

COUNCIL
COMMUNITY PLANNING AND TRANSPORTATION
COMMITTEE MINUTES

January 26, 2017

The City Council Community Planning and Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 4:32 p.m. in the Conference Room on the 26th day of January, 2017, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

PRESENT:	Councilmember Clark (arrived at 5:35 p.m.), Hickman, Karjala, and Chairman Holman
ABSENT:	Councilmember Allison
STAFF PRESENT:	Mayor Lynne Miller Mr. Jeff Bryant, City Attorney Ms. Susan Connors, Director of Planning and Community Development Mr. Terry Floyd, Development Coordinator Ms. Brenda Hall, City Clerk Ms. Jane Hudson, Principal Planner Mr. Steve Lewis, City Manager Ms. Leah Messner, Assistant City Attorney Mr. Scott Sturtz, City Engineer Mr. Kelvin Winter, Code Compliance Supervisor Ms. Syndi Runyon, Administrative Technician IV

Item 1, being:

CLEVELAND AREA RAPID TRANSIT (CART) RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTHS OF NOVEMBER AND DECEMBER 2016.

Mr. Taylor Johnson, Planning Intern with Cleveland Area Rapid Transit (CART), highlighted CART Ridership Reports for November and December 2016, and said ridership has decreased 3% from November 2015, and 14% from December 2015. He said the December decrease has been attributed to two fewer days of regular service in December 2016, than in December 2015, as well as construction routes along Main and Lindsey Streets. He said fiscal year to date ridership (July to December) had an increase of 2% over the same period last year. For the one-week manual count in December, there were 302 riders who traveled with bicycles (0.9%) and 76 with wheelchairs (0.2%). Route 11-Lindsey East carried the most passengers with bicycles (88) and wheelchairs (26).

CARTaccess November ridership increased 20% over last year with daily ridership of 135 riders and a 10% December ridership increase over last year of 123 riders with an annual 12% overall ridership (July to December).

Mr. Johnson said the Bike Share Program was awarded to GotchaBike and will begin in the Spring. Locations identified include the Lloyd Noble Center; Research Campus; Traditions West; Brooks Street Transfer Station; and six locations on OU's main campus. There will be a total of ten hubs with 75 bikes spread out between the hubs. OU students, faculty, and staff will be able to ride for free the first thirty minutes then there will be a fee structure, which is still being developed. The program will run from an app on a phone so bikes can be reserved and every bike will come with a lock. All the bikes run off of solar power so there should be little maintenance. Once the Bike Share Program is up and running, CART will give a quick, detailed presentation to the Committee.

Item 1, continued:

Councilmember Hickman said a presentation would be great and he would also like to see information on what it would cost if the City was interested in helping expand or participate in the program.

Ms. Karleen Smith, Marketing Specialist for Cleveland Area Rapid Transit (CART), said in the last meeting, Chairman Holman expressed concern about the temporary bus stop on 24th Avenue SW at Lindsey Street because when the bus is on West Lindsey Street and turns onto 24th Avenue SW, it immediately stops and drivers behind it try to go around, which is dangerous. Ms. Smith said after conferring with Mr. David Riesland, Traffic Engineer, and CART drivers it was agreed the stop needed to be moved. She said the stop will be moved to a location just north of Springer Drive on 24th Avenue S.W. CART will work with special need passengers from Lindsey Street to ensure they have easy access to the stop.

Ms. Smith updated the Committee on the progress of installing vending machines at the Brooks Street Transfer Station. She said preliminary estimates to install electrical outlets for the machines is \$20,000 to \$24,000, because the additional outlets needed for the machines would require boring a line under 565 feet of concrete to the nearest transformer. Councilmember Holman said extending a waterline for a water fountain might be less expensive and Ms. Smith said she would request a detailed cost estimate for that. Councilmember Holman said he prefers a water fountain because not everyone will be able to afford to purchase drinks from a vending machine whereas a water fountain would be free.

Ms. Smith said CART has met with Norman Public Schools (NPS) regarding coordinating service for fixed routes and CARTaccess as well as looking at drivers, busses, and other issues to improve service for both entities while possibly reducing costs. The first meeting will be held February 2nd and CART will be reviewing the school's Routing Scheduling Program and comparing that with CARTs.

