

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

MAY 11, 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 11th day of May, 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 6:35 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Sandy Bahan
Nouman Jan
Neil Robinson
Erin Williford
Lark Zink
Dave Boeck
Tom Knotts

MEMBERS ABSENT

Chris Lewis
Andy Sherrer

A quorum was present.

STAFF MEMBERS PRESENT

Susan Connors, Director, Planning &
Community Development
Jane Hudson, Principal Planner
Anais Starr, Planner II
Roné Tromble, Recording Secretary
Larry Knapp, GIS Analyst II
Leah Messner, Asst. City Attorney
Kathryn Walker, Asst. City Attorney
Ken Danner, Subdivision Development
Manager
David Riesland, Traffic Engineer
Terry Floyd, Development Coordinator

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CONSENT DOCKET

Item No. 2, being:

APPROVAL OF THE APRIL 6, 2017 PLANNING COMMISSION SPECIAL SESSION MINUTES AND THE APRIL 13, 2017 PLANNING COMMISSION REGULAR SESSION MINUTES

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Chair Williford asked if any Commissioner would like to remove any item from the Consent Docket. There being none, she asked if any member of the audience wished to remove any item. There being none, she turned to the Commission for discussion.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to approve the April 6, 2017 and April 13, 2017 Planning Commission minutes as presented. Neil Robinson seconded the motion.

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

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

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

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NON-CONSENT DOCKET:

Item No. 3, being:

O-1617-29 – UNIVERSITY NORTH PARK PROFESSIONAL CENTER LOT 1, BLOCK 1 REQUESTS AMENDMENT OF THE EXISTING PUD ESTABLISHED BY ORDINANCE NO. O-0203-2, AS AMENDED BY O-0506-9, O-0607-13 AND O-1415-45, TO GENERALLY ALLOW FOR C-1 COMMERCIAL USES AT THE SOUTHEAST CORNER OF 24TH AVENUE N.W. AND TECUMSEH ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Postponement Memo
3. Request for Postponement
4. Excerpt of April 13, 2017 Planning Commission Minutes

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to postpone Ordinance No. O-1617-29 to the June 8, 2017 Planning Commission meeting. Neil Robinson seconded the motion.

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

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

Ms. Tromble announced that the motion, to postpone Ordinance No. O-1617-29 to the June 8, 2017 Planning Commission meeting, passed by a vote of 7-0.

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Item No. 4a, being:

R-1617-101 – TECUMSEH ROAD BUSINESS PARK, L.L.C. REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE & TRANSPORTATION PLAN FROM INDUSTRIAL DESIGNATION TO MIXED USE DESIGNATION FOR APPROXIMATELY 20.3 ACRES OF PROPERTY GENERALLY LOCATED ALONG TECUMSEH DRIVE, NORTHEAST OF THE INTERSECTION OF TECUMSEH ROAD AND HIGHWAY 77 (FLOOD AVENUE).

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report
3. Pre-Development Summary

and

Item No. 4b, being:

O-1617-36 – TECUMSEH ROAD BUSINESS PARK, L.L.C. REQUESTS AMENDMENT OF THE EXISTING PUD ESTABLISHED BY ORDINANCE NO. O-9899-35 TO ALLOW FOR MIXED USE, COMMERCIAL, MULTI-FAMILY RESIDENTIAL, OFFICE, RETAIL, RESTAURANT AND HOTEL USES GENERALLY LOCATED ALONG TECUMSEH DRIVE, NORTHEAST OF THE INTERSECTION OF TECUMSEH ROAD AND HIGHWAY 77 (FLOOD AVENUE).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative with Exhibits A, B and C

and

Item No. 4c, being:

PP-1617-9 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY TECUMSEH ROAD BUSINESS PARK, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR TECUMSEH POINTE, A PLANNED UNIT DEVELOPMENT FOR PROPERTY GENERALLY LOCATED AT THE NORTHEAST CORNER OF TECUMSEH ROAD AND HIGHWAY 77 (FLOOD AVENUE).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Request for Alley Waiver
6. Preliminary Site Development Plan
7. Greenbelt Commission Comments

PRESENTATION BY STAFF:

1. Jane Hudson reviewed the staff report, a copy of which is filed with the minutes. Staff supports and recommends approval of Resolution No. R-1617-101 and Ordinance No. O-1617-36. Staff recommends approval of the request to waive alley requirements and approval of the preliminary plat for Tecumseh Pointe, a Planned Unit Development.

2. Mr. Jan – This location is less than half a mile from Runway 18 from OU. Did anybody check with OU what's going to be the impact of this building with the airplanes approaching 18? This comes directly into the landing.

Ms. Hudson – I did not, but I think the applicant might be able to answer the question.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, 136 Thompson Drive, representing the applicant – To answer your question, Commissioner, we put in the height requirement to be the same that was approved under the existing PUD, which was approved by OU at that time. Walt Strong is the director of the University's airport. They also have runway – they call them flight path – I forget the term – I've seen the map many times and it basically is a little pie-shape that comes out from the runways.

This one, I believe, stops just short of – actually, you can see it. This one stops basically right over this building. What we've shown is, again, the same height that was approved previously with the previous PUD. By FAA regulations, even if we wrote this to say we could do something, FAA trumps – federal law trumps us, so we would not be allowed to build into their flight protective zone. It's sort of a pie-shape that moves up vertically from the ground from the end of the runway. We have no choice but to honor those protective paths.

2. Mr. Jan – And what is going to be the maximum height of anything that you're going to put – I see like an 80-room hotel. So what's going to be the maximum height?

3. Mr. Rieger – The PUD says up to 60 feet. That's in the existing PUD as well. So the existing PUD had that same height limitation.

4. Mr. Jan – Okay. The reason I'm saying – I mean, I'm a pilot myself. I land there. I can totally tell that planes come pretty low. Without the hotel, it's making more sense, but it's just the hotel. Sixty foot is kind of 6 story building and right in the flight path. I know it's pie-shaped, but pilots don't see a pie shape. They just simply come in. While students are practicing over here, it's just the safety of the airport and everybody. That's the biggest concern right now.

5. Mr. Rieger – I understand. Sixty feet would typically be a five-story building. I think, as architects, we tend to consider 12 feet per story is what I recall when we practiced. So it's about a five-story. Again, I trust the FAA. When they set the standard for height, I think they know what they're doing and I think very much they protect pilots, such as yourself. We will adhere to that. We have to adhere to that. So I have no doubt that what we do will be safe. Previously approved like that. I'm happy to go back to Walt Strong and ask him if that has changed or if he's seen any difference to that. I'm happy to do that before City Council to make sure that we're still within that parameter.

6. Mr. Jan – I would love to get that approved, because it's definitely half a mile, which is when the planes are coming literally at low speed, recovery chances are pretty difficult if an obstacle is there.

