

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

JUNE 8, 2017

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers of the Norman Municipal Building, 201 West Gray Street, on the 8th day of June, 2017. Notice and agenda of the meeting were posted at the Norman Municipal Building and online at <http://www.normanok.gov/content/boards-commissions> at least twenty-four hours prior to the beginning of the meeting.

Secretary Tom Knotts called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Sandy Bahan
Nouman Jan
Chris Lewis
Lark Zink
Dave Boeck
Tom Knotts
Andy Sherrer

MEMBERS ABSENT

Neil Robinson
Erin Williford

A quorum was present.

STAFF MEMBERS PRESENT

Susan Connors, Director, Planning &
Community Development
Jane Hudson, Principal Planner
Janay Greenlee, Planner II
Roné Tromble, Recording Secretary
Larry Knapp, GIS Analyst II
Leah Messner, Asst. City Attorney
Ken Danner, Subdivision Development
Manager
David Riesland, Traffic Engineer
Terry Floyd, Development Coordinator

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Item No. 5a, being:

O-1617-39 – ASP STREET INVESTMENT, L.L.C. AND 329 PARTNERS II LIMITED PARTNERSHIP REQUEST REZONING FROM C-1, LOCAL COMMERCIAL DISTRICT, AND C-2, GENERAL COMMERCIAL DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT, FOR PROPERTY LOCATED AT 211 W. BOYD STREET AND 770 DeBARR AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative with Exhibits A, B, C and D
4. Pre-Development Summary

and

Item No. 5b, being:

PP-1617-10 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY H. RAINEY POWELL/329 PARTNERS II, L.P. (SMC CONSULTING ENGINEERS, P.C.) FOR 211 BOYD, A PLANNED UNIT DEVELOPMENT (A REPLAT OF LOTS 35 THROUGH 42, BLOCK 2, LARSH'S UNIVERSITY ADDITION) FOR PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF BOYD STREET AND DeBARR AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Preliminary Plat
4. Preliminary Site Development Plan

PRESENTATION BY STAFF:

1. Janay Greenlee reviewed the staff report, a copy of which is filed with the minutes. There is 1.5% protest within the notification area, and 2.22% support within the notification area. Staff supports the request for this redevelopment proposal and recommends approval of Ordinance No. O-1617-39 and Preliminary Plat PP-1617-10.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, 136 Thompson Drive, representing the applicant – I thank you very much for your time tonight. When I was a kid growing up in Norman I don't remember Campus Corner ever having a parking problem. I don't think it ever had that problem because I don't think a lot of people went there. I don't think it was a destination place when I was a kid in Norman. It was for the students on a Friday and Saturday night. It was a good place for that, and there was certainly much appeal for that. But something happened around the late 1990s or the very early 2000s, and that was a TIF. It was Norman's first TIF. TIF number 1 they call it. It was a pay-as-you-go TIF. That TIF really changed Campus Corner. It brought in a new streetscape. It brought in a new tenant mix in a lot of ways. It really brought an entirely different scene and aesthetic to that area that was not there before. I remember Campus Corner when I was in high school and it was not what it is today. It has made tremendous progress in 15 years – 17 really – 18. But it has really reached what it can do, and it has reached what it can do because of one problem that we have heard over and over and over again, and that is parking. Tonight, and at the City Council meeting coming up, we hope to take that next step to take it to a parking solution that then allows Campus Corner to prosper even further. So tonight is an important vote for us and for you to see that we can make that happen we hope.

You're going to hear from several of us tonight. Me – I'm going to start out and finish; I'll be brief. Then you're going to hear from Tom McCaleb on what is really pretty minimal engineering aspects of this. But then you will mostly hear from Rick McKinney, the architect who designed this project. He has put a lot of effort and time into it to make sure that it's really an iconic structure that would go in this spot.

So let me take you through just some introductory issues. You've seen the site. You've seen the 2025 Plan. Usually we have a 2025 with this; there is not one tonight because it is already 2025 commercial, so there's no change there.

I'm going to take you into some aerials to zoom down into it. This is the site right here; you see Campus Corner right up in this area. Campus Corner, actually by definition, carries over to the right as well right along Boyd Street. You see Asp Street coming down to Boyd right here – I always have trouble saying that word throughout my descriptions of this area. Then OU across the south. You have the large engineering buildings right along Boyd Street right across the street from this site. Then you have the Sarkeys Center right here. It was interesting, actually, when we were at Greenbelt Commission and the chairman of that commission actually commented how he was excited to see this because he would have a much better view if this went through instead of the gas station. So we're hoping to give him that better view.

