

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

JULY 9, 2020

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session via Video Conference and in the Council Chambers of the Norman Municipal Building, 201 West Gray Street, on the 9th day of July, 2020.

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 Lark Zink called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT
via Video Conference

Erin Williford
Tom Knotts
Lark Zink
Erica Bird
Dave Boeck
Sandy Bahan
Steven McDaniel

MEMBERS ABSENT

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A quorum was present.

STAFF MEMBERS PRESENT
(in person, unless otherwise noted)

Jane Hudson, Director, Planning &
Community Development
Roné Tromble, Recording Secretary
Lora Hoggatt, Planner II
Ken Danner, Subdivision Development
Manager
Bryce Holland, Multimedia Specialist
Nathan Madenwald, Capital Projects
Engineer
Beth Muckala, Asst. City Attorney (video)
Kelvin Winter, Code Compliance Supervisor
(video)
David Riesland, Traffic Engineer (video)

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CONSENT DOCKET

Item No. 2, being:

TMP-153 -- APPROVAL OF THE JUNE 11, 2020 PLANNING COMMISSION REGULAR SESSION MINUTES

Item No. 3, being:

COS-2021-1 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY COUNTRY LAND INVESTMENT, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR PEEBLY ESTATES FOR APPROXIMATELY 119.117 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST CORNER OF EAST FRANKLIN ROAD AND 156TH AVENUE N.E. (S. PEEBLY ROAD).

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Sandy Bahan moved to approve the Consent Docket as presented. Dave Boeck seconded the motion.

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

YEAS	Erin Williford, Tom Knotts, Lark Zink, Erica Bird, Dave Boeck, Sandy Bahan, Steven McDaniel
NAYES	None
MEMBERS ABSENT	Nouman Jan

Ms. Tromble announced that the motion, to adopt the Consent Docket, passed by a vote of 7-0.

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Item No. 3, being:

COS-2021-1 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY COUNTRY LAND INVESTMENT, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR PEEBLY ESTATES FOR APPROXIMATELY 119.117 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST CORNER OF EAST FRANKLIN ROAD AND 156TH AVENUE N.E. (S. PEEBLY ROAD).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Norman Rural Certificate of Survey
3. Staff Report
4. Flood Zone Maps

This item was adopted on the Consent Docket by a vote of 7-0.

NON-CONSENT ITEMS

Item No. 4a, being:

R-1920-115 – SOONER TRADITIONS, L.L.C. REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE & TRANSPORTATION PLAN FROM OFFICE DESIGNATION AND LOW DENSITY RESIDENTIAL DESIGNATION TO COMMERCIAL DESIGNATION FOR APPROXIMATELY 1.33 ACRES OF PROPERTY LOCATED AT 1027 AND 1035 S. BERRY ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report
3. Pre-Development Summary
4. Excerpt of June 11, 2020 Planning Commission Minutes

and

Item No. 4b, being:

O-1920-58 – SOONER TRADITIONS, L.L.C. REQUESTS REZONING FROM R-1, SINGLE FAMILY DWELLING DISTRICT, AND CO, SUBURBAN OFFICE COMMERCIAL DISTRICT, TO SPUD, SIMPLE PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 1.33 ACRES OF PROPERTY LOCATED AT 1027 AND 1035 S. BERRY ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. SPUD Narrative with Exhibits A-C
4. Preliminary Site Plan
5. Rendering Site Plan

PRESENTATION BY STAFF:

1. Lora Hoggatt reviewed the staff report, a copy of which is filed with the minutes. We received protests that amount to 20.1% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, representing the applicant (via video conference) – I guess this is our new – I didn't know how many months we'd be doing Zoom, but it looks like we'll be doing it for a while. I appreciate very much the effort of staff helping us to do this by Zoom. This is no small effort of them, and I haven't said that in a while, but we thank them for helping us continue these meetings going during this time. So thank you.

I'm going to share a screen so we can walk through a Power Point. Can everybody see that? Okay. Very good. We are, as Lora said, at the corner of Berry and Lindsey, right here. So Lindsey Street – Berry Road right there. I would just note C-1, C-2, C-2. A 1.33 acre lot. It's a little bit unique tonight in that this is one lot. We learned that through this process; we didn't realize that, but it is actually one platted lot that has two uses on it – two different uses right now, which is pretty odd, actually. But that's what the situation is. So the proposal is to rezone both of them tonight.

Just an aerial to look at the property. You see this was basically an accountant's office and then an attorney's office. I don't know if it's occupied right now. Then this is another house to the north. So this corner is basically CO, office, and this is zoned R-1 right here. Lindsey Street you see across the center and South Berry Road right there, and I'm going to show you a little closer detail on each one of those in just a moment.

The zoning currently, as Lora showed you, is sort of a hodge-podge of commercial and office. The darker red is C-2; the lighter red is C-1. The orange is office. Then 2025 designation is really all commercial, with a couple exceptions of multi-family right here and over here. But our proposal is to change this to commercial and to go to C-1.

What I want to focus a little bit on tonight is the basic question of should this be an R-1 site right here on the northern end of that? What I would hope the Commissioners would focus on is we do kind of have a natural line going across the north side of Lindsey right here. Now this is multi-family right here, and multi-family right here, but, obviously, a very intensive break of line

right there with the back yards of these housing R-1 sites, and then all of this intensity. Our proposal basically continues that line right here. So our proposal is to take the corner – all of this corner is commercial, and take this commercial and take it only to roughly the same line as is already sort of the intensity break across the north side.

As to context, I'm going to show you more about the site plan in just a moment, but there is the proposed site plan in context. Again, we're taking that line that comes from the west and really just carrying that line straight across to right there, and then breaking it down where it already pretty much breaks down on that edge. We're simply wanting to take that corner in line with to the west and turn it into small-scale commercial.

So the question I think, partly, that the Commission should consider is should this site be R-1? Realize right now the zoning is that this is one lot, but the northern half of it right now is zoned R-1. Well, R-1 is single family. R-1 is not even multi-family. It is a single family house. I would urge the Commission tonight to consider that this should not in any way whatsoever be an R-1 site right there, for many reasons. This has just been expanded into a large new intersection of West Lindsey, a much broader arterial right here with a much bigger intersection, sidewalks. Part of the proposal tonight is to put a new sidewalk up and down this side. But this in no way should be an R-1 site as it fronts this intersection all throughout here. We'll talk in a moment about, if they're not R-1, what should it be?

