

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

JUNE 12, 2014

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in Council Chambers of the Norman Municipal Complex, 201 West Gray Street, on the 12th day of June 2014. 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.

Chairman Dave Boeck called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Curtis McCarty
Jim Gasaway
Roberta Pailes
Tom Knotts
Chris Lewis
Andy Sherrer
Cindy Gordon
Sandy Bahan
Dave Boeck

MEMBERS ABSENT

None

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
Leah Messner, Asst. City Attorney
Larry Knapp, GIS Analyst II
Ken Danner, Subdivision Development
Manager
Terry Floyd, Development Coordinator
David Riesland, Traffic Engineer

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Item No. 5, being:

SE CORNER OF CEDAR LANE ROAD AND CLASSEN BOULEVARD.

5A. R-1314-123 – R. BLAINE NICE, ATTORNEY FOR THE APPLICANT, REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM LOW DENSITY RESIDENTIAL DESIGNATION TO COMMERCIAL DESIGNATION FOR A PORTION OF THE PROPERTY, AND FROM MIXED USE/SPECIAL PLANNING AREA 7 AND FUTURE URBAN SERVICE AREA TO COMMERCIAL DESIGNATION AND CURRENT URBAN SERVICE AREA FOR A PORTION OF THE PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF EAST CEDAR LANE ROAD AND CLASSEN BOULEVARD.

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report
3. Current and Recent Plat Activity Lot Counts

5B. O-1314-50 – R. BLAINE NICE, ATTORNEY FOR THE APPLICANT, REQUESTS REZONING FROM I-1, LIGHT INDUSTRIAL DISTRICT, TO C-2, GENERAL COMMERCIAL DISTRICT, FOR PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF EAST CEDAR LANE ROAD AND CLASSEN BOULEVARD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Preliminary Site Plan

5C. PP-1314-16 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HERITAGE FINE HOMES INVESTMENTS, L.L.C./WP LAND, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR ST. JAMES CENTRE FOR PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF EAST CEDAR LANE ROAD AND CLASSEN BOULEVARD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Request for Alley Waiver
6. Preliminary Site Plan
7. Pre-Development Summary
8. Greenbelt Commission Comments
9. Excerpt – May 8, 2014 Planning Commission Minutes

PRESENTATION BY STAFF:

1. Jane Hudson – This is the existing NORMAN 2025 Land Use and Transportation Plan designations surrounding this subject tract. You have Low Density Residential to the north, Medium Density Residential to the east, Mixed Use with the Special Planning Area and Future Urban Service Area to the south. Across Classen you have Industrial and Commercial. If approved, the designation would take on the Commercial land use on the subject tract. The existing zoning for the subject tract is I-1. You've got a Planned Unit Development to the east, which is the multi-family development. R-1 to the north – single family. To the west across Classen, you've got I-1, A-2 and C-1. Current land uses in the area, again, is the multi-family residential to the north, and some commercial and industrial across Classen to the west.

For this subject tract, there are actually three components to the 2025 Land Use Plan amendment. There is the change from the Low Density Residential to the Commercial designation. You also have a removal of the Mixed Use/Special Planning Area 7 from this subject tract on the south portion, and also bringing the property from Future Urban Service Area into the Current Urban Service Area. For 2025 Land Use Plan amendments there are two criteria that have to be examined, one of which is the change in circumstances and development in the general vicinity, and then also evaluating the possible adverse land use effects for traffic

impacts. On this slide you can see a lot of the recent development in this area. There are two apartment complexes on the east which I called out earlier and have a total of 924 units. There's the mini-storage along the west side of Classen that recently expanded. There's continued commercial development north on Classen toward Highway 9. Then farther west, across the tracks, you've got Eagle Cliff Addition, Eagle Cliff South Addition – they final platted 167 lots. Cedar Lane Addition preliminary platted 692 lots. Then there's the student-based housing that's at 12th Avenue S.E. and Highway 9 and they have a total of 421 units with 1,304 beds. The growth out there has been substantial. Not to mention, we've also got the expansion and improvements, as well as the signalization to Classen and Cedar Lane Road or Highway 77 and Cedar Lane Road. We've reviewed the access points for the proposal. They have taken into consideration the road designations and traffic flow, and the commercial lots are set back off of Cedar Lane so they're reducing impacts to that residential development to the north as it builds out.

The Special Planning Area – this is not the first change to that Special Planning Area to the southeast. Again, the multi-family on the east took a portion of that Special Planning Area in 2008.

The development is requesting I-1 to C-2. There's going to be four lots proposed along the west side, abutting Classen Boulevard, then there'll be a larger anchor store in the middle and then there will be one more additional lot on the east side of this proposal which would abut 24th Avenue.

This is the site itself on the southeast corner of Classen and Cedar Lane. This is the southwest corner across Classen. This is the mini-storage facility that was just built out across Classen. This is the single-family development on the north side, so it would be directly across from the development on Cedar Lane. This is on the west side of Classen. This is the multi-family. This is the site on 24th looking back northwest. This will be the area of single-family that will build out which is north of Cedar Lane and, again, just across the street from this development.

This proposal does deviate from the existing Industrial zoning, the residential land use designation, as well as the Future Urban Service Area and the Special Planning Area 7. However, staff does support these requests and recommends approval of Resolution No. R-1314-123, Ordinance No. O-1314-50, as well as the preliminary plat for this addition. You can see the plat here. And this is the proposed site plan for the development.