As you zoom in, you now see the gas station and the parking lot. I do want you to notice the curb cuts out here. There really is only one tiny little spot of grass and then there's three curb cuts over here on the side. The rest of the site is also almost entirely paved, and you're going to hear later, but that really means, in this context, that there's very little storm water impact. In fact, we're improving the pervious ground if you think about the rights-of-way out in front. Again, Asp Street right here – this is really the epicenter of movement around this area – and then Boyd Street this way. The project would be right against the alley over here, right against DeBarr here, and right against Boyd here. This is the Holmberg House to the north. You saw on the support map they have supported this project. We've been very careful to interchange with them to make sure that we've worked back and forth to do what would help them and what they can accommodate, and then we're really excited tonight that they came with their support of this project. Again, you see the curb way out front is entirely paved, really, except for that one little spot. This would all go away, of course, with the structure that you're going to see in just a moment. We come right up to the alley right here. And on DeBarr we have one entry you're going to see over here.

Context again. You see the large engineering buildings right across the street from us, Sarkeys right here, Campus Corner over here, OU over here. We're really kind of at a crossing point of three different areas. You have the residential area to the northeast. You have Campus Corner to the northwest, and you have OU all across the south.

This is the current street view, again, of the site. What we hope to do is this. Now, I'm not going to spend any time talking about this, because the gentleman that designed it is going to take you through it. But it really is a significant structure. What I want you to think about when you look at this is parking, because that is the golden child here that brings Campus Corner to its new day.

So, with that, I want to ask Tom McCaleb to come and talk through the engineering. There's not a lot of it, because this project really is already platted and there's already a lot of utilities there, but I want to ask Tom to talk through that briefly, and then Rick McKinney is going to come up and talk about the building itself.

2. Tom McCaleb, SMC Consulting Engineers – My comments tonight will be addressing only the civil engineering aspects. Everyone is familiar with Campus Corner until you get right down to design, then you drive by and you look at it again and you say what am I missing? So we had to get introduced to this site, so we did a complete survey to see what was there, check out the infrastructure, check out the utilities, check out how it drained, check out what's pervious, what's impervious. So we got a complete survey and went through that process. Next we took the site plan that Mr. McKinney had prepared to see how that works on this particular site to evaluate it, and we did so. The drawing you see on the screen there is the City of Norman GIS that shows utilities. The green is the sanitary sewer; it's available. The blue is the water lines; they're available. So they're public, in use, and they're adequate for the site. So there's no problem with utilities. We then had to put together a traffic report to see how that was going to work, so we retained the firm of Traffic Engineering Consultants – Steve Hoefner, who is right here, and he prepared a traffic study to evaluate the effect of this site with the traffic, and he did so. He prepared the report, turned it in to the City Traffic Department, they reviewed it, critiqued it, and now have a traffic report that they concur with. There's no traffic improvements required and there is no signal light recommended by the report, nor by the City Traffic Department. We

then looked at drainage to compare it with the storm situation we've got, and I wanted to weigh everybody's reaction to run-off. We evaluated it. The impervious area in this particular site is going to be less than the pervious area when we get done by 625 square feet. So no detention is required. So we've done that.

We've looked at the utilities. We've looked at traffic. We looked at all those areas that are required to be evaluated from that point of view, prepared this preliminary plat. Currently the preliminary plat just shows the perimeter of the site and the driveways and the streets that are existing and they're all adequate.

I just mentioned the impervious area, and this gives you a graphic representation of how that compares. When we're done we'll have more pervious than impervious to have on this site.

So, in summary, what have we got? Water and sewer are adequate and they're existing. No detention is required. No traffic modifications are required. The additional parking spaces with the parking garage will enhance this area. The parking problem has been there for a while, and this is a good news story for people that park. This will satisfy this site and will be used by the public as well. So that completes my aspects.

3. Rick McKinney, McKinney Partnership Architects, 3600 West Main – I'm really pleased to be here tonight because I think we've got a very exciting project for Core Norman that is needed and the attributes of this project have been asked for for a long time. I think as we go through this you will see what some of these are. Sean had earlier talked about the exterior of the building. Some of the things I'd like to just point out is we have a variety of materials. The building is six stories tall – five stories on the front. The sixth floor is up here – this darker color – and it's set back – it's receded, which will give the building a lower appearance. The front third, with this brick in the front corner and all the way across Boyd Street and then back to this line right here – that is the office component, and we have six stories of office component, then we also have a roof terrace that covers the entire top of the building, which will be available for receptions and functions and other events on top. From this area back, we've also added more brick to the back of the parking garage. There is only one driveway serving this entire project, and that's right here on DeBarr, behind this white car. Initially we thought we'd be able to exit onto DeBarr and then also onto the alleyway, and after review with staff they requested we did not allow any traffic to exit onto the alleyway to go north and south, so everything exits onto DeBarr, not on Boyd Street. If you'll remember all those driveways that Tom had mentioned, there's about three driveways, almost all concrete on the front and then there was multiple driveways along DeBarr. This is all now landscaped with terrace seating, café areas, and landscaping all the way back to the north property line.