This is the view if you look out that R-1 site across the street, this is what that R-1 site is looking at. That, in our opinion, is not appropriate as an R-1 property. It's just simply not a single family property in that location; doesn't really function well as one, and really is just not appropriate as that. When you look at the traffic counts, that bears it out. Traffic count, obviously, a very intense corridor. This is an ACOG photo, what you're looking at. These are Association of Central Oklahoma Governments. They track the traffic count in these areas and they show that right now there's 19,231 cars on Lindsey right here; 7,681 cars on Berry right there. If you add it up, this intersection is carrying about 27,000 cars a day through that intersection. In no way should that R-1 site face a 27,000 car a day intersection.

Again, so if it's not an R-1, what should it be? Well, 2025 – this is 2025 right here – and our proposal is simply to paint that red right there as you see. Again, that black line is one I put in, but you can see it carries right along with that line and with that break. We're only going to the east in line with the commercial down here. You can see, if you just look at the shaping of the imagery there, we are in line with what has been already in place all around us from a commercial standpoint. So we think it's very appropriate. We think, again, this should not be R-1 on the north half of this site, and we think the whole thing should be commercial.

If not R-1, and if not office, then what should it be? The proposal tonight is to take it all to a SPUD, but the SPUD would only allow for C-1 uses. It's a SPUD because we want to modify the setbacks, so we want to do more than just C-1. We want to give more protections than just C-1, so it's a SPUD, but the SPUD incorporates the uses from C-1. This is C-1 right here. It's something I haven't shown the Commission in a long time, but this is out of your code. C-1 opens with this paragraph; this paragraph says that it's a commercial district intended for retail trade and services for the convenience of the people of adjacent residential. It goes on to say: "Because these shops and stores may be an integral part of the neighborhood closely associated with residential", and it goes on to say: "more restrictive requirements for light, air, open space," and open parking are made more than provided in other commercial districts. So by our own code of the City, this is very much a use that is intended to be directly adjacent to residential in the City of Norman. For that reason, this is the lowest intensity commercial district we have in the City of Norman. So we're using the lowest intensity of commercial district and using it in the fashion of how it's intended to be used.

We did have changes from Pre-Development. We went to Pre-Development with a different site plan than you're seeing tonight. At Pre-Development there was a site plan as you see on the left. At Pre-Development, basically, it was a commercial building but it had different features than what you're going to see tonight. We went to Pre-Development in Zoom. We heard all the neighbor comments. We took those neighbor comments and we tried to improve upon the plan, and that's what you have in front of you tonight. So some of the things that we

changed. You can see the building before was put in the middle with parking all the way around it and driving all the way around it. We took that out and we put the building farther to the east and to the north and took away all of the parking spaces and the drive lanes that were closer to the neighborhood. As you saw on that protest map, the neighborhood to the northeast of us is the primary protestor here. We took away the parking and the drive areas away from that neighborhood. We dramatically increased the buffering that you see here, and part of this SPUD proposal is that that now has a 30' setback on the north end, which before, R-1, would only be a 5' setback. So we dramatically increased the landscaping and the buffer across the north and the east. We took away the drive lanes and parking spaces and, therefore, took away the car noises, the lights – all of that – away from this northeast corner. We moved the dumpster, which was up to the north, and took it all the way down here. We had a meeting with staff to help us to figure out how to get that on the south and still have turning in from the Lindsey Street. We also reduced the impervious area, took it down from 75 to 70. Neighbors were concerned about a patio on the north end that we were showing; we removed it from the north end – took it away so there's no noise issue on the north side. We enhanced the stormwater. Now, this site drains to the south, and I'm going to show you that in much more detail in just a moment, but we enhanced the stormwater plan. And we improved the access location on Lindsey slightly. We had parking over here and we were able to move the drive lane over farther to the east and improve that and revise the parking and traffic flow as you see. So a significantly different site plan than what was shown at Pre-Development, and we think a much improved site plan.

The summary of the SPUD that we're asking for tonight, again, the allowable uses would be C-1, as I showed you. The height limit would be maximum of two stories, although actually we're only currently planning a one-story building, so I think we can actually probably move that to one story. A substantial buffer across the north – 30' buffer across the north with landscaping, 6' wood privacy fence all the way around the north and east. Commercial lighting ordinance – I'm going to show you that in just a moment. And low-impact development stormwater strategies.

Specifically on a few of those points. Traffic, if you look at the protest letters, is a big concern. That's the one they talk about the most. Traffic is not an impact here, according to staff and according to the traffic engineer that's with us tonight on the call, B.J. Hawkins, and he found that this didn't even meet the peak trip hours that would designate a more intensive study. It was important to note – staff noted this – it's important to note that the development will eliminate three driveways along Berry Road in exchange for the one single driveway over on Lindsey Street. What they're talking about there is that this one house on the north had a circular drive so they had two curb cuts, and then another curb cut for the southern facility. Now there will only be one and this takes it as far away from the intersection on both sides as we can. So we clean up that issue with this proposal.

As to stormwater, and Steve Rawlins, civil engineer, is on the call with us tonight as well from Arc Engineering. This one is significantly improved as well. I want to note – you see these blue numbers – that's the elevation, as we call it. So this site drains away from the neighborhood. This site drains to the south and there's, of course, the creek to the east. This site drains to the south where it's then collected and taken to the creek to the east. There's no stormwater impact to the north where the neighborhood is. But, nonetheless, we wanted to go through some LID and BMPs and so what you see here are you can kind of see the nomenclature here – tree wells right in here; bioretention swales; more tree wells down here; and then more bioretention down here; and then at the base of the site, where it's all draining to, we would have a rain garden down at that end. So the PUD, again, we did a SPUD so that we would require this beyond and above what just straight C-1 would require.