Another request from Chairman Holman was information regarding cost of service. She said Main and Alameda Streets have the most service (5,700 hours of service) and costs \$388,000 annually for each route. She said current hours of service are Monday through Friday, 7:00 a.m. to 10:00 p.m., and Saturday, 10:00 a.m. to 7:00 p.m. She said shorter routes, such as Lindsey Street East and West (4,200 hours of service) costs \$285,000 annually for each route. She said CART's average hourly operating cost is \$68 per hour. Chairman Holman said he made that request because several people in southeast Norman have approached him about acquiring bus service in their area (generally around the new Walmart and apartments on Classen Boulevard). Ms. Smith said there is a growing demand in southeast Norman and CART has a route mapped out for the area; however, plans for that route have not moved forward due to budget cuts.

Mayor Miller said she attended the Association of Central Oklahoma Governments (ACOG) meeting today and ACOG discussed the Volkswagen (VW) Emission Lawsuit settlement of over \$4 billion and said Oklahoma may receive \$19 million which ACOG felt could be used for public transportation.

Chairman Holman said the City contributes \$575,000 annually to CART (10% of the budget), which would basically pay for two routes. Hopefully, sales tax revenues will improve soon and allow the City to help meet the needs for additional transportation.

Ms. Smith said CART is expecting a 2% budget decrease and wanted the City to be aware of the growing costs to maintain current services and wondered if it would be appropriate for CART to present Council with a CART budget that has a 2% cut. Mr. Steve Lewis, City Manager, said CART could present their regular budget and a budget with a 2% cut to the Finance Committee so Council can see the trade-offs.

Item 1, continued:

Ms. Smith said CART formed the Cleveland Transportation Advisory Committee and is in the process of educating that Committee on CART services. Mr. Shawn O’Leary, Director of Public Works, is on that Committee.

Items submitted for the record

1. Cleveland Area Rapid Transit Ridership Totals for the Month of November and December 2016
2. Cleveland Area Rapid Transit Monthly Report for November and December 2016 with map of proposed new location for CART stop on 24th Avenue S.W./Lindsey Street

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Item 2, being:

REQUEST FROM NORMAN ARTS COUNCIL TO NAME THE DOWNTOWN ARTS DISTRICT AS THE WALKER ARTS DISTRICT IN MEMORY OF MR. LARRY WALKER’S DEDICATION TO THE PUBLIC ART BOARD AND ARTS IN NORMAN.

Ms. Brenda Hall, City Clerk, said City Council adopted Resolution R-0809-60 on October 28, 2008, formalizing a Citizen Recognition Policy, which incorporated guidelines for awards and recognition, naming of public facilities, and street renaming designations. She said requests are submitted in writing to the Mayor’s Office and from that point it moves forward to the Community Planning and Transportation Committee (CPTC) for their consideration and review. Upon recommendation from CPTC the request moves forward to City Council for formal adoption by resolution.

Ms. Hall highlighted criteria for the policy and said the name of an individual shall be considered to honor many years of service and leadership to the general public interest or interests of the City and, except in extraordinary circumstances, naming shall be done posthumously OR involvement in a leadership role in civic organizations which are devoted to community improvement OR an active leadership role in developing programs and the facilities directed toward the improvement of community, social, and health needs as well as programs directed toward humanitarian purposes.

Ms. Hall said displays of public recognition of the name of an individual shall be considered for interior features or a portion or special section of a building, facility, or park area as a condition of a gift of cash or property or to honor meritorious service and leadership over a period of time. Projects not budgeted for which other funding is not designated may require a 100% contribution in order to be implemented and a naming opportunity considered.

Ms. Hall said a written request has been received from the Norman Arts Council (NAC) to rename the Downtown Arts District the “Walker Arts District” after Larry Walker for his immense dedication to the Norman Arts Council, Public Arts Board, and all arts in Norman.

Ms. Erinn Gavaghan, Executive Director of NAC, said NAC is requesting the City name the area currently designated as the Downtown Arts District as the Walker Arts District. Since the passing of Larry Walker in

Item 2, continued:

2006, the NAC has been receiving contributions in his memory and wanted to take their time in deciding how to use the funds to honor Larry in an appropriate way. In discussions with the NAC Board and Public Arts Board, of which Larry was the Chair, it was decided to request the Downtown Arts District be named the Larry Walker Arts District. The area is a certified Cultural District with the State of Oklahoma so the State recognizes the importance of the district and its contributions to the community through arts and culture.