As was mentioned before, 329 parking spaces. The building only requires 136. So we have nearly 200 additional parking spaces that will be available to the Corner. One other feature of this project, while we cannot exit the parking garage into the alleyway, pedestrian access can go through the alleyway, and if you know this area there's a pedestrian walkway that 329 Partners has constructed right next to the Boomer Theatre that allows easy access directly into the middle of Campus Corner. That's also a feature that the Fire Department was wanting to have better access for fire protection. The building has over about 42,500 square feet of lease space. The ground floor would be restaurants, retail, and a central lobby that would serve the elevator and two fire stairs. Then on the rooftop it's almost 4,700 square feet of rooftop terrace which also has landscaping up there.

This is an enlargement of the front terrace on Boyd Street and DeBarr – landscaping, bicycle racks. We're hoping to see outdoor tables and seating, so this becomes that urban edge – that streetscape that everybody has been talking about, and this developer is stepping out and he says we're going to make this happen. So all the way along Boyd Street and all the way back along this side is the urban edge for this project.

Also the landscaping – of course, we'll have new landscaping and new trees all the way around the back – even on the back side here some, as well as the terraces on the roof terrace.

This shows more the open space, which is, again, along the back of the building, along DeBarr, a bit on the front, and these areas here are green, which is not on our property, but that

will add to the total green space. There's more open space on an upper terrace here on level six, and then on level seven there's the rooftop terrace with facilities up there.

This is a cross-section. One thing we wanted to do was to create more useable, more opportunities for design for the retail tenants on the ground floor. We have a high ceiling here on the first floor. One thing we've done is we have compressed the office building as low as we can from floor to floor. We've actually got about 11'6" from floor to floor, and that syncs up with the parking structure on the right. These are the ramps, and we will be parking on every ramp. The flat areas are at each end of the parking garage, but the ramps is where we'll be parking. So every ramp as it approaches the building will be at finished floor elevation so you can walk straight out into your office space. Remember these elevations, too. The roof deck, up to the top of the fifth floor, is 68 – this terrace deck right here is at 68'. The roof deck is up at 83'2". I'm going to talk more about that. Down here at the bottom you can see Carson Engineering across the street is 78', Devon Hall is taller at 88', and then, of course, Sarkeys is much taller than that. Back in the back here toward Holmberg – the garage actually slopes down to 77' in the back.

These are different elevations that indicate the signage. One thing we've tried to do is all of the signage is in the southern front portion of the building. We have approximately 450 total square feet for tenants and possibly, if there's a large office user, there may be a sign here, possibly a sign here, but that's a total of 450 square feet. Then I believe we have 80 square feet on the east side of the building where the parking exit is. Here you get an idea of the blend and the mix of materials. The brick, the stucco. The top floor is glass and it recedes because it's darker. Up on top of that is the roof terrace with a very low profile covering over portions of that, plus there's a glass railing which will further diminish the height of that building.

Another view here – we have several shots – this is from the east, looking toward the project. This is an aerial view looking at the same thing. You can see Carson across the street, Campus Corner in the back. This gives you a good view of the roof terrace with the glass railing. The parking – they're called spans, but they're the side panels of the garage will conceal most of the cars on that top floor. Another aerial view from the southwest, showing Campus Corner and Asp Street down below. Again, all these materials wrap around. We have included some brick and some colored concrete on the garage, brick wraps the corners. The building steps out a little bit to give it some variation on the storefront. It's not just a flat box. Now here's a view – Mr. Boeck, here's a view from DeBarr. This is seven levels, but we've taken the brick, we've wrapped up part of the building and we also have different shades and colors on the back. We've also put some architectural treatment all the way around the building, but in different areas. New trees; new landscaping. Screening would be installed here as well at the pedestrian level. And this is Holmberg House at scale.

Here is eye level from Asp and Boyd, looking up at the building. This is an example of possibly a blade sign that might go on the corner – low key – nothing obnoxious.

Here is an aerial view looking due west, both the engineering buildings on the left side. Again, look at the scale and the massing. I think it's very important to understand that these buildings are virtually the same size. While the buildings on the left are probably 15 to 16' per floor, we're 11'6". So, granted, we do have those six levels we talked about, but they're shorter. They're shorter than a typical office space and we're going to have to be very efficient with our utilities and the structure to make that happen, but you can see the massing as you approach it from the east and the west – that they're compatible. Now, beyond that, we terraced in like Sean said. We're right in the middle of three different zones and so this would be the edge that would terrace down to the retail. I'll leave it to Sean and answer questions later if you have some.

4. Sean Rieger – Thank you, Rick. It's always very helpful when we have an architect on this. As we've seen so often, they can bring beauty to a project for you to see up front, and with all of those images I hope you see the care that they've put into this.