Lighting, the other specific that we put into the PUD, and just wanted to make sure it's clarified. Commercial lighting ordinance applies here, and we haven't really talked about the commercial lighting ordinance in a long time. I've had a couple recent zonings and I thought maybe we ought to just make sure everybody understands what that is. The commercial lighting ordinance is an ordinance that was adopted in 2011 and it was intended, as you see there, it

was intended to really deal with the obtrusive effects of commercial outdoor lighting and to minimize them but still preserve safety and security. One of the most important things it has in it, and it's right down here, is what's called a photometric plan, and that is an example – that is not our site – but that's an example of what a photometric plan is. If you see all those little dots, that is an engineered drawing that takes all of the locations of lighting and engineers to make sure that no more than basically .2 footcandles falls anywhere outside of the property. So by way of this ordinance, we actually engineer where the light goes and we make sure it's confined within the site and that it's all within a full cut-off condition. So the PUD absolutely mandates that this has to follow that ordinance as well.

So what will it look like? This is the proposed elevations and renderings. Again, the neighborhood that has protested back to the northeast here. Big buffer space behind on both sides, wood privacy fence, and all of the activity of the site is taken away from the neighborhood. With pitched roofs, you see here, and really a pretty small-scale commercial structure with pitched awnings and significant landscaping and tree wells and rain gardens out to the front. So that's what the elevation is proposed to look like.

In closing, in summary, this fits what the goal of the City was for the redevelopment of West Lindsey Street, and I would just make sure I mimic that from the staff report. The staff said the City recently redesigned the streetscape on West Lindsey Street. Construction of the redesigned streetscape was completed in 2017. What the staff noted, and I think this is very important to note tonight, is the streetscape project was created to help spark redevelopment of West Lindsey Street in this general area. This was very much the hope. This was the intention of the West Lindsey remodification project. If you look at West Lindsey, we have an OnCue going at the far west end of West Lindsey. This is the east end of West Lindsey. Maybe if we spark reinvestment on the east end and the west end, maybe then it begins through the middle. Because right now we have not seen anything else done and we're three years past that project. So hopefully, with this project approved, we have new redevelopment on the east end and the OnCue on the west end, and maybe we can have quite a bit of synergy going across the whole street.

So, with that, I'm happy to answer questions, and I appreciate very much your consideration.

2. Mr. Boeck – One of my concerns is that Lindsey exitway – the drive. That is awfully close to the corner. What I've seen the City do in other places to provide a safer entrance and exit is to create one way in and one way out, which I don't see here, and I would expect to see here – like going west on Lindsey you could turn in, but if you were turning out you'd have to go east – and why wasn't that done and I think it should be done.

Mr. Rieger – Commissioner, let me, if I can, please bring in B.J. Hawkins, who is on the call with us tonight. B.J. if you could go ahead and answer that.

B.J. Hawkins (via video conference) – Yes, Commissioner. We used the engineering design criteria by the City of Norman, and it states that a driveway needs to be 175' from the edge of roadway to the centerline of the driveway. We actually are at 180', so we satisfy that minimum design criteria, therefore, we didn't need a variance. That's just something we'd have to take up with the developer but, as of right now, it's a full access drive.

Mr. Rieger – I just think it's important to note it didn't need a variance. We actually had a meeting with staff on this that, originally, we had the driveway a little bit farther west and it was for that reason, Commissioner, that we moved it east to make sure that we fit the engineering design guidelines of the City.

Mr. Boeck – Alright. I'm still concerned with it.

3. Mr. Boeck – I have one more question. One of my concerns with this is I look at that corner – got a great sandwich shop across the street. We have a closed down gas station on one corner, a closed down gas station and dilapidated commercial property on another corner, and there's lots of empty spaces, not just along Lindsey Street but other places. I guess I

question the validity of developing just another strip center. There are so many other strip centers around that are half empty. How are you – what's the thought process on this?

Mr. Rieger – I appreciate it, Commissioner. But I've seen over my years in development, and we've probably talked about it before, but usually new investment sparks new investment – straight out of the staff report. When you see new investment come into the place, you often see new investment following. So I think if you saw some new uses – new investment in a new facility, get away from the RM-1 site on the north side -- I think that has the opportunity to spark some new investment up and down the corridor.

AUDIENCE PARTICIPATION:

1. Marilyn Grammer, 901 Carey Drive (via video conference) – I am within the 350' radius of notification for this rezoning proposal. My question is when was this traffic study conducted, because there wasn't one at the last Pre-Development meeting. I'm kind of curious when the timeline for that study happened. Besides that, I do just have one statement I'd like to make. I don't think that this neighborhood in this part of Core Norman can suffer through a you build it and they will come mentality when we have so many vacant businesses along Lindsey. I think the emphasis for this development was definitely in mind between west of Berry Road towards the interstate and not where residential started. Just because it seems like it's symmetrical on a plot or a plan, it is not. It has huge repercussions for everybody in this neighborhood. And my question about the traffic study is that it had to have been conducted (1) during the time of Covid, and (2) when we have no students, so I find the outcome of that study to be very, very misleading and erroneous. Thank you for your time.
2. Lara Souza, 823 Carey Drive (via video conference) – This is a question to the developer and also information to the Council. So traffic flow is one of the main arguments that makes the property on the northern end not appropriate for an R-1 property. My question is what is the projected increase in traffic flow with basically the rezoning from R-1 to commercial? How will that, then, further potentially compromise currently residential properties north of that line that currently are R-1, but potentially with this increasing traffic would no longer be appropriate to be R-1 and could potentially become susceptible to become commercial? As you pointed out, this could attract new businesses. It could come south, but it could potentially eventually come north in the future. Thank you.
3. David Nehrenz, 902 Carey Drive (via video conference) – Our house is within the 300'. The back property of our house will be very close to this development. We have spoken to people on Carey Drive and up and down Berry Road, and have not found a single person of people who live over there that are in favor of this. I would argue exactly the opposite of what the applicant is arguing. The applicant is making the case that they want to extend the commercial businesses down Lindsey and take it across Berry to make it match up with Penny Hill and both of the two vacant stations. We, in the neighborhood, look at it exactly the opposite. Not only do we not agree that their arguing that it shouldn't be residential; we believe exactly the opposite is true – it no way should be commercial. In reality that property for all these years has been part of this entire residential block, from Lindsey and Berry over toward Pickard – that whole section is residential. So the argument that, because they've expanded and widened Lindsey, that they should just keep going and make it line up with Penny Hill is exact ... [not discernible] ... Plus the fact that you have that large vacant property east of this property, which is for sale, which someone is going to put a house there at some point. I wonder if that person, whoever has that property in the future, would like for a commercial building to be right next to that property. So I don't have a question. I'm just making a comment that that is what the Planning Commission and the City Council is going to have to decide. That's the bottom line. Do you accept the applicant's argument that this is an extension of the commercial zone on Lindsey, or do you want to keep that part of the residential quadrant that it has been always? Thank you.