7. Mr. Rieger – I understand. We will check into that, and I will do that before we get to City Council.

I'm going to move through quickly. I know one Commissioner has already asked me do that quickly. Some of these slides are fairly repetitive. Again, it is currently a PUD. The PUD right now allows for office use, light industrial use. It specifically says ancillary retail uses within the office and light industrial, so this expands that into a mixed use concept. You've seen the aerial before. You've seen the GIS. I will notice, though, if you see this, this is straight off GID. WQPZ zones are over here to the left – you see the yellow – and over here to the right, but nothing within this area. So we have no floodplain, no WQPZ zone, nothing within the parameter of this site that we've had to worry about in that sense.

The preliminary plat – typically we don't spend a lot of time on these, but that is the legal preliminary plat that you're being asked to approve. It is just simply a different arrangement of lots. Before it was, I believe, about eleven lots; now we have multiple variations of lots to take it to smaller lots and to put them in a different location. I'll show you – this is the site plan. I have a better graphic that I'm going to show you instead, but that's the technically legal preliminary plat that you're recommending approval on tonight.

This is the green space – really quite extensive green space when you look at the numbers – 34% overall green space across that site. That's pretty extensive for any kind of a commercial development and this one is well done in that way.

This is really what I want to spend the five minutes or so I was asked to spend on is this site. This is sort of the rendering of the site plan in front of you. What this plan does is – previously, this development was basically office and light industrial uses that were just lined around that street.

So they were just lots that were just lined along this street and along this other street, a little bit like the lots over here. What this does is now break those up further and put in additional lots and actually you see some lot lines right here and right here that we have said could be additional lots in the future. What this does is just create a different experience for the buildings, but what the real focus is is this interior area right here. What this applicant wishes to do is to create really a pretty special place in the middle of this development, with water features and fountains and these are not detention ponds – these are not for the detention requirements – these are aesthetic. These are aesthetic water features in the middle of the development. They intend this to be commercial and restaurant all around it, commercial office and residential at the top and you see the “Res” is right there as residential, so that's where we're getting the mixed use concept. Office buildings on the outer sides, over here and over here, and it just kind of spreads out from that interior space. But the real intention is that that interior space be a very special place and really a special place of its own that's within this development. That's really the difference from the existing PUD.

Again, it's already platted; it's already a PUD. We're simply taking it to a mixed use concept, and we borrowed heavily from the Mixed Use ordinance. You do have a mixed use ordinance on the books; it's never really been used. But we have borrowed from it occasionally, and this one we borrowed from it directly. The uses that we put into this PUD are straight from that list of the mixed use development ordinance. Some of the other things we put in from it, and most notably is the parking. We put the parking in compliance with the mixed use ordinance. This is not something, I don't think, we've ever done here, that I recall, in a PUD. But here we adopted the shared parking concept; the shared parking concept is something that's in the MUD ordinance right now. If I can explain it simply enough, it basically describes the uses and has five columns and says morning, afternoon, early evening – I forget the time periods. It basically say that, for instance, retail is going to be, I think, 65% or something in the morning and then high in the afternoon and evening; restaurant high in the evening. So it allocates a percentage of what it thinks should be the maximum parking load at a time of day. So then we take the maximum number of each of those columns and come up with an overall composite parking amount by that. It's, in essence, a way that we can share parking between uses when they don't need them at their peak periods, and that way, from an overall development perspective, we can reduce the parking.

Just two nights ago I stood at this podium with a commercial center, and one of the Council members said how much parking is on that – it looks like a ton of parking. We said, well, it's per the parking count. They wished we could reduce it; we couldn't. It wasn't a mixed use plan. But here we can, because we can adopt those shared parking concepts. The plat says that it's shared parking across the site.

So, with that, that's really the essence of the plan. Again, a mixed use concept is the simple change in this PUD and lot layout is a simple change. Other than that, I think fairly straightforward, as one of you said to me earlier. I'm happy to answer any questions you have. Thank you very much.

8. Mr. Boeck – Office residential. Does that mean the first floor will be office and second and third floor ...

9. Mr. Rieger – That is the typical layout – yeah -- is that you put residential above.

10. Mr. Boeck – That's cool that they're doing that here. I wish they would have done that at University North Park.

11. Mr. Rieger – I don't know if there's an opportunity to do that at University North Park or not, come to think of it. Do they have that in the PUD at University North Park?

12. Mr. Robinson – Where are you getting the water from?

13. Tom McCaleb, SMC Consulting Engineers – We'll have to dig some wells to make sure there's supply. The water is not natural. We've recreated the pond there on the north – presently is the detention pond. We're going to take that out of the detention capability and make it an amenity to the restaurants, as we are that one right there. So the water is going to be taken in this direction and dumped into that detention pond and the detention pond to the south. That will have to be recreated with well water.

14. Mr. Robinson – I'm sure the City would be glad to sell you some treated water.

15. Mr. Boeck – Are those going to be stocked with goldfish?

16. Mr. Rieger – That was one change I should have mentioned. The detention pond originally was in that location. Again, that is not the detention pond; it has shifted over to these. There's another pretty sizable detention pond just off to the south, I believe, on the right side down by Tecumseh Road. So this puts the detention over near that one that's already.

17. Mr. Knotts – Counselor, I don't know if you've been around long enough to hear Harold Heiple talk about the other end of that runway that Nouman is talking about. This is closer to and the planes are lower and so just a cautionary that it's going to be loud.

18. Mr. Rieger – I can understand that. Yeah.

19. Mr. Knotts – Plan for it, and don't come and complain, like Harold does.

20. Mr. Rieger – I will not. But I can't commit for somebody else. I've heard his comment many times. That's something we could probably deal with in leases. We've done that before in leases. We've written leases on multi-family sites, for instance, where they're next to what could be arguably a nuisance – or coming to the nuisance is kind of the phrase in law that we talk about that. I recall a multi-family down on Hitachi area on Imhoff where we dealt with that by writing into the lease that – we said you are living next to a manufacturing plant that operates trucks at 3:00 in the morning. You're aware of that. Hitachi had us write that in and we did, and it worked.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Resolution No. R-1617-101, Ordinance No. O-1617-36, and PP-1617-9, the Preliminary Plat for TECUMSEH POINTE, A Planned Unit Development, with an alley waiver, to the City Council. Neil Robinson seconded the motion.

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

YEAS

Neil Robinson, Erin Williford, Lark Zink, Dave Boeck, Tom Knotts

NAYES

Sandy Bahan, Nouman Jan

MEMBERS ABSENT

Chris Lewis, Andy Sherrer

Ms. Tromble announced that the motion, to recommend adoption of Resolution No. R-1617-101, Ordinance No. O-1617-36, and PP-1617-9 with an alley waiver to the City Council, passed by a vote of 5-2.