I'll be pretty quick here on just a few policy points. 2025 – it is still our governing document for planning of the community, and there are multiple entries on 2025 I could put on

the screen. I'm just going to highlight two on the bottom for you. Continue to support the revitalization and redevelopment of Norman's central business district and promote compatible mixed-use developments within existing urban areas. Again, if you think about it, this was written back in 2004. It was right after the TIF project that had happened on Campus Corner to give it a significant boost. So when you think about it, this is the next step of that to carry forward on that vision.

Then we really consider this kind of a multi-modal hub. If you really think about it, what this is doing is giving a place for cars to come and park to help Campus Corner, but we've also, of course, put in bike paths. If you think about it, it's a location that is within a number of bike trails. This is the City of Norman's adopted bike plan, and you can see the red dot right in the middle is where we're at. Really significantly, Legacy Trail is right by us over on Jenkins – you can get up into the Legacy Trail system up here and you can see the blue line is some other significant trails. So we're right in the middle of that.

The Greenbelt Commission – we went in front of them. They were pretty excited about this project, I think. They noticed that it was right next to – and this is the adopted Greenbelt Master Plan, and we have the pedestrian plaza out front. The adopted plan shows this red dash as a proposed high priority trail. So we are right on that urban trail, giving it form and giving it life with the pedestrian streetscape. Realize currently it is a bunch of concrete curb cuts – that's all that's there now. We can start giving life to things like this that are adopted policy of our community.

This was the Pre-Development and Greenbelt hearings. At the Pre-Development hearing you can see it was actually quite positive, in that the only concern was if there would be access onto the alley, and you heard Rick talk about that, that there is access now shown with those bollards that bring you right out of the parking garage over to that cut-through so you can get right into Campus Corner quickly. The neighbors agreed more parking is needed for Campus Corner. I don't think we needed a Pre-Development hearing to tell us that – we hear it all the time in these meetings, but it was significant that that was the only comment significantly at the Pre-Development hearing. The Greenbelt Commission actually also was very positive. They suggested using a small open space plaza on Boyd Street as a positive community enhancement. Now, I've got to explain that, because when we were in front of Greenbelt Commission we actually were showing parking on Boyd Street. We responded to that for two reasons. One, there was a sight triangle issue and we were requested to remove that parking along the front. Secondly, it helped us with the Greenbelt Commission to show that we provided that pedestrian mall space essentially out front to carry forth their vision.

Campus Corner public parking – this is really probably the most important slide I'm going to show you tonight, besides Rick's vision of what he's shown in the design. If you look at Campus Corner and the yellow outline is the Campus Corner defined district – when you actually add up the public parking spaces along the streets, and you go street by street within that yellow zone, you have 13 spaces over on University, about 27 down on Boyd, about 50 on Buchanan, about 62 on Asp, and then about 13 on White. Now we have a bunch of interspersed private parking lots scattered throughout it, but as you know a lot of those are for employees or for patrons of defined buildings. They're not necessarily public or available in a readily available fashion. This project through this private developer doubles that and beyond. This adds 193 parking spaces, beyond the parking count for the office spaces – this adds 193 spaces above and beyond what is already there in Campus Corner at 165. Then I want you to realize this is primarily an office building. Well, what happens to office buildings in the evening? They disperse – they're gone. This PUD is written to say we can use shared parking counts – we don't really need to say that in the PUD because those office spaces probably empty out at night. So when you really think about it, we're adding in far more than 193 in the evenings, when perhaps it's needed the most. We're adding in hundreds of parking spaces available for Campus Corner. It truly would be a new day. It truly would be probably on the level of the TIF that happened 17 or 18 years ago – it brings it to a whole new era of this corner. It's why it was exempted out of Center City. And it's why this is such a significant project to bring forward. So I want you to think about that as you go forward with your deliberations.

That feeds right into the economic impact. Campus Corner is a corner of significant economics for our community. This project is estimated at roughly about \$18 million. If you take the City building permit fees – it's not a residential project; that's where you really see enormously high fees – but as a commercial project it's still a significant \$21,500 roughly estimated. Realize there is sales taxes paid to the point of construction on construction materials – we roughly estimate that's probably about \$315,000 paid to the City through the construction materials sales taxes. The current property tax on this site is \$2,936; roughly estimated that would move to \$432,000 a year. Estimated Campus Corner sales – who knows really? But we estimate roughly about \$40 million a year. We think, with this significant parking impact of new spaces that are right next to that corridor – right next to it – think about the short walk that you're walking out of this parking space and into the Corner – perhaps a 10% increase from the parking advancement. Well, that would add \$4 million of sales a year. Take the City's portion of sales tax of that, which is 3.5%, and that's \$140,000 a year. Now I know I've been in budget meetings recently watching the City Council deliberate as to what they want to spend money on, and I know they've talked about a couple positions, whether it be animal welfare, animal shelter, or a forester or things of that nature. That's probably a couple of positions right there or more. That could help out. It's a significant project for the area. It's a significant project for the whole community. It's a significant project in many, many ways and it's from a private developer. Nobody is here asking for a tax benefit, a TIF, project share – nothing. All a private development to make that kind of an advancement in our community and in the Corner. That is remarkable.