4. Susan Meyer, 808 Carey Drive (via video conference) – I'm also the owner of the commercial property directly across the street from Norman High School on Main Street. In January I found out that in March – I got a call from my Allstate insurance agent because Allstate was cancelling the commercial business insurance and they would not be renewing commercial rental insurance, and I couldn't figure out what I'd done wrong. So after a lot of calls I found out why. Allstate's data – this is Allstate – showed that insuring strip malls in Norman was going to be too risky. Their future loss data showed that Norman had too many commercial vacancies and there were too many marijuana outlets. It was projected that the risk of vandalism, break-ins, and arson was going to be an expensive future loss problem to this community. These vacancies are on the top of the decline of the larger brick and mortar stores in this area. Now, Brad Goodman, who owns the rest of the strip mall across from Norman High School on Main Street – both Brad and I are taking below market value rent to keep our property rented to good renters. Norman has over-built rental commercial property. I think you've known this for a while. You can drive anywhere in Norman and see "For Rent" signs in vacant storefronts. My property is collecting less rent than it was in 2014. I'm a little – I'm so dismayed, actually, and shocked that this Commission might even consider this request when there are vacant commercial properties right across the street. I feel that the Commission needs some more accurate data, so what I did – I hope you can see this. This is the vacant areas in this thing. So this 20% protest is really not wrong, because they sent this thing out during a pandemic, during the summer, and it's not accurate. Please don't make an existing vacancy problem worse. Please believe Allstate's commercial insurance data, and believe their algorithms. Their future loss has to be really strong for them to turn away a customer like me with no loss, long time paying off and on time. Now that I've outlined the harm due to this request on Carey Drive, I want you to realize that every city in the United States wants a community that's like Lydicks subdivision and on Carey Drive. That's what they want. I don't understand why you want to encourage the erosion of this property. Who is going to want to invest top dollars on a home right next to a line of strip mall and another line of shops? You wouldn't. Please deny the request.
5. Alise Osis, 1128 W. Brooks (via video conference) – I'm also in the neighborhood. I would just say I came to this meeting with an open mind, because I really enjoy walking to businesses, and I think the idea of a walkable neighborhood and having a cute café or something that I could go with my kids to a bakery or something like that really did appeal to me. But when I'm looking at this plan, first of all, you're saying that you're going to build a sidewalk. Well, the sidewalk on the east side is going to end right at the end of your building, so how does that make it walkable? Also, all I see is a big parking lot. That's a very busy intersection. It really does not appeal to me to walk to that area. I would just also agree with the previous speakers' comments that we do have a lot of empty storefronts in that area already, and it's already kind of a blighted area that's not very pleasant to spend much time in, and I just don't see this plan as improving that intersection all that much. Right now there's nice houses with lawns. They're absorbing rainwater and I just don't see this really – you know, I came with an open mind, but it's just not convincing me.
6. Dennis Yarbrow, 803 Berry Road (via video conference) – When I retired about 4 years ago, we chose to spend our retirement dollars here in Norman. We came here, bought a property and improved it some, and we hope to make this our lifelong home. This commercial planned development – that negatively impacts our property value. Increased traffic. Right now sometimes in peak hour it can take me 15 minutes to get back down onto Berry and go south because traffic backs up all the way past Brooks to the north. This doesn't help that – makes it worse. They say they reduced the number of driveways, but in fact one of the driveways they're putting in is double, so instead of going 3 to 1, it's actually going 3 to a double, which is like 2, plus the increased traffic for a commercial development is much more than it's going to be if that house were occupied or even that office space there on the corner. So what I'd like to see is how much traffic overall throughout the day is increased. Again, just like everybody else,

there's an abundance of empty commercial property up and down Lindsey, in part due to the Lindsey widening project that drove a lot of businesses out. It improved it, but some businesses couldn't sustain the hit. The last thing I'd like to hit and talk about is your parcel map shows 20% protest, but I count 36 impacted parcels within that zone. Ten protests came in by your own map. Ten out of 36 is not 20% -- it's closer to 28%. So I'm not sure if they used area or what to calculate it. I'm sure their criteria was very specific, but it doesn't show the actual number of property owners who were protesting against this and had the chance to say anything. So your responsibility for sitting on the Planning Commission is to manage growth, protect existing property values, and make Norman a better place to live and raise a family. This does not help the value of Norman. I think they need to reinvest these dollars in some empty property. Change is not always progress.

7. Nathalie Rocher, 903 Carey Drive (via video conference) – I really would like to reiterate what has been said. There is going to be a sidewalk; where would that sidewalk be? It's not going to significantly increase the walkability of the neighborhood. The traffic study – it's important for you guys to let us know when was that traffic study done, because if you do that during a pandemic when students are out of town, it's clearly not valid. The person protest – it would be nice to have the actual numbers and explanations. Also, there are a lot of vacant commercial properties in Norman – too many to build yet another strip mall. I think we're in the 2020s. I've travelled all around the world. No one wants to have strip malls in their town. We need to build them down – I mean to deconstruct them, and we need to build really cool places where people want to be outside and inside along with what the neighborhood wants. People want [indiscernible] spaces and walkable areas. People want strip malls. Thank you.