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Item No. 5, being:

O-1617-38 – AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA AMENDING SECTION 429.1(3)(A) TO INCLUDE MAP REVISIONS INCLUDING IN LETTER OF MAP REVISION CASE NO. 16-06-2604P; AND PROVIDING FOR THE SEVERABILITY THEREOF.

ITEMS SUBMITTED FOR THE RECORD:

1. Vicinity Nap
2. Staff Report
3. Ordinance No. O-1617-38
4. Annotated Ordinance No. O-1617-38
5. Site Map

PRESENTATION BY STAFF/APPLICANT:

1. Kathryn Walker – This ordinance has been a long time coming. This is for the Bishop's Landing project. As many of you probably know, they call it University House Norman now, just north of the duck pond. This project has been in the works for a couple of years. The applicant came to the City's Floodplain Permit Committee first and asked for a floodplain permit to do some modifications to the floodplain. That was approved. It was approved by Council and they moved forward with those improvements. Now those improvements are done and FEMA has approved them and is amending their map, and so we also need to amend our map to match FEMA's floodplain map. Their map amendment will be effective May 31, and the way ours is tracking it will be in our ordinance in June. So, with that, I'd be happy to answer any questions.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Neil Robinson moved to recommend adoption of Ordinance No. O-1617-38 to the 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, Nouman Jan, Neil Robinson, Erin Williford, Lark Zink, Dave Boeck, Tom Knotts
NAYES	None
MEMBERS ABSENT	Chris Lewis, Andy Sherrer

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-1617-38 to the City Council, passed by a vote of 7-0.

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Item No. 6, being:

MISCELLANEOUS COMMENTS

None

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Item No. 7, being:

PRESENTATION ON PLAN NORMAN (COMPREHENSIVE PLAN)

1. Jay Renken, MIG – We're a planning and design firm. We have been contracted by the City to assist in the development of the Plan Norman Comprehensive Plan Update. So we wanted to give you a briefing this evening on some of our progress. Largely we've been hearing from the community, from a lot of interaction with our Steering Committee, some of which are here on your Commission.

To get started, it's not just MIG working on this project. We are very excited to be leading a team that includes Freese & Nichols, both being staffed out of their Oklahoma City office as well as their Dallas office, Economic & Planning Systems looking at market conditions, looking at trends, demographics kind of moving forward, and then IEM who is a resiliency consultant specifically, so they're being engaged at this point to help identify gaps in our preparedness for different types of emergencies.

Our process – we started off in the summer of 2016, and the kick-off phase was largely about sort of the project setup, beginning existing conditions, sort of establishing a baseline. In the fall and winter, kind of moving into January/February of this year, we were doing analysis and goal setting. So we'll give you a preview of what that looks like and sort of what that overall vision and goal framework is comprised of. We've now in Phase 3, looking at recommendations, getting into draft maps in the plan and draft text. So we'll give you an idea of where we're at with several of those components. It's both sort of a policy oriented plan element that we're working on, but also it mentions maps, so there's very specific direction that the plan will provide at its conclusion for future land use, for transportation, corresponding, obviously, with the transportation master plan, other infrastructure investments – parks, so on and so forth. So we're not working just with Susan and her team, but we're working with many different departments across the City frequently, actually nearly monthly, and then sort of in between when we're here on the ground. We anticipate Phase 4, documentation and adoption, being this winter, kind of in a November/December, probably January/February timeframe. So the early part of next year having a draft plan that is being vetted with the community, with you all again, and with, obviously, City Council ultimately hoping for adoption.

The emerging values, vision and guiding principles – what does that framework look like? And I know some of you actually attended some of our community sessions that we just had earlier this evening. Some of you have seen this on the Steering Committee. But for those of you who are new to it, we take the community values first. Some of that are physical things and places the community values. Some of it is sort of an ethic. And sort of boil that all down into some themes, and I'll give you an idea of what those are. Those values and themes feed into a vision, and that vision – we have a vision statement. There's also some vision-themed categories that sort of filter out and drive the rest of this structure. There's guiding principles, which we'll give you a preview of, as well as a set of goals. And there's one goal -- kind of driving overarching goal for each of these plan elements. So right now there's – you're probably all familiar, I'm assuming, with being on the Planning Commission, with the comprehensive plan, and in a comprehensive plan there are plan elements, and those are basically the topics that are addressed in the comprehensive plan. So the citywide look, and then there's different elements, so we'll step through those as well.

The values, vision, and guiding principles were formed, as I said, by the Steering Committee, by extensive stakeholder interviews and some focus groups, where we brought multiple folks together, and then community visioning workshop that was held on September 15. We also had a meeting in late March where we previewed some of this and took additional

input. For the most part confirmed where we were at, but there were a few tweaks that you'll see reflected today.

The emerging values, as I said, we sort of categorize into three major themes. There were probably 30 plus values, and we will actually put those in the plan document as that's drafted. But those themes, so that we don't have to go through six different slides for you to see all those values, basically boiled down to connected and complete neighborhoods. So I would say the first emphasis was really on our existing neighborhoods, and how do we make sure that they're supported, that they are enhanced, that they have the amenities that people need, and that those aren't sort of over-taxed as far as over-usage and that sort of thing, that they're maintained, that we're taking care of what we have, but that there might be additions to some of our existing neighborhoods to make sure that they have the amenities that people want and desire in living in Norman. And then there would also be the component of new development, and making sure that our new development takes those cues from the existing neighborhoods, the existing landscape of the community, and we do create complete communities and not simply stand-alone single-family homes that don't have access to parks and recreation, or places to shop or eat, or find entertainment.

Also, then, the second theme would be healthy and equitable. The idea there is healthy and equitable neighborhoods in a community. So that's being inclusive to people from all different walks of life, ability levels, incomes, education, regardless of job, beliefs. And then providing access to healthy amenities, active recreation, and those sorts of things.

And then the last one is sustainable and resilient. This is getting at three different major aspects of that: economic, which I think normally when people think of sustainability and resiliency they're thinking environmental first, but economic being really important, tying that to education, tying that to innovation and the jobs we create, and making sure that we have different types of jobs, different types of opportunities for a whole range of people. Also the environmental component, which I just mentioned, so thinking about water quality, air quality, our stormwater management, energy sources that we're using. And a lot of that, as you know, being the Planning Commission, is driven by our location and land use choices. So how do we do that in the most sustainable way? As well as in that social piece of sustainability and equity and resiliency, which obviously is tackled in the equitable portion, but when we're talking about things like municipal services, I already mentioned it with jobs, making sure that we're making a sufficient investment in all areas of our community, and not just in, say, new development or just in the existing footprint of our community.

