

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

DECEMBER 14, 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 14th day of December, 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.

Chair Erin Williford 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
Neil Robinson
Erin Williford
Lark Zink (arrived at 6:33 p.m.)
Dave Boeck
Tom Knotts
Andy Sherrer

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
Larry Knapp, GIS Analyst II
David Riesland, Traffic Engineer
Todd McLellan, Development Engineer
Drew Norlin, Asst. Development Coordinator
Terry Floyd, Development Coordinator
Jeff Bryant, City Attorney

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Item No. 8a, being:

O-1718-25 – CEDARWOOD DEVELOPMENT GROUP, L.L.C. REQUESTS REZONING FROM A-2, RURAL AGRICULTURAL DISTRICT, TO C-2, GENERAL COMMERCIAL DISTRICT, FOR 7.62 ACRES OF PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF CLASSEN BOULEVARD (U.S. HIGHWAY 77) AND STATE HIGHWAY 9.

ITEMS SUBMITTED FOR THE RECORD:

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

and

Item No. 8b, being:

PP-1718-5 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY CEDARWOOD DEVELOPMENT GROUP, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR CEDARWOOD ADDITION FOR 7.62 ACRES OF PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF CLASSEN BOULEVARD (U.S. HIGHWAY 77) AND STATE HIGHWAY 9.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Preliminary Site Plan
6. Pre-Development Summary

PRESENTATION BY STAFF:

1. Janay Greenlee reviewed the staff report, a copy of which is filed with the minutes. Staff supports and recommends approval of Ordinance No. O-1718-25. Staff recommends approval of the preliminary plat for Cedarwood Addition.

PRESENTATION BY THE APPLICANT:

1. Tom McCaleb, SMC Consulting Engineers, representing the applicant – The zoning is 7.26 acres, is presently A-2 and we're going to ask for C-2. This application is for a gas station, a car wash, and a restaurant – that's the desire. One of them is pretty sure. The change we're asking tonight is consistent with the Comp Plan, so we do not have a Comp Plan request to modify, because it's already in compliance, so we're asking for straight zoning with a piece of land that's consistent with the 2025 Plan. This plan was fairly complicated, primarily because of the traffic. We've met with staff and, as you know, we have to do a traffic impact analysis. We did so. But the land use itself is consistent with the 2025 Plan.

Let me discuss some engineering stuff. Sanitary sewer – the existing 24" sanitary sewer main is located at the rear of the property adjacent to the BNSF railroad. Lots 1 and 2 will connect to the existing sanitary sewer manholes, and Lot 3 will connect to a proposed sanitary sewer manhole that we'll construct. Sidewalks – there will be a 5' sidewalk that will be built along Classen on the west side. Presently that will be a 5' sidewalk, and if we connect it to the street it may require us to make a 6' sidewalk. The storm sewer and detention – this site has storm drainage that presently comes across Classen. It's a big box. We're going to take the box and run that box through the site. On Lot 1 we're going to have underground detention that will be underground and go under the parking lot and will discharge into this area that we will create as a completed area to keep as it is. Lot 2 will have a detention pond on the northwest portion of the lot. Lot 3 will have a detention pond on the northeast part of the lot. So each detention pond will be built with each lot. The underground detention from Lot 1 will be constructed initially. The area on the south west part of Lot 2 is a stream conservation area. As you saw in the pictures, it's a bunch trees there. We're going to take that area and make that a preserve for conservation for trees, and we'll prepare an easement and the easement will be recorded so that area will stay with trees. That's a conservation easement that we're dedicating by the client. So we'll have three detention systems, one for each lot.

Classen Boulevard is intact. We're going to revise it and we're going to revise it by implementing the information that was outlined in the traffic impact analysis. We did the TIA and we turned it into the staff for their review. There was some consideration of what had happened previously on the south side of Highway 9 that this intersection that we're now going to do will modify and correct that issue that happened on the south side. By that, we're going to modify this intersection. We're going to fix the red light so we can have full access across that intersection and we'll construct a deceleration lane right here that will come into the site. Then we're going to put a deceleration lane right there to come into this site. Further down, the traffic impact analysis requested that we consider putting another deceleration lane for the north driveway, which is right there, and the client has agreed to do that. One of the concerns that staff had was this is a State highway, of course, and we have to get concurrence from ODOT. So the first thing we did after we did the TIA was contact the Ada office and ask them what they thought about this decision and this design. They have contacted the City of Norman and have agreed and have supported this application, so we've passed that hurdle. One other consideration that we're doing is, when we get inside the site, we're building this access point right there, which will be a shared access for all three lots to have access, either at this light – all tracts can come to this light and get out and they will share in the maintenance of that facility. It will be a shared driveway. We put a lot of work into this application for this site plan; it was pretty complicated, but it works out. As I said, I want to repeat myself what we're going to do specifically. We're going to build a northbound left turn lane for a signal driveway at drive #2, southbound right turn lane at drive #2. We're going to modify the existing signal light at drive #2. Drive #2 we have a shared driveway for Lots 1 and 2 and 3. Lot 3 we have a driveway that will increase the southbound and northbound. There will be this shared driveway for all three lots to go north and south. All traffic construction issues will be paid by the client – the applicant – not by the City. And in your staff report, on your sheet 8b-6, you'll see that the City Traffic Engineer has approved this application and they support this document. Classen can handle the traffic; there are no problems there. The access will be safe, and ingress and egress to the facility will facilitate all three tracts.

Prior to this and the zoning and preliminary plat, we were required to go to the Greenbelt Commission, and we did. At the Greenbelt Commission on October 16, 2017, they motioned to forward and approve with no further comments. We then went to the Preliminary Development meeting, and that meeting all the people can come in to give us their opinion; two people showed up and asked us how fast can you get this thing built? There's no negatives; there's no protests. Staff, in your report, if you read your report, and I'm sure you have, they recommend approval. You've heard the staff report. We're here tonight to ask your approval, and I'll be glad to answer any questions if you have any.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Jan – I have a general comment to make. I know where this project is going to be. This is going to be the fourth gas station in less than a quarter mile. Do we need that many? I mean, we have 7-11. There's a new Walmart. Now this one, and then there's the one which is across the bridge.
2. Mr. Boeck – I don't think there's anyone that has ever set up a – you know, nursing homes you have to have a license for beds, but I don't think there's a licensure for gas stations, especially On Cue – we need more of them.
3. Mr. Lewis – Depends on who has the best gas.
4. Ms. Bahan – I think they all serve a different purpose, or a unique purpose, I guess would be the right way to say it.

5. Mr. Boeck – I like their hotdogs myself.

Chris Lewis moved to recommend adoption of Ordinance No. O-1718-25 and PP-1718-5, the Preliminary Plat for CEDARWOOD ADDITION, to City Council. Dave Boeck seconded the motion.

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

YEAS	Sandy Bahan, Chris Lewis, Neil Robinson, Erin Williford, Lark Zink, Dave Boeck, Tom Knotts, Andy Sherrer
NAYES	Nouman Jan
MEMBERS ABSENT	None

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-1718-24 to City Council, passed by a vote of 8-1.

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