8. John Cornwell, 818 Carey Drive (via video conference) – I really have three points I want to make. One is that the City explained at the Pre-Development meeting that the rendering that has been shown is basically worthless, that it's just a place-holder, and whether it has a strip mall or a gas station or any other C-1 accepted building would be fine. The second one is that the traffic study is a technical issue. It was done in June, or at least it was signed in June, and in the summary that comes from the traffic engineers it says, quote, the proposed driveways are located on the outer edges of the property to maximize spacing from the signalized intersection of Lindsey Street and Berry Road which is preferred but they still may require a variance. The driveway locations do not satisfy the City of Norman's driveway spacing of 220' in relationship to the many existing driveways in the area. Well, that's because it's in a residential area. This has been a residential area from square one. There's no need to make it into a commercial area. The third point is I look at this as commercial creep, that once this corner goes C-1, expansion to the north and to the east is inevitable, and it's just going to be the end of this residential area.

9. Leslie Cornwell, 818 Carey Drive (via video conference) – Just a tiny little part of our property is within this 350'. But we have lived on this street for 33 years. It's a wonderful street. I know this is just an emotional appeal. It's a wonderful street. We have block parties. That circle that you showed on Carey Drive is so close to where you'd build a strip mall. It just really upsets me. And the picture of a forest behind the strip mall – I really have a hard time believing that. Anyway, it's a horrible idea. Please don't do it.

10. Mr. Rieger – I'll ask B.J. to comment in just a moment. Let me address a couple – there were some questions, mostly about traffic. There were multiple comments about vacancies, and I just want to urge the Commission to consider that, in land use planning and zoning, it's all about basically land use and the effect on adjacencies. Vacancies – markets – in effect, the market absorption rate is not generally considered a consideration to be made by planning and zoning matters. So I think that should be very important for you to consider that that's outside of the scope of the Planning Commission or City Council to consider the market absorption. As to traffic, let me share the screen one more time and show you, before I bring in Mr. Hawkins, because I just looked it up while you were talking, and B.J. may say this too, but what you're

looking at is a slide from ACOG. This is the Association of Central Oklahoma Governments. This is where they collect the data on traffic counts. I've heard multiple folks say that when was the data collected? I don't have an exact figure – B.J. may be able to clear this up – but this is that point right there – Lindsey and Berry right there. Here is the data and when they collected it, and what you're seeing a pretty significant increase; 2020 is at 19,213. Some of this was obviously during the reconstruction period, but it has basically held at about 20,000 cars a day historically for a long time.

B.J., I'm going to go to your slide, and if you don't mind coming in and talking a little more about traffic. I think the questions were the date of the count and the data, and it's not really a study. You might clarify what a study is versus what this was. And then also the flows and a couple of those other questions.

11. B.J. Hawkins (via video conference) – We were asked to look at the site, and I did a trip generation on the site and found that it only generates 12 vehicles per hour during the AM peak hour and 67 vehicles per hour during the PM peak hour. The City of Norman requires a full traffic impact analysis study when a development exceeds 100 vehicles per hour. That would include collecting the existing traffic data, projecting, analyzing the intersections and the driveways. Since this was in the PM, two-thirds of what would be required to just do a traffic impact analysis, we just conducted a traffic memo, which generates the traffic volumes, looks at the development driveways in relationship to the signalized intersection right next to it. So one of the questions was as far as the variance. When I did this, which was June 2, 2020, the driveway was within the 175' corner clearance. We had met with staff and then the site designer was able to move the driveway further to the east, which now is sitting at 180' from the edge of Berry Road, which does satisfy the City's corner clearance. So the variance will not be needed now.

As far as the difference in the R-1 to the development, I'm not sure exactly how many homes – I know there was an existing business at one time there. As I had mentioned, this development will generate 12 cars in the AM peak hour, and 67 in the PM peak hour. A home would typically generate 1-2 per hour, and then a business as much as 10. So you could roughly say that it's going to generate another 10 cars during the AM and, I don't know, 50 during the PM, but I don't have the exact numbers, because that was not a requirement to look at those existing developments.

Mr. Rieger – And those numbers, B.J., are from basically regulated traffic engineering studies. Right? You don't just make these things up; these come from an accredited version that's nationally used for these uses. Correct?

Mr. Hawkins – Yes. It's an ITE – International Transportation Engineers design trip generation manual. So this is gathered data over many, many years and it's just at multiple locations. That's how we generate it, based on square footage and the type of land use that you'll see here.

Mr. Rieger – As to the comments on COVID, none of the COVID issues affected this letter or those traffic counts to your knowledge. Correct?

Mr. Hawkins – No. Since we were not required to actually collect the existing traffic, that didn't come into play. All we were required to do is show how much traffic just this development would generate, and then look at the corner – at the driveways facing and the corner clearance. If this had generated more than the 100 vehicles per hour, then the City would have required a traffic impact analysis, but that was not the case.

12. Mr. Rieger – Thank you, B.J. Madam Chairman, let me address a couple other comments that were mentioned. One was mentioned about the protest, that it is not 20%. Here is the protest map. Just so everybody understands, that is by land area is how they calculate that. I think one of the persons said that they counted up the lots. They don't do it by lots; it's by land

area, so they calculate the land area within that circle, and the City of Norman does all this. We don't produce this information; they do. I think it is notable that the adjacencies to the north did not protest this. I think that's an important point to be made.

Then there was another comment as to the site plan being a place-holder, I think, was the comment. Very much not the case, and I think the City Commissioners know that. But in a PUD proposal, which this is, again, C-1 – if we had asked for straight C-1 zoning, then this would not be true, but in a SPUD request site plan is locked in – it becomes part of the process. Straight C-1 – not so; but under a PUD, that's not a place-holder – that's the site plan you're approving. If we wanted to do anything substantially different than that, we would have to come back through this process and get approval once again.

So I think, Madam Chairman, those were the questions I had in front of me. If there's anything else, we're happy to answer them.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Steven McDaniel moved to recommend adoption of Resolution No. R-1920-115 and Ordinance No. O-1920-58 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	Steven McDaniel
NAYES	Erin Williford, Tom Knotts, Lark Zink, Erica Bird, Dave Boeck, Sandy Bahan
MEMBERS ABSENT	Nouman Jan

Ms. Tromble announced that the motion, to recommend adoption of Resolution No. R-1920-115 and Ordinance No. O-1920-58 to City Council, failed by a vote of 1-6.