The emerging vision is grounded in the values and key themes expressed by the community and stakeholders. There is a draft vision statement that we've been kind of shopping around and people seem to think that its resonating pretty well with what they have told us thus far, and that is that Norman is a diverse community with a unique breadth of housing, neighborhoods, jobs, parks, open spaces, arts, culture, and education. That first sentence alone is a mouthful, but I think it's important because people said we are not simply a bedroom community. We're not just a place for people to come and work. We're not just the University. We have great schools, K-12. We have great parks and recreation. And these are all dynamic pieces of who we are as a community. So it's sort of this mosaic that comes together to make us a great place. It has the best qualities of a small town, but with the access to rural landscapes and big city amenities. Again, places might have one or the other; it's rare to have both. So the fact that Norman has access to Oklahoma City, has great assets in the University and other things right here in Norman, but also has, right within the City boundaries, sort of rural landscapes, open space – that's a pretty unique thing and people value that and want to see that moving forward. Is a city of connected and complete neighborhoods -- we dove into that a little bit before with the vision theme – built to support the people and places that make a vibrant, healthy, and equitable and inclusive and deliberate in being the model for environmentally, economically, and socially sustainable and resilient mid-size communities. So the point is – I would point out two things there, I guess, being really important – that last piece of the vision statement. One is that we want to be a model, so we don't want to just be good in these categories. We don't want to just sort of learn from everyone else, be ten years behind

the curve. We want to be a leader. But, in doing so, we're not trying to grow to be a large city. We are mid-size city and we want to retain that quality and embrace that, but lead in several of these categories.

The emerging guiding principles – they provide a lens through which strategies and policies are both identified and evaluated, and they support the plan vision, they set the priorities, and they're establishing a framework for things that we can't necessarily anticipate in this planning process, and that happens. An example might be Uber Lift – so car sharing technology through an app. Five years ago – I think they just came on the scene, maybe, five years ago – Uber did. So let's say six years ago, no one could anticipate how that was going to transform how a lot of people are getting around. Autonomous vehicles might be something similar to that moving forward, where we know it's coming but how it comes about – the impacts it has, maybe, on our parking needs. Are they parking at individuals' homes in their garages, or is this more of a privately held kind of corporate fleet? All those things are still up in the air. So the guiding principles are really important in helping us figuring out those decisions that we don't quite have enough information to build in completely in the plan today.

So those guiding principles include proactively manage for balanced growth. This one got massaged a lot through the Steering Committee process, but ultimately it was about thinking ahead, proactively planning, and that this isn't a one-size-fits-all solution. We want a balanced approach to how we grow.

2) Provide a range of housing choices for all Norman residents. So, again, as far as having choice and there not being a one-size-fits-all solution, that directly impacts housing. Making sure we have housing of different types and different locations with different amenities, different price points. There's a lot of different ways to achieve that. We're trying to sort of address that in multiple ways.

Create unique and amenity-rich places. So the idea is that we're not doing development for just development's sake, that we want to have – actually, I guess, similarly to one of the cases that was reviewed this evening. Creating something that's organizing that development. Is it a park? Is it mixed use development? Is it a commercial center? Maybe a trail is that organizing element. But what are the amenities that attract people, that make them care about a place, that foster social interaction and investment in their community?

Providing mobility options within a multi-layered intermodal transportation system. Pretty wordy there. The idea is options and we'll dissect that last part. So multi-layered – you probably encountered complete streets ideas – Lindsey, for instance, the redevelopment has bike facilities, it has pedestrian facilities, it's moving cars still, it's helping to serve the businesses as well as moving people through the corridor. That would be a really good example of a complete street. Well, a lot of our streets in our community have limited right-of-way, and how to we ensure that there's a network for, say, pedestrians to get around if they want to get around on foot? By bike, if they want to get around by bike. Transit by car. When we can't accommodate everyone on every street. So the idea is these layered networks. So it's sort of offset a bit, and there may be places where it overlaps, like on Lindsey, but there's other places where it might be parallel or run perpendicular, but it's still getting to the same destinations, it just may not be on the exact same route. And then the intermodal – and that was an evolution with the Steering Committee as well – it started with multimodal, thinking about whether you choose to get around on foot, by bike, by bus or rail, if that is in our future, or by car – you have options. But it evolved to intermodal, meaning that maybe we're combining some of these modes. As we're getting more creative, as we've getting more savvy, as people moving around our community, using our phones, different things like that, that it might be a trip that starts on foot and then turns into a bike ride if there's bike share in the future. It could be walking to take transit. It could be driving for a certain portion then taking transit or bike after that. So that was the idea there.

Guiding principle 5: Maintaining high quality education and life-long learning opportunities. Originally, actually, and you'll see as we sort of dissect the different elements of the plan and highlight those goals for you. Education we sort of had embedded with arts and culture, and that's not uncommon – ACE is a common acronym for that – arts, culture and

education – in plans such as this. But the idea of OU and of our K-12 school districts and the schools that are provided really elevated this to its own guiding principle, as well as its own element. And then there's also this idea of life-long learning – it doesn't stop when you're done with high school or college, tech school, whatever you're doing. There's opportunities throughout the lifespan for learning.

6) Cultivating a culture of innovation and entrepreneurship. There's a lot of different ways and we're working on policies with the Steering Committee, or have worked on those to get to this. But obviously this has implications for education, for economic development, for the scale of opportunities that we're creating. We actually had a great conversation with the Steering Committee last night about, you know, some communities really try to go after that big fish – like a huge industrial or office user that's going to take 60-100 acres. And we need to be cognizant of the fact that, if we really want to cultivate innovation and entrepreneurship we're talking about a smaller scale, so it probably needs to be a balanced approach, where we might draw one of those bigger users, but we also want to create opportunities for the individual, the group of five and think about the amenities and the locations that they would want to be in.

7) Fostering economic vitality and diversity. We'll get to the goals that articulate this a little bit better. But the idea here is that we have a robust economy and one that is diverse – that we're not putting all of our eggs in one basket or a small set of baskets.

Conserving and protecting water and other natural resources. The Steering Committee, what we heard from the community made us call out water specifically, but it's not limited to water. Obviously, our other natural resources are very important and need to be protected and conserved as well.

Nurturing Norman as a premier arts and cultural destination. I think we see that in downtown with events and public art, but it's something that we're hearing from folks in Norman we really want to integrate throughout. So in thinking about new development types in our community, how do we integrate this idea of arts and culture.

So then the Plan elements. Again, these are going to be sort of chapters or sections of the plan, so they break things down into categories. You saw the kind of connected neighborhoods previously – healthy, equitable. Well, when we get to the elements we've added sort of an extra descriptor for those, so we're saying that the unique and connected neighborhoods and districts is about places. Healthy and equitable is about the people. And sustainable and resilient is about systems. So each of those three kind of thematic categories then have an element that focuses on a goal and a set of policies and, ultimately, implementation actions to help us achieve that goal and implement those policies.