I'd be happy to answer any question you might have. The applicants are here. They do not have a presentation, but they can answer any questions from the plat or the site plan that you have.

PRESENTATION BY THE APPLICANT:

None

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Ms. Pailes – The little strip malls that face 24th and Classen – how many stories are those?
2. Blaine Nice, 100 N. Broadway, Oklahoma City, representing the applicant – They're just one story.
3. Ms. Pailes – I think it said that there was a bicycle lane to be included in the roadway along Cedar Lane.
4. Mr. Nice – There's a lot of development going on out there. This just so happened, when this application was made, there's some concurrent construction that's taking place in the road out there and some other things. Part of this project, they're going to be able to do this at the

same time and there will be a bike path, as I understand it. This turned out the timing is very good in this to have this change at the same time as the roadway improvements.

5. Ms. Pailes – Is that the length of Cedar Lane – the bike path?
6. Mr. Danner – Cedar Lane is where the bike path is going to be. Strictly Cedar Lane, from the east side of The Links to 12th Avenue.
7. Ms. Pailes – Basically to Eagle Cliff.
8. Mr. Danner – Yes. And it will have a 5-foot lane on each side of the street. The plan is to get it over to 12th and eventually to other locations.
9. Mr. Gasaway – I have a question for Mr. Nice, also. The large parking lot in the middle, I assume, goes with the building on the east.
10. Mr. Nice – The engineer is here if you have any questions. But, yes.
11. Mr. Gasaway – Is the anticipation that the people coming to that building will come and stay, or is that a come and go that will create some traffic?
12. Mr. Nice – Well, we've had a lot of discussion about the traffic flow. We've had discussions with Public Works and it meets all the traffic requirements.
13. Mr. Gasaway – Will that all exit onto Cedar Lane.
14. Mr. Nice – I believe so.
15. Terry Haynes, SMC Consulting Engineers – There's a drive on Classen/Highway 77 which is the main thoroughfare driveway for this development. There will be cross-access driveways between that driveway and the four lots across Classen. But there's also two primary driveways on Cedar Lane – full access to allow left and right turns out of the large box structure site. Then there's a service driveway on the northeast corner of the large lot. Yes, we did evaluate the projected traffic. We looked at it to the future. We looked at all of the intersections along Classen at each of the main intersections where there are traffic signals. We projected this traffic and what those impacts would be to each of those intersections.
16. Mr. Knotts – I see a very small detention pond on this.
17. Mr. Haynes – There is a small detention pond located on the northern lot at the corner of Cedar Lane and Classen. But right behind the large box there's a large detention facility. That's that large blank area. This particular site actually drains in two different directions. So the front, where the four lots are located, drains west toward the road. The large structure – large box and parking lot and the retail shops along the east lot, referred to as Lot 6, will drain to the east. We'll comply with all the City standards for stormwater quality, all the new standards that involve Lake Thunderbird.
18. Mr. Knotts – So draining to the west on Classen, is it dumped in the bar ditch and gravity?
19. Mr. Haynes – No, sir. As part of the City's bond project and widening of Cedar Lane, with a traffic signal there at Classen, they're replacing the storm sewer system along Cedar Lane. So we'll tie into the underground storm sewer system that will be installed with the street project. We'll extend storm sewer along the frontage to take care of the drainage from each of those

lots and tie it into the detention facility there at the lot, which we will then tie into the storm sewer on Cedar Lane that's installed with the City's project.

20. Mr. Knotts – I can see how it could drain in two directions – probably five directions. It seems like it's going to be a little difficult to get it corralled.

21. Mr. Haynes – It naturally drains to the northwest corner of this property, which would be the southeast corner of that intersection of Cedar Lane and Classen. That's where it naturally drains to.

22. Mr. Sherrer – On the entrance off of Classen, you said that's a two-way – it's an entrance and an exit. Is there a left-turn lane coming in if you're going south on Classen? Is that the proposal? Just trying to understand the traffic pattern as it relates to the highway and Classen.

23. Mr. Haynes – We've worked with the Traffic Division of the City, with the City's professional engineers, on traffic flow. There is a center turn lane that's part of Classen today. We've looked at the intersection; as you're driving north toward Cedar Lane, there will be dedicated dual left turns turning left to the west on Cedar Lane. And there's enough storage capacity – we've looked at the proximity of this main driveway to those storage lanes to allow our customers – those users in this development to make the right turn, get through the intersection going north, as well as going south. Then for those drivers that are proceeding through the intersection south, there's enough room for them to stack, if they choose to make the turn left off of Classen into this development. The other driveway that is shown there on Classen is restricted right-in/right-out. The driveways along Cedar Lane to the main large box are full access, and then there's one lot at the intersection of Cedar Lane and Classen which will have a restricted right-in/right-out.

Jim Gasaway moved to recommend adoption of Resolution No. R-1314-123, Ordinance No. O-1314-50, and PP-1314-16, the Preliminary Plat for ST. JAMES CENTRE, to City Council. Chris Lewis seconded the motion.

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

YEAS	Curtis McCarty, Jim Gasaway, Roberta Pailes, Tom Knotts, Chris Lewis, Andy Sherrer, Cindy Gordon, Sandy Bahan, Dave Boeck
NAYES	None
ABSENT	None

Chairman Boeck announced that the motion, to recommend adoption of Resolution No. R-1314-123, Ordinance No. O-1314-50, and PP-1314-16, to City Council, passed by a vote of 9-0.

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