The NAC has collected a little over \$2,000 and would like to use that money for an artist-designed sign commemorating the Walker Arts District. She distributed a flyer with examples of the types of signage that could be installed to create a name branded district that carries an identity. NAC feels this is an opportunity to begin building an identity for the downtown area and NAC cannot think of a more thoughtful way to honor Larry.

Councilmember Hickman said this is a great idea since Larry was very passionate about art. He asked if the designer of the sign could be limited to a local artist and Ms. Gavaghan said yes, that would be appropriate to this particular project. Councilmember Hickman said he would be comfortable approving this request if that is done.

Mayor Miller asked Ms. Gavaghan the location of the Arts District and Ms. Gavaghan said the area is located from 300 West Main Street to the East Main Roundabout. She said, initially, the NAC considered renaming the East Main Roundabout after Larry since the sculpture at the roundabout was the first piece of public art installed, but later decided against that.

Mayor Miller felt renaming this area was a lovely idea and members concurred.

Ms. Hall said the next step would be to place a resolution on Council's agenda of February 14th to rename the Downtown Arts District to the Larry Walker Arts District unless the Committee felt a recommendation needed to be considered by full Council at a Conference or Study Session. The Committee directed Staff to move forward with a resolution for approval at the February 14th Council meeting.

Items submitted for the record

1. Email dated December 19, 2016, from Erinn Gavaghan, Executive Director, Norman Arts Council, to Lynne Miller, Mayor, and Brenda Hall
2. Resolution R-0809-60
3. Citizens Recognition Policy
4. Flyer from Norman Arts Council regarding The Walker Arts District

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Item 3, being:

DISCUSSION REGARDING POSSIBLE AMENDMENTS TO THE R-3, MULTI-FAMILY DWELLING ZONING DISTRICT.

Ms. Connors said Council recently approved an administrative delay on building permits for the central portion of Norman to allow discussion on several topics that included R-3, Multi-Family Dwelling District; Center City Form Based Code (CCFBC); garage apartments in specific R1, Single Family Dwelling District zoned neighborhoods; and Plan Norman (a comprehensive plan). The boundaries of the administrative delay are Lindsey Street on the south, Robinson Street on the north, Flood Avenue on the west, and 12th Avenue N.E. on the east. Within the boundary are numerous zoning districts including R-1, Single Family Dwelling

Item 3, continued:

District; R-2, Two Family Dwelling District; RM-2, Low Density Apartment District; RM-6, Medium Density Apartment District; and R-3, Multi-Family Dwelling District. The boundary also contains C-1, Local Commercial District; C-2, General Commercial District; C-3, Intensive Commercial District; I-1, Light Industrial District; and Planned Unit Development (PUD) District.

Ms. Connors said R-3 permitted uses include detached single-family dwellings; two-family dwellings; single-family dwellings with a garage apartment; apartment houses; family day care homes; general purposed farms and gardens; and home occupations.

The CCFBC boundary is 42 blocks generally located on Tonhawa Street on the north, the railroad tracks on the east, Boyd Street on the south, and a west boundary between Elm Avenue, University Boulevard, Flood Avenue, and Main Street. She said CCFBC boundary pretty much includes all of the R-3 zoned properties in the City, which totals about 360 acres of R-3 Zoned properties some of which is owned by the University of Oklahoma (OU). There are two different districts in the CCFBC, Townhouse Small Apartment Frontage and Detached Frontage, which contain the majority of R-3 Zoning.

Ms. Connors highlighted possible amendments to R-3 Zoning as follows:

- Increase the amount of pervious surface on the lot (currently 65%)
- Decrease the percentage of allowable building coverage (currently 40%)
- Limit the number of off-street parking spaces allowed
- Create permitted parking on the street and limit the number of permits per lot
- Increase the size of the lot necessary for multi-family buildings (currently 5,000 square feet for single-family dwelling, 7,000 square feet for a duplex, 9,000 square feet for an apartment house)

Ms. Connors said if the City amends the R-3 Zoning District, there are other areas of the Code that should be reviewed as well. If percentages are changed, those percentages should also be changed in the R-1, R-1-A, Single-Family Attached Dwelling District, R-2, Two Family Dwelling District, and RM-2, Low Density Apartment District. Landscaping standards should be changed to specifically require landscaping and fencing for parking lots with six or more spaces on single-family and two-family structures. Higher parking standards could be created for dwelling units with four or more bedrooms because, currently, a single-family home or duplex requires two off-street parking spaces per unit. She said there are also a number of definitions that would need to be modified. She displayed various plats of existing structures with their coverage percentages and parking spaces.