So starting with the first element, being community character and design. So that is to promote development and redevelopment that enhances the distinct character and improves accessibility in each of Norman's neighborhoods and districts.

The second goal in our second element of the Plan is land use. So looking at our future land use, the goal is to achieve a balance of land uses that offers a variety of housing, business and employment options, accommodates growth, protects the environment, and provides services and amenities to support the overall health, welfare and prosperity of the community. That's a big ask. There's a lot of different things built into that, and if you kind of just took one at a time kind of on their own you might think that some of those are at odds with each other. So that idea of a balanced land use approach is really important.

Transportation mobility goal – creating an integrated, multi-modal transportation network that offers a wide range of mobility choices and a high level of connectivity within the community and region. Again, this is integrated; it's multi-modal, inter-modal even in looking at the guiding principles. Having choice, so we're not saying, hey, everyone has to get around by bus, you know, moving forward. Everyone has to get around by foot. The idea is that there's choices for people. So understand that not everyone is going to choose to leave their car at home, and probably no one is going to choose to do that for all trips, but that you have options. Throughout the week you might walk to a local restaurant or bar. You might bike to the store while maybe you're still driving for work. And someone else is able to take the bus to work, but

they drive for entertainment and recreation. So people can get around in different ways. And also the idea that it's not just within Norman, it's regional connectivity as well.

Housing and neighborhood revitalization – encouraging greater housing choice, affordability, liveability, and accessibility within Norman's existing and new neighborhoods. Let's hit on the accessibility piece really quickly. So that means we're sort of interpreting that in two ways, and we'll articulate this in the plan. One is about people of different ability levels – if they're perhaps disabled, maybe it's the aging population – that there are accessible housing options for them. Then there's also just the ability to get into the housing market, live in Norman. So there's two different pieces of that.

The second theme – kind of big category – is people and there's four elements within that. For community health and recreation, the goal is to foster active and healthy living by providing a system of parks, trails, open spaces and recreational amenities, promoting wellness initiatives, and enhancing access to healthy goods and services. So the focus in a lot of these, and I'll use this one as an example, is largely on what can the City do to achieve these goals? So we can't tell the private sector where to put the next rock gym or other aspects, or even grocery stores where they need to locate. But we understand that those are important things. We want to work it into sort of the land use planning moving forward. But it's largely focused on what can the City do?

Equity. Promote fair and balanced access for all of Norman's residents through increased collaboration, community engagement, outreach, community investments, and distribution of resources and services.

Culture and arts. Support, celebrate and provide opportunities to engage in Norman's artistic and cultural assets, identity and diversity.

And education – the last in this second theme. Strengthen and foster Norman's partnerships – again thinking about the City of Norman – what can we do? – between the University, other institutions in the community to provide a unique and diverse range of opportunities for lifelong learning, creativity, and innovation.

And our last sort of theme and set of elements is sustainable and resilient. So the sustainability goal is to foster a sustainable community by protecting the environment, utilizing sustainable infrastructure and responsibly using water and other natural resources. For resiliency it's to enhance the community's ability to adapt to and recover from economic crisis, natural and manmade disasters, climate variability, and other adversity. For economic development, to improve quality of life for Norman residents and promote economic sustainability by providing an environment that supports existing businesses, new employers and expanded employment opportunities. So, again, focusing on what do we have today? How do we support our existing businesses, help them thrive, perhaps grow if that's of interest to them? Also attracting and growing new employers, whether that's from the University, someone who might be working somewhere else now and wants to start a new small business. Maybe it's attracting from outside of Norman. And then expanded employment opportunities would be kind of focused on jobs and employment.

And our last element of the Plan will be the municipal services goal. It's a big one. When I talked about those maps – transportation will have maps; land use will have maps; well, then, there's kind of the municipal services piece. So, obviously, there's fire and emergency. The idea, then, is to – other municipal services are utilities, emergency services. To ensure that the provision of infrastructure and public services meet Norman's forecasted growth in a fair, efficient and cost effective manner.

Would you like me to proceed through the last portion, which is going to hit sort – I'm going to give you some highlights of the discussion we're having around growth scenarios and what we introduced to the Steering Committee last night, neighborhood types, or would you like to pause for some questions on everything I've presented thus far? Keep going? Alright.

So what's actually around the back of the room – we had an Open House this evening from 4:00 to 6:00. I presented the same materials that we actually presented in late March, but we wanted to give a broader spectrum of the community an opportunity to engage with those materials, provide us feedback and input. But it's really thinking about the future growth of the

community. Ultimately the driver for the comprehensive plan is thinking about the project growth, and I'll explain where that comes from in a moment. But the idea is if left unchecked, unplanned growth can have unintended negative consequences. So that could be on water usage. It could be on pervious and impervious surfaces – our stormwater – the quality of Lake Thunderbird – congestion. If we aren't thoughtful about how we grow, how we accommodate the growth that will happen, whether it be through natural growth – people living longer, having children – or in-migration into our community, or people choosing to stay here, maybe, after they go to school, or just deciding that Norman is the community that they want to be part of – we could have some negative consequences. So what we're using – the tool is called scenario planning. And the point of scenario planning is to explore different ways that we might grow. And what we chose to do in this process with the Steering Committee and with the staff was sort of push some of those different factors that you may consider in growth – so the density, the location of the growth, kind of the direction of that – in different ways and kind of push those extremely in different ways in order to show what the trade-offs might be. And what we've been doing is presenting those to the public with those posters, they're online, with the presentations similar to what you're seeing, so that they can kind of think about those trade-offs and then tell us, well, I really don't like this aspect, but I like this aspect of this one. Or I really like this aspect, and why do you think about this? So we're going to take all that input and then work with the Steering Committee moving forward to develop a preferred scenario. And there will be several iterations of that, of course – a first draft, second draft moving forward throughout the rest of the planning process.

So the way that we've been explaining this in other presentations, which I know several of you have seen, is that the growth projection comes from ACOG, which as you all know, I believe, is the regional planning organization – the metropolitan planning organization. That's the Central Oklahoma regional transportation plan that they developed, and that looks out to 2040, hence our planning horizon. So when we're thinking about how far are we going to grow? How far are we looking? We're looking out to 2040, and they have said of the regional growth that is projected, which is driven by federal and state projections as well that they consider – they have said that Norman is expected to grow by 52,444 people by 2040. That translates to approximately 23,333 housing units. It sounds like a really precise number; I assure you that it's probably not. Densities are going to change, depending on the types of housing that we build – densities within different types of units would change. So it's a guide, just as that 52,444 number is a guide. We could hit that sooner; we could hit it later – so maybe we hit it in 2037; maybe just as likely at this point is that we'd hit it in 2043 or 2045. But the idea is that at some point we're going to hit this number, so that we would plan for that. There are currently about 7,133 units already approved and entitled. So we took those off the top and so what we've been asking community members to weigh in on is, for those remaining 16,200 units – where do they think they should go? And a very high level right now, so what type of development would that be? But I'll show you how we're taking a deeper dive into that moving forward with the Steering Committee and with the community. That also translates to jobs – so 21,445 jobs that would be projected by 2040.