With that, we have a lot of support. Staff supports this. You saw the Greenbelt Commission comments. You saw the Pre-Development meeting. Our abutting neighbor supports this and signed onboard and we've worked very closely with that neighbor throughout this project. With that, we appreciate your support tonight. We hope that we have that and we're happy to answer any questions that you have. Thank you very much.

5. Mr. Lewis – Mr. Rieger, I have a quick question. This may be for Mr. McKinney as well. Beautiful building, by the way. Along the front, I notice that the pedestrian mall, if you want to call it that – a great addition. Much better than parking. But with the most recent tragedies in the traffic around the world, I'm wondering if we might consider putting in some type of traffic impediment device or decorative cones that would prevent someone from getting killed in the future if someone accidentally got out of control in their vehicle.

Mr. McKinney – I've been all around the United States, different retail and commercial – I've seen that done and it can be done very tastefully. We just did something like that over at OU – we added some cast iron bollards, and I think that would be something that would be a nice feature of the building that people really wouldn't even realize that it's there. But I think that's a good idea.

6. Mr. Sherrer – A couple of questions I think. Sean, you mentioned parking. How many – remind me, and I know it's in here – I just want to make sure. I think that's such a big deal to what this adds to the whole Campus Corner area. What are the number of parking places total? I know there's the hundred and whatever you said during the day, but just want to get a total idea of what that number is exactly.

Mr. Rieger – In this project, right?

Mr. Sherrer – In this project.

Mr. Rieger – 329.

Mr. Sherrer – I think it's impactful that that be noted in this, because I know it's been an issue with other projects in the past. I think it's a big deal to make sure that we have that number in our head. Also, I was going to – just from the sidewalk. I know for me I've had a few times where I've pulled into what I call the Campus Corner Market and I felt like I was about to get hit trying to walk through there, and that's been a challenge. I want to make sure I've got the idea that that sidewalk matches up exactly. This may be a question for Rick, too. All the way from I guess that's the New York Pizza and then the Which Wich or whatever that's there. It

connects exactly parallel – I mean just kind of continues right on to where it's seamless and easy. Is that accurate?

Mr. McKinney – Yes, with ADA ramps.

Mr. Sherrer – The whole ADA ramps. So that's been kind of, to me, a hard area to walk. So this creates some more walkability – because of cars pulling in and out. I just want to make sure I understand though.

Mr. Rieger – That's correct. You can maybe kind of see it right there. You can see the edge of the ...

Mr. Sherrer – That's what it looked like. I just wanted to confirm and make sure.

Mr. Rieger – Right. You can see the edge of the building right there, is the edge of those buildings – lines up pretty well with this, so that sidewalk would come right through here. Again ADA. Again, right now this is all open space curb cuts.

Mr. Sherrer – So it's kind of following the Center City idea; we're actually creating more walkability, even though I know this is not part of Center City. We're creating that walkability idea that then connects onto the trails, which I think was a problem anyway.

Mr. Rieger – Correct. I would add to something. When we first presented this project, we really intended for no pass-through over here. We wanted the pedestrians to come around from DeBarr all the way around the front to even add more traffic to the front. The idea was mentioned, though, again that we had this pass-through back here. Let's actually include another pass-through so they could come through the garage and go back there quicker. But the idea is to bring as many pedestrians out in front as possible.

7. Mr. Boeck – I've got a couple comments. Looking at comparing Carson and Devon – five story buildings – looking at heights. One of the things the University has done really well is set those buildings back off the sidewalk. There's at least 25'. You have the greenbelt, you have the sidewalk, and then you have 25' of landscaping that sets that back for scale, which you don't have because this is at street level. But that does make a difference in terms of – and I understand it's all money, but originally it said six stories and then all of a sudden it was seven stories when you look at that top level. Seven stories is a lot of stories there. The fact that it's set back for the seventh floor is fine. I guess the question I have then – it's like Volara Pizza – totally has destroyed any scale on White Street. Obviously, anyone that owns properties along there is now thinking – because I've talked to a couple of tenants along there – everybody that owns land wants to go up 6, 7 stories all the way down the street and up the street – up Buchanan, up Asp, down along Boyd – because it's more rental property, which, again, needs more parking. So I guess the question I have – I'm not sure I have a question. I'm making an observation. It's not apples to apples when it comes to scale here, because the University has set their property back, so there's some breathing room there. We don't have that breathing room here, although we do have nice landscape strip. Then I guess, to the back, that rendering that you showed of the Holmberg House – looking from the Holmberg House to the building – I was sitting here calculating if you could pull that a parking spot across there – that's like 32 parking spots taken out to pull that forward. So you were showing the pedestrian way that goes past the Boomer Theater. It almost lines up where you could have a pedestrian way there between Holmberg House and that parking garage that could include some landscaping that would just allow a little bit of sunlight – I mean, I know there's a space there between Holmberg House – they've got some land there. They've got some landscaping there. But I just would like to see a little bit more space there to let a little bit more sunlight. It's a good looking project. It's just that I'd like to see more sunlight and a little bit more space there with Holmberg House, even though they've approved it. That's my thoughts.

