

GBC 12-30

Applicant: Terra Verde – Little River Trails Addition

Location: Approximately 1,000 feet north of Tecumseh Road on the west side of Porter Avenue.

Proposal: Revised Preliminary Plat

Greenbelt Commission Final Comments - GBC 12-30

Meeting of October 15, 2012

The Greenbelt Commission approved the application unanimously with the following additional comments on the to the Greenbelt Ordinance criteria.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

Y (a) Portions of the Greenbelt System are accessible to the general public.

Y (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

Y (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Y (d) Greenways connect neighborhoods to each other and to industrial and commercial areas. ***The applicant has done their part.***

Y (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Y (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

Y (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

NA (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

NA (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Y (j) Permeable ground surfaces have been preserved to the extent possible.

Y (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

NA (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

NA (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

N (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
(After discussion, K Rambo moved this item be noted as a "no"; M Peters seconded. Unanimous)

Y (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

Y (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Y (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

Y (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

Y (s) Riparian buffers are incorporated into the Greenbelt System.

NA (t) The commercial developments have provided for pedestrian access.

Y (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and

allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

N (v) Cluster development has been utilized as a means to develop the Greenbelt System.

Y (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.