The purpose of this scenario planning, as I said, is to look at the 16,200 housing units that are not currently entitled out of that projection. And, again, looking forward to some time around 2040 and really to gain a deeper understanding of different types of strategies. Some of that is informed by what Norman has done historically over the last five, ten, fifteen years. Some of it is looking at other communities, so I'll explain that in a second, and how they have chosen to grow and sort of manage growth and change. But then really importantly think about the trade-offs associated with those different scenarios. So what we've developed so far – we're not going to deep dive in the presentation, but I'll invite anyone who hasn't seen them look at the boards in the back. What we've done so far is exploratory. They're meant to be educational, to inform the dialogue, the conversation the community is having. We're taking all those inputs and in that third circle that you see – or bubble – we're going to be using the summer, early fall to develop sort of this hybrid preferred scenario that takes what people like from the different aspects, and then that will be translated into a future land use map moving

forward real importantly. But, as you noticed, there were eleven other elements, not just land use, of the comprehensive plan. So it also informed things like where should the parks infrastructure go? Where should we maybe make adjustments to the transportation master plan? It will inform things like municipal services, of course. And then we'll develop specific tool strategies, recommendations to implement those policies and goals associated with that.

So the exploratory scenarios – we basically developed five. I'll explain how we get to five with three bullets in just a moment, but each of the scenarios basically puts development in one of three different kind of buckets. So the first bucket is greenfield development – that's ag land, it's undeveloped land, it could be forest, sort of plains, that sort of thing. And that's largely where development has been going over the last ten to fifteen years. So we have a scenario that most of the growth – well over half – goes to the east of Norman, and that's where most of the growth has gone over the last ten to fifteen years. That would be that scenario called continued trends.

We have a second bucket that is basically thinking about corridors. So our existing arterials, if there were new arterials potentially – those might get redeveloped or developed with a higher intensity mix of uses. That could be horizontally mixed, so there could be residential and then maybe commercial nodes. It could be vertically mixed, so maybe there's retail with office above or retail with housing above, but really focusing that kind of narrowly along corridors.

And then the last bucket is larger infill or redevelopment opportunities. I think with all the information that we're conveying, we may not have done the best job until probably this evening articulating that with those larger kind of redevelopment/infill opportunities that we're defining they include things like downtown. They include things like Ed Noble Parkway, University North Park. So some of those – you know, it's obvious where the development would go. In others, you might think, well, most of that's built out – are we scraping that and starting from scratch? The answer is no. Economic and Planning Systems, who I mentioned up front as one of our team members, they've actually looked kind of parcel by parcel at the land values, the improvement values, the building values and looked at which of those are unlikely to redevelop in this timeframe of 22-23 years, and which areas are vacant, which areas are underutilized – meaning that the improving value is lower, most likely, than the land value. And so on average I'd say it's probably about 20-30% of any one of these areas, but it ranges – right? There's a range, because something like University North Park, the area that we're designating, we're only designating the portion that's not built out yet. So that would be 100% of that, whereas something like downtown, largely built out but there's some opportunities maybe along Gray, a block or two off of Main and Gray where there's surface parking lots, a few undeveloped parcels and things like that. So that's the idea of infill.

In each of these then there's different proportions. So continued trends, as I said, the majority is going to the east in greenfield development – that first bucket – with virtually none along corridors and just a small amount in kind of infill/redevelopment, knowing that things like University North Park will obviously continue to develop, but that redevelopment is to a much lower degree, and infill might not occur as much.

The compact connected puts equal parts of that housing projection in each bucket. So the 16,200 – one-third of that goes to greenfield development, either on the east or the north – and that's how we get to the five, so for this compact connected and mixed large redevelopment there's an option kind of looking to the east more for that development and more to the north for a second option. But equal parts greenfield, equal parts corridor, and equal parts infill or redevelopment of some of these larger areas.

And then the last is mixed large redevelopment. This assumes a very small proportion along corridors and then equal part for the remainder – the vast majority in greenfield and in these larger infill kind of redevelopment opportunities.

So in each of those, then, what we do on the board in the back – what we're communicating to the community and the Steering Committee – is looking at it, okay, well then what is the proportion of new growth based on what we might expect on those locations and what's the result for Norman? And that's important, because even in the compact connected scenario, which has the most multi-family, attached single-family, we still end up – in that

scenario well over half of the new housing units would be in multi-family or attached single-family. But when you add that to what we already have – the housing stock that's already existing in Norman – it only moves the dial a small amount, so we would go from – I believe it's 35% multi-family to 40% as a community. So we felt that it was important to communicate to people that even if the growth moving forward – 16,200 units – is largely in one category or another that we're not changing the overall make-up dramatically, because that can be a little scary for folks.

And then along the bottom of the posters in the back, the small thumbnails that you see on the screen, we looked at different metrics. So those included vehicle miles traveled, water usage, fiscal impacts related to building new roads and fire stations, pervious and impervious surfaces – it's pretty high-level analysis at this point, but based on the number of units that would go in these different buckets, how would they begin to perform in these different categories?

Our next steps – based on all this feedback, we are reviewing that. We're coming back to the Steering Committee in June to then begin working on a preferred scenario. And as I had said, that's a process in and of itself. There's no way we will get through that in one Steering Committee meeting. We'll be doing that over the course of the summer into the fall and bring that back to the community at least on one occasion, if not multiple. We're also then needing to think not just – so that first piece that we were talking about, the scenarios is largely about where housing and growth would go.

We're also working with the Steering Committee and will engage the community in it as we refine a little further – more into the type and quality of the housing that gets built. So we're using something called neighborhood types to do that. The neighborhood typology is basically made up of four neighborhood types, and we understand that there's nuance within this, and we'll articulate some of that in the plan, of course. But at a very high level we're talking about four different ways that we could develop housing in these different areas. We're going to use, first, input from the Steering Committee, but then the community, to sort of figure out – if we know the general locations we're targeting, then what is the most appropriate neighborhood type – development type – that gets applied to those, and it could be a combination, honestly. One of the things that we want to be really cognizant moving forward of is transitions, because a lot of times if you want to redevelop one of these areas or we're thinking about a corridor, well there's single family homes, typically, immediately adjacent to that. So what is the most appropriate transition? So it might be that we, for the majority of an area, we apply one neighborhood type, but then think about another neighborhood type being a transition between the two. Those include suburban, compact detached which would be very similar to what's in the core of Norman now, compact attached which we have very little of today – I think it makes up probably 3% or a little less than 3% of the overall Norman housing stock, and mixed use. We're calling it mixed use, but within that mixed use and within compact attached there is some stand-alone multi-family, so we're not calling that out as its own development type or neighborhood type – multi-family – but it is embedded in compact attached and mixed use.