Ms. Connors said one amendment recommendation is to change the amount of pervious surface to 55%, but leave the allowable building coverage at 40%. Another amendment would require any dwelling unit with four or more bedrooms to require a Special Use Permit. Councilmember Hickman asked if that would come before Council for review and Ms. Connors said yes.

Ms. Connors said not only are multi-unit bedrooms being constructed in R-3, R-1 is experiencing that type of construction as well. Councilmember Hickman said if a property is zoned R-3 and the City receives an application of what appears to be a single-family home with multiple bathrooms and bedrooms similar in interior design of duplexes, can the City downzone that property to R-1 in order for that to be approved? Ms. Connors was unsure as she has never seen that done. Councilmember Hickman said the reason this is happening is because the lot size requirement for R-1 is less than for R-3 so these “commercial type dorms” are being built as a single-family home on smaller lots instead of a duplex. Ms. Connors said that is possible because a duplex requires a 7,000 square foot lot.

Item 3, continued:

Mayor Miller asked for clarification on the Special Use Permit, would that only apply to R-3 if they want to construct four or more bedrooms even if the structure is a single-family home? Ms. Connors said yes, any dwelling unit with four or more bedrooms and that requirement could be applied to any Zoning District Council would like.

Councilmember Hickman asked if any applications have been submitted on R-1 property for these dorm type units being designed as a single-family home and Ms. Connors said yes, one that she is aware of.

Councilmember Holman said, for discussion purposes only, how would a person build a three story, fifteen bedroom house in Norman and a single family live there. Ms. Connors said in R-1, bigger setbacks would be required because R-1 allows two stories unless there are additional side yard setbacks. Obviously, the City cannot restrict the number of bedrooms or bathrooms in a dwelling unit.

Councilmember Hickman suggested the City use the boundaries created in the administrative delay and create an Overlay District otherwise the changes will affect all R-1, R-2, R-3, etc., properties within the City of Norman. Ms. Connors said there are very few R-3 properties outside of that boundary and Staff is only addressing amendments to R-3, but because there are duplexes allowed in other zoning districts, Staff did recommend changing the impervious surface percentages across the board. Councilmember Hickman is comfortable creating an Overlay District for the entire administrative delay boundary in order to have strong protections in a limited area rather than watering down the Zoning Code because of the affect it might have citywide (unintended consequences). Councilmember Hickman said most of the properties within the administrative delay boundary have structures on them and anything being constructed would simply be infill of some type that could warrant Council review. Ms. Connors said Griffin Hospital property is within the administrative delay boundary and there is a great deal of redevelopment opportunities that could come forward in the future.

Mr. Jim Adair, Downtowners Association, said the City has been working on the CCFBC for the last three years and he has been very critical of the administrative delay because he feels the City has been basically sitting on its hands for three years. If the CCFBC had been approved these issues would already have been corrected and the administrative delay would not be necessary; however, he did compliment Staff and Council on moving quickly to find a solution. He said Center City discussions included increased density in Core Norman, but what Council is reviewing tonight is not increased density. For forty years, he has heard many comments regarding urban sprawl and core density ties into that. He said City needs core density to reduce urban sprawl. He felt a parking requirement of one parking space per bedroom would be an appropriate ratio, which would also absorb pervious surface and thereby what can be built on the lot. He said to simply reduce the amount of pervious surface from 65% to 55% is absolutely the wrong solution and makes no sense at all. He said to extrapolate that ratio to all R-1 properties in Norman is criminal and absolutely encourages urban sprawl so he would suggest the City look at a parking solution, not a pervious surface ratio solution.

Mr. Jonathan Fowler, 422 Park Drive, said an Overlay District for the boundaries of the administrative delay makes a lot of sense and he likes that discussion because an Overlay District would not affect R-1 and R-3 properties outside of the boundary. He felt there would be a lot of property owner's in the City that would welcome that solution. He said during the Center City Charrette process the two commercial districts, Campus Corner and Downtown Main Street, were identified as appropriate areas for increased density. He said there are neighborhood fears that more of the dorm type single-family homes will begin being built in R-1 if action is not taken. A ratio of bedrooms to bathrooms could address some of those concerns because eight bedrooms with eight bathrooms do not necessarily fit a typical single-family, owner occupied structure. There are a lot of good ideas in the CCFBC as well.