* * *

Item No. 5, being:

O-1920-59 – THE BOARD OF COUNTY COMMISSIONERS OF CLEVELAND COUNTY AND THE CLEVELAND COUNTY HEALTH DEPARTMENT REQUEST CLOSURE AND VACATION OF THE ALLEY RIGHT-OF-WAY AND CERTAIN EASEMENTS GENERALLY LOCATED BETWEEN LOTS 1-5 AND LOTS 28-32, BLOCK 68, NORMAN ORIGINAL TOWNSHIP ON THE WEST SIDE OF JAMES GARNER AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Request to Vacate Right-of-Way and Associated Easements
4. Aerial Photo – Sewer Issue
5. Aerial Photo – Required Modifications
6. Aerial Photo – Confirmation of Sewer Service Re-Route
7. Excerpt of June 11, 2020 Planning Commission Minutes

PRESENTATION BY STAFF:

1. Nathan Madenwald reviewed the staff report, a copy of which is filed with the minutes.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, representing the applicant (via video conference) – I do have A.J. Kirkpatrick and Randy Hill with us as well. Really just here to answer questions, because I think we're pretty well together on this one. I do want to just show you what this is working toward, if I could, very quickly. I think Nathan, who we appreciate them helping us work through these items, showed you the easement. I wanted to show you tonight was to show you what this is working toward. This is the project we call The Well -- County Commissioners and Health Department. It is intended to be the farmers' market soon, when it goes up, and really a pretty remarkable project. This drawing is probably the one to notice, because the easement goes right through that. So what we're asking to vacate is so that we can do a building across the whole area here and do a pretty remarkable project that everybody is very excited about. Again, we appreciate staff helping us to get through the issues as to the vacation of the easement. There's still a few details to work out – condition of the sewer line and some payment issues, and things like that, but I think we're well on the way to figuring it out.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Boeck – I think it's pretty straightforward. The project – the way it's going to end up – is going to be exciting. Been working on this project for a long time. The idea of bringing the farmers' market downtown and make it part of the core area. We've always had a good farmers' market, but I'm just excited about bringing it down here. This will help that project.

Dave Boeck moved to recommend adoption of Ordinance No. O-1920-59 to City Council. Sandy Bahan seconded the motion.

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

YEAS	Erin Williford, Tom Knotts, Lark Zink, Erica Bird, Dave Boeck, Sandy Bahan, Steven McDaniel
NAYES	None
MEMBERS ABSENT	Nouman Jan

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-1920-59 to City Council, passed by a vote of 7-0.

* * *

Item No. 6, being:

O-2021-1 – VINCENT PRECILLA REQUESTS SPECIAL USE FOR "ONE AND ONLY ONE OF THE SPECIFIC USES PERMITTED IN THE M-1, RESTRICTED INDUSTRIAL DISTRICT ...", SPECIFICALLY "(G) MEDICAL MARIJUANA PROCESSOR (ANY TIER, EXCEPT THAT TIER I AND TIER II WILL NOT BE ALLOWED TO HAVE ON-SITE SALES), AS ALLOWED BY STATE LAW" IN THE A-2, RURAL AGRICULTURAL DISTRICT, WITH A WAIVER FROM SECTION 22:431.4(1)(A), EXTERIOR APPEARANCE, FOR PROPERTY LOCATED AT 3927 12TH AVENUE N.W.

ITEMS SUBMITTED FOR THE RECORD:

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

PRESENTATION BY STAFF:

1. Lora Hoggatt reviewed the staff report, a copy of which is filed with the minutes. We did receive protests for this application that came to 51.9% of the area within the notification radius.

PRESENTATION BY THE APPLICANT:

1. Vincent Precilla, 3927 12th Avenue N.W., the applicant – I just want to give you a quick heads-up. Like she said, it's zoned agriculture, A-2. We've been in business over a year and a half there with no issues or problems. Basically all I'm trying to do – I don't know if you can see this. Basically, all I'm doing is taking material that's already prepped in the facility that is allowed, it's put into this wrapper and then it's put into this tube. That's all I'm doing. According to OMMA, you need to have a processing license to do that, and that's something that I've had on-site for over a year. There is no sale. I'm the only person that moves product on and off that facility, so we don't have any traffic, foreign people – when I say foreign people, I'm referring to people that are not residents of that property. So you don't have a streaming of traffic. We've had no issues, like I said. In the future, I know my neighbor very well, actually. It was a shock to me when I got that protest from them, and I think it's leaning to economics, which is, you know, he mentioned the subdivision behind me and he's looking at his land value with that subdivision coming on. This license can be moved. So when it gets to the point that he wants to sell his 80 acres to the developer to push that subdivision, if the developer is willing to pay for my parcel, I have no issues also at that point to take my license and move to another location. So I am not trying the hostile type environment. My building is 1,000 feet off the road. I've had all the City folks – Fire Department, everybody that have come through on multiple occasions, because the grow has also gone for a renewal process. I already have a license on the facility. This stuff that I'm finding out as I have to renew my processing license, making pre-rolls. There's history at this location. This is not something that I am now trying to do; it's stuff that has been done and is currently occurring over the last year and a half. There is no police calls, no break-ins, no theft that I'm aware of in the area. Because, like I said, there is no public sales, there's no coming into the property. So that's kind of where I am. If you have any questions, like I said. If they want to develop that 80 acres and they want to buy my 25, I'll pick up the license and move to another location. So fear of their property values going down, or future progress – I'm all about progress. It's all about a balance. So I want the folks around that own that property that are looking at it from an economic standpoint – I'm not here to stop anybody or create issue for anybody. I'm willing to get onboard. If they want to put up housing subdivisions in the area. It's all about what is best for the environment and for the neighborhood. And that's kind of where I am. I'm not trying to create any issues for anybody around where I live. Because I also live on-site. That's pretty much all I have. If you all have any questions, I'm more than willing to answer.

2. Mr. Boeck – I guess one of the things that bothers me and the site plan that you were showing us, you showed another growery – a greenhouse right up against that property line. Why aren't you proposing to build it right next to the other one or right behind the other one. That would bother me a lot if I was a property owner next door. It just doesn't make any sense.