Mr. Rieger – Thank you very much. Let me address for you those points if we could. First, there's not 7 stories on the front; it is 6. In fact, the PUD is written to say 6 maximum and we can look at that if you want, but right here is one for retail, 2, 3, 4, 5, and then 6. So it's only 6 stories. You may be thinking the top deck as a 7th story; it is not. It is just the roof deck. There's a stair tower.

Mr. Boeck – You have stair towers and elevators.

Mr. Rieger – Yeah. But we're just talking about circulation. So there's only 6 stories. Let me make sure we're clear on that. It is only 6 stories. There are 7 levels of parking, but, as you know, parking garages ...

Mr. Boeck – The parking is squeezed down.

Mr. Rieger – Much flatter. You saw those dimensions. So it is only a 6 story building and by PUD verbiage it can only be a 6 story building, so I want to make sure we're clear on that. It's not 7 stories. You mentioned Campus Corner wanting to go higher, and I would encourage you to think of it this way. Campus Corner has wanted to go higher for years. They have unlimited height zoning right now – have had it for years. This doesn't change that. They've had unlimited height allowances for decades and they haven't done it – and why haven't they done it? Because no parking. So what I would encourage you to think about is – I don't imagine a scenario where this suddenly gets built and then – boom – everything pops, because this is a private project. So if they want to use this as their parking, I think they're going to be challenged with that.

Mr. Boeck – There's other places on Campus Corner where we could tear some stuff down and do the same thing that we're doing here.

Mr. Rieger – But nobody has done it. Nobody has been able to do that, and they've had the absolute right to do it. They don't even have to come in front of you to do that.

Mr. Boeck – There's been developers over the years that have come in, like where Hurtt's Donut is. There was a weird guy back in the 70s-80s that was going to do a 40 story office tower and parking garage there because that's what you could do with C-3. It never happened. I know part of it has to do with finances. Part of it has to do with vision. Part of it has to do with just the reality of what it costs to do it.

Mr. Rieger – Now let me address one other thing – the space next to Holmberg House. This is a small site. I would love to have the luxury that OU has when they have the land they have and if they need more land they go get that land through eminent domain or a private sale. I would love to have that luxury; we don't. This is a small site. The problem with parking garages is they're tough, as you know. Take the turning radius required for a parking – go into the graphics manual of architects and look at those turning radius. They're hard – very hard. Look at the OU student union garage, for instance.

Mr. Boeck – That's about as tight as it gets.

Mr. Rieger – I mean, that's tough. This is a really tight project. So to get this parking count, you start pulling off 5-10' and you start really shaving away parking counts tremendously. So it is hard.

Mr. Boeck – Well, I counted 1, 2, 3, 4 times 7 stories.

Mr. Rieger – I don't know if that's that easy to do, because you start getting into changes of the angle. You can only do so much of a percentage grade change before it doesn't work for the vehicle going up and down. It is a very complex, tricky thing to do when you're doing a parking garage on a small site. So we tried really hard to work with Holmberg House; they are in support – have signed that support. I think, in a way, it creates a pretty unique little space back there. I'm not suggesting this is New York, but you were in Chicago. You've seen all those little pockets.

Mr. Boeck – Oh, I've seen abrupt changes.

Mr. Rieger – They're incredible.

Mr. Boeck – Old houses and parking garages that are 8-10 stories tall.

Mr. Rieger – And people love them. They love those little enclaves that happen in between some of these spaces.

Mr. Boeck – Well, some people love them.

Mr. Rieger – Well, some people do. That's right. But I think they become pretty unique little spaces. I don't think this would be any different in that scenario.

8. Ms. Zink – I actually have a comment. I really appreciate the brick façade and the landscaping that makes it a much more appealing building than just parking structure, but I understand that one of the major points that you're focusing on in your presentation is the

parking ability that this proposal brings to the area, and I'm wondering about the traffic in the alley. Because if the goal is to direct pedestrians to exit the building onto the alley, how much traffic is back there? I believe right now that there's some parking spaces back there. Is that going to be done safely for the pedestrians?

