition to the east, the right-of-way for Kansas Place, as per the Subdivision Regulations, is required to be at least 70 feet in width for the first 100 feet from the Elm right-of-way. It is Staff’s understanding that the applicant intends to submit a request for a modification of the Subdivision Regulations as described in Section 1.6 of the Subdivision Regulations. AAt the time this Staff report was prepared, a request for a modification to the Subdivision Regulations had not been submitted.

The Subdivision Regulations also state, “The design of three-lane intersections with arterial streets shall have the collector major street constructed with a four foot (4’) to ten foot (10’) wide landscaped or painted median, so located as to provide for two (2) outbound lanes and one (1) inbound lane. One (1) outbound lane shall be for right-turn traffic and one (1) outbound lane shall be for left-turn or through traffic.... The inbound lane shall be a minimum of 20 feet in width for all public or private streets.” The entry on Kansas Place needs to be designed in accordance with the Subdivision Regulations or a variance obtained from the City Council. It is Staff’s understanding that the applicant intends to submit a request for a modification of the Subdivision Regulations as described in Section 1.6 of the Subdivision Regulations. AAt the time this Staff report was prepared, a request for a modification to the Subdivision Regulations for the entry design had not been submitted.

PUD 266A states, “A boulevard style street will be constructed that connects Elm Avenue to East Indianapolis Street. This street will provide access to both development areas but also accommodate school traffic from the middle school.” The conceptual site plan for the multistory development proposed with PUD-266 showed a divided median from the entry to the school property to Elm Avenue. The single-story conceptual site plan exhibits in PUD 266A for the single-story alternative, however, did not reflect a divided median on Kansas Place.

According to the FEMA maps, none of the property associated with this plat is located within a 100-year floodplain area. The south part of the property contains “500-year floodplain”, which has a 0.2% annual chance of flooding. Development is allowed to occur in the “500-year floodplain”. A detention facility will be constructed at the northeast corner of the property and extend onto the Broken Arrow school property. The detention facility will be designed to accommodate the needs of the Broken Arrow school property, the proposed multifamily developments, and the future single family residential tracts.

Water and sanitary sewer service will be provided by the City of Broken Arrow.

Attachments: Checklist
Conditional Final Plat
Section 4.1.a of the Subdivision Regulations

Section 1.6 of the Subdivision Regulations
PUD-266A design statement

Recommendation:

Staff recommends PT19-105, conditional final plat for Centennial Crossing, be approved, subject to the attached checklist.

Reviewed by: Jill Ferenc

Approved by: Larry R. Curtis

BDM