Mr. Precilla – Well, I can explain that. Currently the existing building was there prior to the OMMA passing the rules, so it's 2,400 square feet. Based upon all the zoning requirements, it's

over 40' from the property line. It's located next because the Fire Department and everybody that went through the proposed site have to have certain accessibility, so that's why it's where it is. The reason that it's on hold right now is because of funding. It requires probably around \$400,000 to get constructed, and in this business it is not something that you can go to the bank to finance, so you have to save money to put aside to build. So that's kind of where I am. Like I said, this was a shock to me. When I got the email – well, I mean ...

Mr. Boeck – If I owned that property with it showing there – and I don't want to second guess the City, but I know they want fire lanes and stuff like that. But you could put that closer to your existing one and still have a road around it. That shows hostility by showing that building right ...

Mr. Precilla – No, no, no, no, no. I would love to do what you say. The City told me I had to have 20' apart from the buildings. The City has basically boxed me in and said this is where it have to be to meet code and fire and all these different things. I'm just following the rules. I agree with you. I don't see why I can't just put it right there. I am 100% with you. But the City is telling me this is how it have to be. The building code department is telling me it have to be. Like I said, I have no issues when it comes to the subdivision behind me pushing on and taking up that 80 acres, and they want to buy out the 25 because I have no problems picking up the license and moving to another location. It's all about progress. I have no issues with that, like I said. I've been in existence there for a year and a half with no issues, no problems, and I'm all about progress. So I agree with you with what you said, but this is what the City is telling me I have to do to allow to get that building permit.

AUDIENCE PARTICIPATION:

1. Marti Bushore, 3400 38th Avenue N.E. – I'm here on behalf of my family and my parents. My parents are the ones that live right next door to the south at 3811 N.W. 12th, next to Vincent's property. So I'm here to kind of speak on their behalf. I first want to say the land has been in our family for over 70 years, and my parents have lived there 56 years, and I guess we never thought we'd be dealing with this right now. But there's been a lot of love on our family. We've had – it's very quiet. It's peaceful. A lot of family memories there. My parents have a lot of grandkids. I just want to touch, I think, on a few thing Vincent had said. I was trying to take notes as he was speaking. We did notice in the – well, I got an email today with all the property lines and everything that he is putting a greenhouse on that property line. What you didn't see in the picture that you saw of the property is there are – it's a big residential area, for those of you who aren't familiar with that – it's right south of VoTech. I mean, within 1,000' or less, right behind where the new greenhouse would be, there is a whole new development. To the south of Tecumseh, which is less than a half mile, there's a whole other development, and to the west across 12th Street from where my parents live another whole development. So we're just really concerned about the expansion and what that's gonna bring to the area with the marijuana and the traffic. Because, to me, Vincent, as you said, there's not much traffic, but there is a lot – it definitely increased, my parents have said – a lot of increase in traffic delivery trucks and stuff, and then employees. With this greenhouse, you will need more employees. Right? That's just concerning. And that comes with that. So we were definitely concerned with that. Let me see what else I had written down when he was talking. Okay. I think I kind of touched on his – but I had kind of written down something just kind of from my heart that I just kind of want to read, just to kind of let you know who we are – how heartfelt we are with our land. How far we've come from the day when I was child concerned about people growing illegal marijuana down at the river and hoping harm wouldn't come to our house, to a day now in 2020 speaking against someone being legally allowed to grow marijuana next to my parents' house by that same river, and still having the same concerns of safety. Since the growing of marijuana began, there has been an increase of traffic on the road. I just really want to say that we don't want to devalue that 80 acres of my family's land.

2. Cindy Tietzort, 4750 12th Avenue N.W. – We own the farm catty corner from him. We've lived there 30 years. I don't want a processing pre-roll plant there. It will increase traffic more.

This is approximately ¼ mile from the Moore Norman Technical Center. I think it's too close. I do believe it will bring more crime to the area, once people find out it is a processing pre-roll plant. I don't want to live by a wholesale distribution processing plant. It's a nice, quiet community. I think the burglaries will increase – just more crime – more crime in the area and we don't need that. I think you could go further out, if that's what you want to do, or choose another avenue. But these are our farms. We've lived there for so many years. We raised our children, our grandchildren come. I don't want to be by that. Do you have any questions for me? Thank you. I do have another comment. Why couldn't he go to an industrial area or somewhere more fitting for this distribution center? It will devalue our property. No one wants to be by a processing plant like that. It will devalue all the property around it. And there are neighborhoods right behind you and just to the south of you on Tecumseh. You have neighborhoods very close.

3. Mr. Precilla – I understand the concerns, but until this application was filed, none of these residents new I existed. There's an industrial right opposite the two huge subdivisions that they referred to on the back of me have processing and grow facilities. Again, there is no employees. It's not a processing plant. They're making it sound like have hundreds of employees coming there. I have two employees on site – that's it. I have the grower and one person that processes and handles packaging of the flower. That's it. There is nobody else comes and go on that property, and I'm the only one licensed to take the marijuana off-site to the dispensaries. There is no public. I don't see any more excessive stuff because you're growing stuff. All the chemicals that come on there – fertilizer, all that stuff – I bring. A few UPS trucks that bring stuff from Amazon for my wife, because we live on-site. So there are a few trucks that deliver personal items to us, but it is not every day thing that you have trucks running up and down and people coming in and out. And, again, I'd like to reiterate it's two people on that site that work and, like I said, when they get ready to develop that 80 acres – that's her concern her back of that property. I'm right next to them. More than welcome to buy – I'm allowed, once again, to move that license. I have no problem picking it up and move. At that time, I'll have the finances, if they buy my property, to move. I am not objecting to the safety or the development of the whole area. It's a 2,400 sq. ft. building. It's 1,000 feet. Even the projected building that I'm talking about that has been approved is over 1,000 feet from the road. You have tree lines that, when you drive on 12th Street, you don't know it's in existence there, and based on the elevation the subdivision behind me doesn't even know I exist because they can't see what is actually on my property. The only time that becomes a problem is when they get ready to develop the 80 acres and, like I said, I'm more than willing to sign on when they get ready to sell that 80 acres to sell my 25 and they can put a subdivision there and I'd move on. Again, two employees is not hundreds of employees on-site, and I'm willing to do anything to make life happy for the two residents that are complaining. I didn't have any issue with the Vo-Tech people that were on the last time we had this meeting. The people that are in that subdivision didn't have any issues. I'm talking about these two individuals that are here. I understand that it old school and they look at this as a drug, and some people look at it as medicine. I mean, I have my son-in-law that is a vet in the Iraq war. He uses marijuana because it calms him down from what he had to go through there. So people look at this stuff as a stigma. I mean, opioids is worse than this stuff. I just want to try and tell the two neighbors on my side I'm willing to work with them in any way to make them comfortable. If they have any concerns or issues, they can come talk to me; I'm a rationale person. And that's where I am. I'm willing to do anything to help keep things comfortable.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Ordinance No. O-2021-1 to City Council. Erin Williford seconded the motion.