Mr. Rieger – We think so. One of the challenges we have on this is the alley is 20' wide – that's a platted 20' alley, so we could not carry traffic out there, and the traffic engineer is here if they want to talk more. We originally actually thought about having an exit for cars going in and out of that location. That became pretty difficult when we started looking at how you manage that transition and turn and things of that nature. So we took away the car element and put it all on DeBarr. As to the pedestrians, I would answer simply by saying you have that condition all over Campus Corner where you have pedestrians coming out around the corners of buildings. You see it right here, in fact, I think – this pedestrian area comes out and the building out here comes way out to the alley. So I think you're going to have those episodes throughout that area and you tend to see that in urban locations. So I don't know that that would be any different in a dangerous context as to what's already there.

Mr. McKinney – Three avenues we might look at – the pedestrian that comes out of the garage can literally walk straight across the alleyway – they don't have to walk down, they can walk across the alleyway and then this area here there's cut-throughs to get to this walkway right there. Also, if they're parking in the garage to come into the building, if they want to come to office space or to the restaurants they can come through the lobby up to the front walkway. They can also go out this way to this sidewalk. And if they wanted to, let's say, go into Starbucks they would walk down the alleyway a little bit here. These sidewalks here line up perfectly like Andy was mentioning earlier. So there's multiple ways to avoid the traffic lane.

9. Mr. Boeck – Yeah, basically, if you look at that parking garage, there's a stair in that northeast corner. They're going to come out of there, hit the sidewalk anyhow. It's going to be inconvenient for you to walk through the parking garage to get out. It's going to be a lot easier just to get out there on that sidewalk and around. So really the only people coming out onto the alley there are people parked on that first level. Maybe.

Mr. McKinney – Yeah, that's exactly right. The sidewalks give you clear access and egress out of the building.

10. Mr. Knotts – I'd like to ask a few questions. The removable bollards – is that just a maintenance situation?

Mr. McKinney – They'd be permanent.

Mr. Boeck – They're not movable.

Mr. Knotts – It says removable bollards.

Mr. McKinney – Here? Oh, that's just for emergency access. It's also if something happens – this is the only way in and out of the garage. We'd like to have a secondary way to get out of the garage if we had to. But this is purely for necessity and for emergencies. Yes.

Mr. Knotts – There's a greenspace on the north side. Is there anticipated that that would be used as a walkway?

Mr. McKinney – Not at this point. We've talked to Holmberg about landscaping that and making that as available to them as they'd like it to be.

Mr. Knotts – So that they could capture that?

Mr. McKinney – We could put landscaping that would be over the fence. Some of those places get about 7' wide. Also, one thing ...

Mr. Knotts – You're exiting on the northwest corner onto the sidewalk – northeast corner. It seems that once you get out there, it would be more better to be able to go along the back side of the building.

Mr. McKinney – Or they could exit here and just come this way. But I understand what you're – one thing about the parking garage is that the slopes that we've had to employ in this garage are the maximum we can have. If we could make them steeper and condense our garage this way, we'd try to do that. But in order to slope up and slope back and hit our finish

floor, our slopes are exactly maximum what they can be. So if we shrink our garage, then we just take square footage and take width – we're already only about 45' in the office building.

Mr. Knotts – I'm just thinking that a pathway along the back would be ...

Mr. McKinney – Let us look at that. There may be some avenues where there could be a pathway.

Mr. Knotts – This is just kind of a comment. Has anyone thought about how long it's going to take, with only one exit, to empty a full parking garage?

Mr. McKinney – Oh, we don't think it would empty all at the same time. Two-thirds of it is shoppers. One-third is the office building, which would be 5:00 and they'd be coming in at 7:30 in the morning when there's nobody there. So I don't think it would be all at the same time. It's not like the end of a football game or something.

Mr. Knotts – You know, we do play football seven weekends out of each year.

Mr. McKinney – Well, those people are used to those garages.

Mr. Knotts – I'm not saying that anyone would ever be wanting to go in there.

Mr. Boeck – Well, on those football Saturdays, Tom, they're probably going to be doing something to put off the time that they're going to be leaving the parking garage – doing something around campus.

Mr. McKinney – Maybe the roof deck. The other thing, to be honest with you, we looked at this space here and, being that this is Campus Corner and there's drinking and there's people and what would happen behind in that little narrow slit – I think it's opening up an area that may cause some issues.

Mr. Boeck – I like giving it to Holmberg House and letting them landscape it myself.