Item 3, continued:

Mr. Steve Ellis, 633 Reed Avenue, agreed with much of what is being discussed and an Overlay District really opens up the toolbox because there would be no worries about permitting urban sprawl outside of the Overlay District. Council needs to keep in mind how these types of changes affect other kinds of zoning possibilities as well. An anti-sprawl toolbox should probably include making sure there are no subsidizing sprawl through the way developers pay for their water, sewer, etc. As long as the City of Norman is covering its costs in those areas there will be “pull sprawl” and not “push sprawl.” A balanced and smart way to get density in the community involves looking at the Center City Vision, mixed possibilities in R-3, preventing the type of density not wanted, and making sure all new housing in Norman covers the costs to the City of creating it which probably involves making it more expensive on the fringes.

Ms. Cindy Rogers, 633 Reed Avenue, appreciates the conversation of building up not out, but the City is also talking about different demographics and increased density in Campus Corner is really moving students from distant areas to closer areas, which has its pluses and minuses. This does not really address the sprawl issues from single-family home development that are in more suburban markets. Center City was all about the missing middle and the missing middle is not student housing, it is about family homes that are more centrally located.

Councilmember Hickman suggested creating an Overlay District that includes the Staff amendments. He said he is open to requiring a Special Use Permit for four or more bedrooms in R-1, but would like to add design guidelines or discussion points that Council can utilize to decide if a project is appropriate or if the project is a good fit for the location. He would be fine with incorporating the vision of Center City into those guidelines to be consistent. It is important to remember there will be a new “brand” for the community and that brand is being done in an attempt to keep millennials in Norman and those millennials want to live in Core Norman. He said the City needs to encourage developers to build structures that drive the type of growth and development for a walkable, diverse community. He would also like to consider creating a tree canopy ordinance and would be okay with asking the Tree Board to take up the task of developing an ordinance. He said Core Norman has a lot of historic trees, many of which have been torn down for in-fill development and with tree canopy regulations in the Overlay District, the developer would have to save the tree or show good reason why they could not save the tree. He said lighting regulations should also be incorporated to prevent light spillage onto neighboring properties.

Ms. Connors said if there is an Overlay District, the regulations would be contained within the district so there would not need to be a Special Use Permit in addition to that. The regulation of coming before Council for any number of things would be incorporated in the Overlay District.

Ms. Joy Hampton, The Norman Transcript, asked what Council is trying to accomplish because people complain the most about parking in central Norman so if a structure has twelve bedrooms with six parking spaces that does not make sense. Center City is about increasing density in Core Norman, but CPTC is saying the reason for the administrative delay was due to inappropriate infrastructure to increase density. She said this conversation feels like the City is just putting a bunch of band aids on a big gaping wound. What problems is Council trying to solve? Mayor Miller said, to some extent, the band aid analogy is true. The City is trying to fix an issue that was not foreseen. She said R-3 allows duplexes and duplexes connote a certain size, such as two bedrooms on each side or three bedrooms total so there is a certain density, a certain number of people, a certain number cars for a small area. What has happened is the City is now in a situation where there are eight bedrooms and eight bathrooms on each side of a supposedly single-family home and there are not many solutions to that and it is causing a real problem in neighborhoods. She would agree that shrinking the number of parking spaces could be a solution because it is not going to be as economically attractive to build eight bedrooms and eight bathrooms on each side if there are only four parking spaces available. This is a way of eliminating the attractiveness of these projects. The one thing she is concerned

Item 3, continued:

about is making this process too complex and since the administrative delay expires in six months, the City needs to do something reasonable within six months otherwise the City will be back to where it started.

Ms. Hampton said the three person's unrelated rule is not enforceable or is very difficult to enforce and students want to live near OU so that is where the market demand is. The market is oversaturated on heads and beds, but students want to live near OU and that is why there is a continued pressure to build these types of structures. It sounds like the Committee is talking about creating more unenforceable ordinances.

Councilmember Hickman said a Special Use Permit for four or more bedrooms would give Council control over the three unrelated person rules because four bedrooms would mean more than three people and Council, to some degree, would have an analysis as to whether or not that is an appropriate structure to approve. This conversation tonight is step one of a multi-prong process that includes CCFBC; storm water; tree canopies; design guidelines, etc. Council is trying to help guide investment in the area to build the kinds of things the community envisioned for Center City. He disagrees these regulations would be taking away density as it actually allows the same if not more density, but it is the kind of density Norman wants, building up instead of out.