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

YEAS

Erin Williford, Tom Knotts, Lark Zink, Erica Bird, Steven
McDaniel

NAYES

Dave Boeck, Sandy Bahan

MEMBERS ABSENT

Nouman Jan

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-2021-1 to City Council, passed by a vote of 5-2.

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Item No. 7, being:

O-2021-2 – LEKTRON BRANDING SOLUTIONS REQUESTS AMENDMENT OF THE PLANNED UNIT DEVELOPMENT APPROVED IN ORDINANCE NO. O-1415-29, TO AMEND THE SIGNAGE REQUIREMENTS TO ALLOW FOR A MONUMENT SIGN AT A ZERO SETBACK TO THE PROPERTY LINE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Photo – Location of Existing Sign
4. Photo – Location of Existing Sign in Context of Property Fence
5. Amended PUD Narrative – Legacy Trail Apartments with Exhibits A-E

PRESENTATION BY STAFF:

1. Kelvin Winter reviewed the staff report, a copy of which is filed with the minutes.
2. Mr. Knotts – If this application requires a Consent to Encroach, shouldn't we wait until that is acquired before we talk about this?
Ms. Hudson – They submitted their application to the City Clerk's office a little later than they had submitted their application for the rezoning for the PUD amendment. We were going to have this item go forward after the Consent item goes to Council on August 11. This will not go to City Council before the Consent goes to City Council.
3. Mr. Boeck – This just seems to me like – it makes me uncomfortable. I mean, we're talking about zero setback and you're supposed to have a 25' setback. The reason they're coming forward is because it's already there? That's not proper planning. That's not good planning. Why did you even bring it to us?
Ms. Hudson – Well, it's the applicant's application. The current owners were not the owners that placed this sign here. These are some new owners and they just purchased the property and they realized that the sign was not permitted, and so they're trying to make it right with the PUD that's in place, as well as the location there in the easement area.
Mr. Boeck – Well, that's where people start complaining about what we do with PUDs and how we get around things, because this, to me, is like getting around it by just not addressing it and by putting a PUD together just so you don't have to do something. I think this is stupid – that it even came forward to us.
Ms. Muckala – Just on the ability to consider the application without the encroachment addressed. This is why it's written into the Planning Commission's authority that you have the power to approve subject to specific conditions. So if you would only approve this based on the idea that the encroachment would be granted, you can condition the motion on that and make that clear in your recommendation.
Mr. Boeck – Well, I could never move to approve an encroachment. Encroachments just don't meet what we do.
Ms. Muckala – Right. What I'm saying is the Planning Commission's approval would be subject to the City Council reviewing and approving the encroachment. In other words, you only recommend it if the City Council otherwise finds that it can grant the encroachment. That's what I mean.
Mr. Boeck – Well, I would move to approve, but then I would hope that we would vote against it. It goes against everything we believe in.
4. Ms. Hudson – We just received a message from Josh Clark in the chat. He says, yes, that he's here. He says his mic is not working, but they've already started the encroachment process and have approved by two of the city utility easements.

PRESENTATION BY THE APPLICANT:

1. Josh Clark, representing the applicant, was present via video conference, but did not have the ability to be heard.
2. Ms. Zink – With the applicant's permission, I'd like to skip the applicant presentation portion, but if we do have any questions from Commissioners, the applicant will be able to respond to them in Chat and we'll have them read into the record. Josh, can you let us know via Chat if that's acceptable to you? Okay. So the response was yes. Do we have any questions from Commissioners for the applicant? I don't see any.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Erica Bird moved to recommend adoption of Ordinance No. O-2021-2, contingent on receiving approval for the Consent to Encroach, to City Council. Tom Knotts seconded the motion.

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

YEAS	Erin Williford, Tom Knotts, Erica Bird, Sandy Bahan, Steven McDaniel
NAYES	Lark Zink, Dave Boeck
MEMBERS ABSENT	Nouman Jan

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-2021-2, contingent on approval for the Consent to Encroach, to City Council, passed by a vote of 5-2.

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Item No. 8, being:

RPT-2021-1 – PRESENTATION OF THE ANNUAL REPORT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN

PRESENTATION BY STAFF:

1. Jane Hudson briefly reviewed several tables and maps contained in the report.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to approve the Annual Report of the NORMAN 2025 Land Use and Transportation Plan for 2019 as submitted and presented. Sandy Bahan seconded the motion.

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

YEAS	Erin Williford, Tom Knotts, Lark Zink, Erica Bird, Dave Boeck, Sandy Bahan, Steven McDaniel
NAYES	None
MEMBERS ABSENT	Nouman Jan

Ms. Tromble announced that the motion, to approve the Annual Report of the NORMAN 2025 Land Use and Transportation Plan for 2019, passed by a vote of 7-0.

* * *

Item No. 9, being:

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

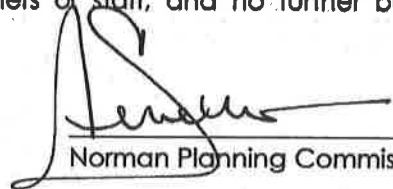
None

* * *

Item No. 9, being:

ADJOURNMENT

There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 8:10 p.m.



Norman Planning Commission