11. Mr. Boeck – Now we get into the nitty-gritties of how much it costs to park here and how that works. I've been in cities, you know, where downtown areas have parking garages so if you shop or drink or whatever else you get your little ticket stamped and you park for free. Or if you don't shop, then you pay full price for parking. Obviously, we have more parking spaces for Campus Corner. What about these mega duplex dormitory fraternity sorority houses that we're building here that have gazillions of cars that they need to be parked someplace? Are you going to benefit from those people looking for parking spots? Or how does that work?

Mr. Rieger – No. This is Campus Corner. This is intended to benefit Campus Corner. I don't think it's any mystery that Mr. Powell is a significant player in Campus Corner. Mr. Powell has not built a mini-dorm, as they're called, to my knowledge. This is intended for Campus Corner absolutely. No question. As to particular amounts, we don't have that yet. Rarely when you're in a project like this do you have formulated yet. As to different systems – I know one of the meetings we had was to think about it, and we don't have that yet. There are so many different systems for parking garages – entry, and payment, and exits that we don't know yet. But it will be some form of a system that will be very modern and, of course, help with Campus Corner. We don't know yet how that's going to work, but that's what we're thinking.

12. Mr. Knotts – This is just kind of a status question. Is this a real project?

Mr. Rieger – Yes. I don't usually get hired to do fake ones – fake news kind of stuff doesn't usually come through.

Mr. Knotts – But it is a project that you're not out fishing for someone to build it?

Mr. Rieger – No.

Mr. Knotts – Okay. That's really my question.

Mr. Rieger – No, sir. The gentleman that will build it is sitting 6' behind me. You have a project.

AUDIENCE PARTICIPATION:

1. Harold Haralson, Sr., 706 S. Berry Road – I take Boyd Street at least once a day, sometimes more, and it needs to be at least five lanes all the way through there. I just want to know how this is going to impact the future widening of Boyd Street, which is something that's going to have to come to pass.

2. Bette Maffuci, 752 DeBarr – We did not enter a protest and I have no protest on this project. But I'd like to raise some concerns that you need to consider in the building, and Rainey knows this as well as I do. There is an awful lot of traffic on that alley – it's almost like a street. That alley section there that you were talking about a while ago is very dangerous. So many 18-wheelers go through there. A lot of us park back there. But my main concern is when the traffic comes out of the parking garage, I am concerned about a little bit too much traffic on a one-block residential street, and whether or not there's a way that it could be guided – the traffic – back out to Boyd to go out that way, rather than to be constantly cluttering our street. That's just a concern I hope that the builders will concern themselves with.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Sherrer – I will say this: I know that the meetings earlier had talked about the first floor with the alley access, but I do somewhat agree with Commissioner Zink's comment that that does pose some fear for me. I know that was done at the behest of that group, but from a Planning Commissioner perspective, I think there is some danger with that as far as the traffic that occurs in the alley. So I would just make a comment to that effect. I'm supportive of this particular project regardless either direction, but I think that that's something to at least kind of weigh into what the best option would be, and I would encourage further discussion – make sure we're making the best solution. I think that's what this group has done throughout, and I certainly think that's something that I think, having looked at multiple type projects around campus, I'm thrilled to see that we have a local person who has stepped up who has said that I'm willing to do a real project that I think meets a lot of what we had hoped would be the case for a project of this scale to create a great precedent for this area.

2. Mr. Boeck – Speaking of parking, we have been told that there was going to be a parking authority put together at one time that includes the University, the City, and private developments or districts. I'd like to know the status of where that is because, obviously, I've spent a lot of time in other college towns and it seems like in those towns for 20-30 years the university and the city and private developers have been working together to create parking relationships that have provided a benefit for everybody by developing parking. I applaud a private developer doing something here, but I still think we need some kind of a long-range parking solution that includes all the players here, and I don't know where we're at with that.

3. Ms. Connors – There has been a discussion about a parking authority and it would potentially include the City, the County maybe, and the University. The conversation began and has sat dormant for several months now. We're not at any active stage of finding a location for a parking garage in Campus Corner or having a parking authority to manage it.

Mr. Boeck – I know between the Form-Based Code and the 2040 long range master plan and everything that's going on, it's not like no one's not doing anything to get things done.

Ms. Connors – There's been a lot of discussion about parking, streets – all that.

Mr. Boeck – Everything we're talking about includes parking. So we need that.

Chris Lewis moved to recommend adoption of Ordinance No. O-1617-39, and PP-1617-10, the Preliminary Plat for 211 BOYD, A Planned Unit Development (a Replat of Lots 35 through 42, Block 2, Larsh's University Addition), to the City Council. Dave Boeck seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS

Nouman Jan, Chris Lewis, Lark Zink, Dave Boeck, Tom Knotts, Andy Sherrer

NAYES

Sandy Bahan

MEMBERS ABSENT

Neil Robinson, Erin Williford

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-1617-39, and PP-1617-10 to the City Council, passed by a vote of 6-1.

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