

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

MARCH 12, 2015

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 12th day of March 2015. 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.

Chair Sandy Bahan called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Andy Sherrer
Erin Williford
Sandy Bahan
Jim Gasaway
Dave Boeck
Chris Lewis
Cindy Gordon

MEMBERS ABSENT

Roberta Pailes
Tom Knotts

A quorum was present.

STAFF MEMBERS PRESENT

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

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Item No. 9a, being:

R-1415-85 – SHAY DEVELOPMENT REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM FUTURE URBAN SERVICE AREA TO CURRENT URBAN SERVICE AREA FOR PROPERTY LOCATED ON THE SOUTH SIDE OF LINDSEY STREET APPROXIMATELY ½ MILE EAST OF 24TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report

Item No. 9b, being:

O-1415-34 – SHAY DEVELOPMENT REQUESTS REZONING FROM A-2, RURAL AGRICULTURAL DISTRICT, TO R-1, SINGLE FAMILY DWELLING DISTRICT, FOR PROPERTY LOCATED ON THE SOUTH SIDE OF LINDSEY STREET APPROXIMATELY ½ MILE EAST OF 24TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Preliminary Plat

Item No. 9c, being:

PP-1415-17 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHAY DEVELOPMENT (MORRIS ENGINEERING & SURVEYING) FOR STONE LAKE ADDITION GENERALLY LOCATED ON THE SOUTH SIDE OF LINDSEY STREET APPROXIMATELY ½ MILE EAST OF 24TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Pre-Development Summary
6. Greenbelt Commission Comments

PRESENTATION BY STAFF:

1. Jane Hudson – Several of you may recall seeing this application previously; it was on the agenda for the March 2014 Planning Commission meeting. Just as a refresher, at that meeting the recommendation for adoption was 8-0 in favor. This is coming back again because, before it went to City Council, it was withdrawn. They did not have adequate sewer solution at that time. So they have brought it back. It is 10 acres; 48 lots. Nothing has actually changed in the design of the project; they just have adequate sewer solution at this time and so that's why they're bringing it back again.

This is also requesting to go from Future Urban Service Area to Current Urban Service Area. As you can see, currently the surrounding area is Future Urban Service Area with the underlying designation of Low Density Residential. To the south you have Current Urban Service Area/Low Density Residential and that is what will be the future Bellatona Addition that accesses off of Highway 9. To the north you have Sienna Springs, a Planned Unit Development. If approved, it would be the Current Urban Service Area.

The existing zoning in the area consists of A-2 to the west and east of this tract, and currently it is A-2 as well. To the south you have the R-1, which is Bellatona. Across Lindsey to the north you have a combination of RE, A-2, as well as the Planned Unit Development.

The existing land use in this area is all residential.

This is the site itself on the south side of Lindsey. This is the entrance for Sienna Springs. This is looking east on Lindsey, and looking back to the west and that's the Eastridge development there.

This is the preliminary plat. As you can see, it has one access off of Lindsey. Again, it's 48 single-family lots, the one access point from Lindsey Street. Staff does support this request and

recommends approval of Resolution No. R-1415-85, Ordinance No. O-1415-34, as well as the preliminary plat PP-1415-17.

I will tell you staff did receive a protest on this proposal at 28.9% from the adjacent property owners you can see here. Be happy to answer any questions you might have. The applicant's representative is here for questions as well.

2. Andy Sherrer – I'm just curious. Remind me of the transportation – I'm going back to the plan – as far as there a plan in place yet to talk about four-lane out that far east on Lindsey, or does it stop? Is that in the long-range plan? I'm trying to go back to my memory. I just didn't remember.

David Riesland responded that he didn't think so.

PRESENTATION BY THE APPLICANT:

1. Ross Morris, Morris Engineering, representing the applicant – The property, like she said, we were here a little over a year ago and we had to stop because there was a problem with sewerage the property. There have been some land ownership changes that made it possible for us to get a gravity solution, so we have brought it back to you for your consideration.

AUDIENCE PARTICIPATION:

1. Bobby Stevens, P.O. Box 6226 – Did I get that correct? They ain't no plans for any four-lane in the future on the books right now? That is correct? Okay. Does this property bump right next to 36th Street if it went through? Is it close to 36th? I know 36th Street ain't open, but I'm just trying to get exact area of where that's supposed to be at. Like 36th if it was going to go south to Highway 9 down through Summit Valley.

Ms. Hudson – This is still not close to 36th. This is the Bellatona Addition that was approved.

Ms. Connors – Bellatona is on the east side of 36th, Jane, at Highway 9. So 36th Avenue is shown on this map on the east side here. So Bellatona is east of that.

Ms. Hudson – Then this is the other side.

Ms. Connors – 24th is on the left side.

Mr. Stevens – Okay. That's what I was thinking. I wasn't quite sure where exactly that was. Is the speed limit 40 or 50 mph on that road? And the reason I ask that question is 'cause it's across from the other addition on top of a hill. Is that going to be any problem? Is it going to have a turn lane going into the addition or going out of the addition? How is that going to work? And them's all my comments. Thank you.

2. David Riesland, Traffic Engineer – It doesn't generate enough traffic to warrant a left-turn lane on Lindsey Street. Of course, one of the things once it does develop, we would evaluate whether or not it would warrant a lower speed, perhaps. Currently, I think it's posted for 50 mph.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Jim Gasaway moved to recommend adoption of Resolution No. R-1415-84, Ordinance No. O-1415-34, and PP-1415-17, the Preliminary Plat for STONE LAKE ADDITION, to the City Council. Chris Lewis seconded the motion.

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

YEAS

NAYES

MEMBERS ABSENT

Andy Sherrer, Erin Williford, Sandy Bahan, Dave Boeck, Jim Gasaway, Chris Lewis

Cindy Gordon

Roberta Pailles, Tom Knotts

Ms. Tromble announced that the motion, to recommend adoption of Resolution No. R-1415-84, Ordinance No. O-1415-34, and PP-1415-17 to the City Council, passed by a vote of 6-1.

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