Mr. Fowler said this is a step in the right direction for the core. A big part of the Center City discussion was about increasing walkability of neighborhoods and encouraging more of that. He said limiting parking would be in the spirit of that mission. He said an Overlay District would preserve a lot of owner occupied areas, such as the old Silk Stocking Addition, that currently has R-3 properties and some of those neighborhoods want to downzone to R-1.

Mr. Keith McCabe, KD Construction, said he owns rental property on Asp Avenue. He said developers have offered to help in this process, have offered to communicate, and supported the downzoning's, but let us talk about the real issue of Boyd, McCullough, Eddington, Monnet, Jenkins, Asp, Duffy, etc., because that is where developers are taking houses down. He said out of 124 houses in that area, eight are owner occupied single-family houses. He said take a look at the side of some of those single-family houses and you will see several electric meters. Those electric meters specify how many residents are in each of those so called single-family houses. On DeBarr Avenue multiple single-family houses have seven, eight, or nine electric meters per house.

Mr. McCabe said if the City approves the CCFBC and he has to start building within three to five feet of the sidewalk, the trees will have to go. He said developers are confused because they thought the City was going to implement CCFBC and the administrative delay was put into place to gather input from developers. All he wants is for the City to speak to the developers because developers are being made out to be the bad guys.

Ms. Janet Wernick, 4600 Timberidge Circle, said she owns property on Jenkins and Duffy Avenues and would like to address the maximum parking as restricting how development happens. References were made that millennials are not driving and that is in cities where there is adequate public transportation to serve the area. She said there is not enough parking on Campus, on Jenkins and Monnet Avenues there is no parking on the street so for people developing these properties to be restricted to 1.5 parking spaces for every three people is not something that can adequately serve the people that are going to live in that area. There are very few student who do not have cars and they need a place to park and it is not realistic in Norman to think alleyways can handle parking or streets can handle parking. Norman may want to have New York City's urban millennial ideas to walk everywhere, but that is not the reality of Norman, Oklahoma, and the City cannot make that the reality by restricting parking.

Item 3, continued:

Mr. Mike Peters, 4604 Hidden Lake Circle in Moore, is a property owner in Norman and asked who the City expects to develop in the area when the City is taking money out of the developer's pockets because they want to shrink everything to R-1. He said millennials have not been interested in that area for over 70 years so what developer is going to build for them? Councilmember Hickman said the structures developers are building have not been in that area until recently. Mr. Peters said his structures are economically feasible and the people with the most money in that area are the students so property owners will have to rent to students or go broke.

Ms. Connors said to clarify, the Committee is interested in looking at an Overlay District; incorporating a majority of Staff's proposed amendments; looking at including a canopy ordinance to save trees; looking at including a lighting ordinance; requiring a Special Use Permit for four plus bedrooms; and increasing the size of lots for multi-family. She is not sure what the direction is on parking and Councilmember Hickman said he is happy with what Staff has proposed on parking. He said the City is trying to make sure that if someone is going to build a bigger unit, there needs to be sufficient on-site parking for that unit, which is proposed to be one space per bedroom. This will hopefully incentivize building up instead of out. He also wants to review some type of design guidelines.

Chairman Holman said the CPTC will continue this discussion at their next meeting in February.

Items submitted for the record

1. Memorandum dated January 30, 2017, from Susan Connors, AICP, Director of Planning and Community Development, to Community Planning and Transportation Committee Members
2. Draft legislatively notated copies of Zoning Code, Chapter 22, Section 421.1 – R-1, Single Family Dwelling District; Section 421.3 – R-1-A, Single Family Attached Dwelling District; Section 421.5 – R-2, Two Family Dwelling District; Section 422.1 – RM-2, Low Density Apartment District; Section 422.3, RM-6, Medium Density Apartment District; Section 422.5 – Multi-Family Dwelling District; Section 431.5 – Off-Street Parking Requirements; Section 431.8 – Landscaping Requirements For Off-Street parking Facilities; and Section 450 – Definitions
3. Core Norman R-3 Zoning
4. PowerPoint presentation entitled, "Amendments to the R-3 Zoning District," Community Planning and Transportation Committee dated January 26, 2017

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Item 4, being:

MISCELLANEOUS PUBLIC COMMENTS.

None

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The meeting adjourned at 6:03 p.m.

ATTEST:

City Clerk

Mayor