So really quickly to give you an overview of these. Suburban – and this is all in draft form – we just got a lot of input last night and we have not had a chance to incorporate it yet. So some of these will be sort of tweaked, but we'd love to have your input on it as well so we can incorporate your input as we're making those adjustments. But suburban would largely be single family detached, one to two stories, larger front and back yards, varied block sizes and shapes, and greenways, trails, large regional parks providing recreational amenities. What we're doing for each of these is using 3-D modeling, developing graphics to show an exemplary piece of a development of this type, and it could be a little smaller than this, it could be this size, it could be larger. The idea is – we're not talking about individual parcel here, and in most cases not an individual block, especially when we're at the suburban scale – but for a development of a certain scale that we want to make sure that we have opportunities to walk, that we have opportunities to have recreation and trails and connectivity, that there are transitions if there are multi-family housing in a suburban condition that that's not butting right up against the single-family homes – that there's a transition through that. That we look at shared parking opportunities, not necessarily between the residential and commercial in this case, but between

commercial uses, and perhaps between commercial and institutional uses. One of the things that – I think it was probably one of the biggest take-aways for me from last night's Steering Committee meeting was this idea of how do we address stormwater appropriately in each of these different neighborhood types? So we're going to be integrating sort of low-impact development and integrated stormwater management features that will be different in a more urban context, versus a suburban context, but integrating those best practices in each of these as well moving forward.

Compact detached is predominantly detached single-family housing with some smaller scale attached product, one to two stories again. We're talking about front porches and stoops, medium to smaller block sizes, neighborhood parks providing the majority of that recreational opportunity. Here, again, a graphic showing – in the lower part of the graphic is largely where that's detached compact single-family product is, so you can see smaller side setbacks for the most part, some attached garages, some detached. There might be accessory dwelling units in some of these – above a garage, say. The development could be alley loaded in certain locations or off the street in this instance. Having, again, places to walk to, so you can see a school as an example of an institutional use – kind of a public-oriented use. A public park, as well as some mixed use and single-purpose commercial along a major corridor running along the top right corner of the drawing.

The compact detached – sometimes this is talked about as – in a lot of communities, actually, and in planning magazines which I read – I'm not sure about you guys – but the missing middle. So we have a lot of apartments, and we see a lot of that especially kind of the east part of town, some along the freeway, and we have a lot of single family homes. But for someone who wants to own or rent something that maybe there's little to no yard but they still have a garage, they have something that sort of they have a stake in – there's sort of this missing kind of product in the middle. So the idea is attached single-family and multi-family housing, one to three stories generally, shared private spaces and some small individual private spaces – you might have a small dog run or a place to grill – a patio, things like that. Smaller block sizes and smaller parks. In this graphic, which again is intentionally kind of generic – it's not any one place in Norman – organizing this around a green feature, because a lot of these units wouldn't have yards, providing a recreational amenity that kind of organizes the development. You can see up along the upper left-hand side of the drawing that would be the major street with mixed use development – retail on the ground floor with predominantly residential above, but perhaps some office. But there's a grid introduced here, but intentionally trying to keep more of a neighborhood feel in those places that are predominantly residential. So perhaps offsetting some of those streets so there's not through streets that go all the way through the community, that maybe we even take a street out between two blocks, but that we're providing then a pedestrian and bike connection between those two, to make sure that we maintain that pedestrian and bicycle connectivity throughout. And, as we said, we'll be integrating more stormwater management features, because I think it was really in the Steering Committee's idea and they did apply it to all of the neighborhood types, but they were really starting to think about it when we got to these more compact types – compact attached, the mixed use – we're creating more impervious surfaces most likely, and so how are we addressing stormwater needs.

Our last one – and then I promise I will be done and you guys can ask me questions, grill me, and make comments – is mixed use. It includes multi-family predominantly and then mixed use product, one to four stories and we're sort of exploring this right now with the community and want to test it with the community, but on up to six potentially – we'll see. And that could vary by area, too. Shared private spaces, smaller blocks again and smaller plazas. So that mixed use development – there could be locations where we have more traditional commercial still, and you see that on the left-hand side of the drawing – that red box is highlighting what would be generally something like a grocery store – kind of a medium sized grocery store with parking – so there is surface parking, of course, but you're beginning to see also at the top of the drawing there's a blue box that is highlighting some structured parking. So how is that structured parking provided. We're showing that it's actually wrapped with retail and housing

development. There's alleys here -- the line going kind of through the middle of the drawing. You can see some green spaces along that, would be more of that Main Street feel. We're also coming in bikes in all of these neighborhood types. So in the suburban neighborhood type it was more shared on-street until you got onto the arterial. In those two middle types, there's more dedicated facilities -- we're designating bike lanes and shared bikeways. And then in this scenario obviously we would need more dedicated bike facilities because, presumably, there's more traffic and things.

Next steps I'll just highlight for you really quickly. Refine these scenarios. We're going to come up with a first draft of a preferred scenario. And the way that we're going to do that is actually applying the neighborhood types. So we're kind of using those as the pallet. If you think about those as maybe the colors of paint that we'll be putting on the map. We'll be applying the neighborhood types in the areas where the community and the Steering Committee and you all tonight might tell us you think that that's most appropriate. Moving forward then, we obviously need to translate that to a future land use map that will get more nuanced -- pretty similar, as far as the designations and that sort of thing, as in the current future land use map. And then specific tools and strategies in the plan. Our next event, beyond Steering Committee meetings which are happening pretty regularly -- we have our next one in June, will be a community intercept event in late summer, mostly likely August 11, which I believe Second Friday Art Walk -- I misspoke earlier when I said first Friday. So we will be doing an intercept event there as our next community facing activity.

Thank you. I know that was a lot of information. You were very patient to let me speak for that long. And at this time I'd love to entertain any questions or comments that you have.

2. Mr. Boeck -- I'm thinking about this housing and housing types and demographics, economics. You drive around east Norman and obviously go past 12th, 24th, 36th, south of Lindsey and around Irving Middle School, south of Irving Middle School north of Lindsey Street, you have high levels of what I'd call low-income housing -- cheap apartments that were built 30 years ago, and for whatever reason all our low-income housing got put into that part of town. How do we deal with that? How do we generate a more diffuse housing opportunity for people? I mean, people have been talking about it forever. There's only one Housing Authority project on the west side. How do we equalize that? Or how do we approach that?

3. Mr. Renken -- Well, I would start by saying that we haven't really embarked on that yet in the process. So I think, as you and others on the Steering Committee, as you work with us to sort of figure out where the housing goes and the types of housing -- and other growth, too, obviously we are addressing employment through this -- we're going to have to figure out what those are. What I can tell you is that other communities that are dealing with that address it in several different ways. One we talked about earlier during the Open House conversation, which is simply the supply -- like having different types, having smaller units is one way to provide workforce and affordable housing. As far as the concentration of affordable housing in one area, I see that dealt with in two major ways. One is working with the actual provider of those and potentially putting either regulation or kind of skin in the game -- financial skin in the game to help drive some of those location decisions. The other is policy-driven, and that would be to say that -- I mean, this is done -- construction all different ways and there's different parameters, but typically a development of a certain size -- any development of a certain size -- some places limit that to just multi-family. Some it's all housing development -- that a certain percentage would have to be affordable.

4. Mr. Boeck -- This is high-density duplex -- two or three story apartment. Blocks and blocks and blocks.

5. Mr. Renken -- So what some communities have done -- and I know Norman doesn't do currently -- is just say X% of that development needs to be affordable, and they define that in different ways.

6. Mr. Boeck – Although that's the big issue with – Frontline had a great show the other night on the issues with low-income housing. Housing equity and the fraud that's going on in tax credits. Full scale – large scale and the problem is we don't want them in our part of town. We don't want that kind of housing in our part of town and Norman has been pretty effective up until recently and the west side has been very effective in saying we don't want it here; we're not going to put it here, and so it doesn't go here. So that's something we're going to have to address.

7. Mr. Renken – That's a good point.

8. Mr. Knotts – I'm worried about 52,000 people coming and only 22,000 jobs. Why is that projection – why do we have to have half unemployed?

9. Mr. Renken – It's not that they're unemployed; it's that they're not all working age. So of the 52,000 – I don't know the exact percentage, but around half would be retired or not of working age yet. So they would be students.

10. Mr. Knotts – So the projection for that – the ACOG projection is birth/death trends – all of that. Really no magnet kind of ...

11. Mr. Renken – No, there's in-migration as well. And unfortunately, I don't have the numbers with me. But a good portion – over half ...

12. Mr. Knotts – I'm talking about that as a magnet for that population. So there is a projection of something that might actually happen here.

13. Mr. Renken – And that's for both people wanting to live here and people working here. They don't say where each individual is going to be kind of going to live and work, but there are calculations for employment and for housing – a geography called a transportation analysis zone – a TAZ. So they break every community into these TAZs, so there's actually sub-geographies within Norman where they're saying how many housing units and how many jobs they would expect. It does increase the proportion of jobs to what we have right now, so it's a slightly higher capture rate for jobs than we have currently. A piece of that is people choosing to – well, the people not leaving as quickly – so people living longer, so they're not dying. And then there's also students who move here and then stay. So all that's sort of ...

14. Mr. Knotts – A lot of that, of course, is economically based, that they stay because ...

15. Mr. Renken -- ... there's actual job opportunities here.

16. Mr. Knotts – Yeah. No place to move. There's no jobs, and they can live with others and share the costs.

17. Mr. Boeck – Well, that's the really negative side, Tom. There's job opportunities that people that graduate from OU with really good educations want to stay here and work.

18. Mr. Renken – Or start a business. We talked about that last night in the Steering Committee.

19. Mr. Robinson – One of the things you've discussed, both last night and tonight, is the idea of these transitional areas, for instance. The one I can think of right off the top of my head is along the Porter corridor, where the hospital has expanded to the east, and then on the west side there has been some commercial develop that has expanded into an existing

neighborhood. And I think I see areas like that where it seems like sort of a natural growth pattern that occurs as a large institution changes, takes up property that was formerly houses, particularly small, low cost houses, and I wonder if there is – is there a planning tool to address that kind of issue? Because I know we hear from people who don't like the idea that the barbeque place is going to expand its parking lot into the neighborhood. At some point, the neighborhood become much less viable than it was to begin with, because it has been eaten away at the fringes. Is there something – is there a policy to work with that?

20. Mr. Renken – Well, I would say the comprehensive plan, in and of itself, is one tool – the land use map. But really importantly – and I've said this in front of the Council, as well – to really give the comprehensive plan teeth will involve an update to the zoning code. So zoning would probably be the best policy tool against that type of erosion that you're talking about. With the idea of the particular – I think you said a barbeque place. That's going to be about zoning more, but institutional uses, like hospitals, the University, for instance, parking is typically the precursor – like it's sort the land banking. It happens first at that edge before development might continue to progress and move further. So parking management can also be an effective tool, whether that's like neighborhood parking permit programs, or just having stronger district wide coordination of parking. That can be a pretty effective tool as well.

21. Mr. Robinson – And I guess also I'm kind of – not all growth is a bad thing. Sometimes it might be a beneficial policy to everyone to promote growth of, say, a medical complex that would not just rely on the hospital, but would add medical office buildings and laboratory equipment and places like that. It would provide good jobs, but they're still going to take up some of that older area. But what seems to happen is we don't really make a rational policy decision on it at the City Council level; it just sort of happens because somebody has the money to do a building here and a building there.

22. Mr. Renken – Ideally we address some of that with the plan. I think it's tough to anticipate what all of those expansion ideas will be over the next 22 years. So the idea is that we're giving – well, one, the idea is that the plan is followed. Like it is a tool that people are using – the Planning Commission, the Council, developers as a community is actually using the plan is really important. And then I would say that the other piece is that there's those guiding principles and goals. I know it seems like a far-fetched idea, but people are actually using that when they're evaluating different proposals. So staff can build that into their reports, that you all can kind of look back at that when you're looking at different proposals, and Council hopefully would do the same.

23. Mr. Boeck – Susan, isn't that what the Center City Vision Plan and the Silk Stocking overlay district and the garage apartment overlay district and all those little things like that that are going through City Council – isn't that the kind of stuff that's addressing what Neil is talking about? Oh, and the Porter Corridor plan.

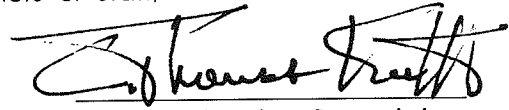
24. Ms. Connors – The Porter Corridor plan certainly addressed some of the issues that he raised specifically. The overlay districts are one technique that you can use but, again, that's a zoning technique. So I agree that our zoning code is woefully out-of-date and there probably are newer ways to approach how these things are handled through different types of zoning codes.

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Item No. 8, being:

ADJOURNMENT

There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 8:00 p.m.

A handwritten signature in black ink, appearing to read "E. Thomas Smith", written over a horizontal line.

Norman Planning Commission