



CITY OF NORMAN, OK CITY COUNCIL CONFERENCE

Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069

Tuesday, November 08, 2022 at 5:30 PM

MINUTES

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, retaliation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please contact the ADA Technician at 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

PRESENT

Mayor Larry Heikkila
Councilmember Ward 1 Brandi Studley
Councilmember Ward 2 Lauren Schueler
Councilmember Ward 3 Kelly Lynn
Councilmember Ward 4 Helen Grant (arrived 5:18 p.m.)
Councilmember Ward 5 Rarchar Tortorello
Councilmember Ward 6 Elizabeth Foreman
Councilmember Ward 7 Stephen Holman
Councilmember Ward 8 Matthew Peacock

ABSENT

None

AGENDA ITEMS

1. DISCUSSION REGARDING THE STREETERIES PILOT PROGRAM.

Ms. Kathryn Walker, City Attorney, said the concept of using parking spaces adjacent to restaurants for additional dining opportunities while accommodating social distancing was first introduced at the Community Planning and Transportation Committee (CPTC) during its July 2020 meeting. The concept gained popularity during the pandemic, particularly in areas of the country where restaurant dining rooms have been ordered to be closed for prolonged periods of time. In response to CPTC's feedback, Mayor Clark signed Proclamation 2020-08 on September 11, 2020, establishing a Temporary Outdoor Expansion Permit to allow restaurants and bars to operate in the adjacent public rights-of-way subject to certain conditions.

Item 1, continued:

Streeteries Pilot Program, continued:

Ms. Walker said no applications were received, but potential applicants expressed a desire for a more permanent option given the initial expense of installing appropriate barriers to block off parking spaces for the use of the outdoor space by patrons. The City was able to secure a number of barriers at no cost from the Oklahoma Department of Transportation (ODOT) to assist eligible businesses set appropriate boundaries for Streeteries. Subsequent discussions were held at the Committee level and direction was given to establish a simple pilot program to gain insight into areas that might need to be addressed in a more permanent permit structure.

Staff developed a Right-of-Way License and Agreement, which established similar parameters for other revocable licenses granted by the City to private property owners. The Meating Place Restaurant worked with the Planning and Public Works Departments to establish boundaries of the designated eatery area as well as to determine that appropriate measures are taken to protect the safety of patrons and maintain sidewalk access for others in the area. The initial term of the license is six months, May 24, 2022, through November 23, 2022, which will allow the City and The Meating Place to evaluate the program and determine whether it should continue through the winter months. The fee for the license is \$300 per year (\$75 per parking space used) and the license and appropriate insurance requirements must be met prior to issuance of the license. Failure to meet requirements could result in termination of the license.

Councilmember Holman said he likes the idea of streeteries being able to be shared if businesses have an agreement. He said the biggest criticism is the concrete barriers, but Main Street is a high traffic, high-speed one-way street making concrete barriers the safest option.

Councilmember Peacock said Edmond has many streeteries in their downtown area and the businesses as well as private citizens preferred streeteries to parking. He said they use concrete barriers that are “wrapped” with graphics so this could be a sponsorship opportunity for businesses in Norman wanting streeteries.

Councilmember Schueler asked about the mix of businesses in the Edmond corridor versus Norman and Mr. Pyle said Staff will research Edmond’s streeteries policy.

Councilmembers said they would like to extend the pilot project six more months.

Items submitted for the record

1. Staff report dated May 24, 2022, from Kathryn Walker, City Attorney,
2. Contract K-2122-134 with Exhibit A, Cleveland County Assessor’s Office Ad Valorem taxes for 121 and 123 East Main Street; Exhibit B, Aerial photo of parking spaces; and Exhibit C, Site plan;
3. Canopy Specifications
4. List of materials used

It was the consensus of Council to extend the Pilot Program for six months.

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2. DISCUSSION REGARDING DESIGNATED PARKING SPACES ON CITY STREETS.

Mr. Taylor Johnson, Transit and Parking Program Manager, said the 2013 Campus Corner Parking Management Business Plan (revised in 2015 and 2019) and Downtown Parking Lot Management Business Plan (revised in 2016 and 2019) were approved by Council on August 1, 2013. These business plans detail the strategies and payment options available to customers and visitors who park in the metered areas of Campus Corner (154 non-disabled on-street spaces and 61 non-disabled spaces in the Asp Avenue Parking Lot) and the metered Downtown Gray Street Parking Lot(144 spaces). These plans are designed to maximize the level of convenience experienced by all users as well as the efficient use of public parking spaces.

Mr. Johnson highlighted parking studies and planning that includes the 2014 City of Norman Comprehensive Transportation Plan adopted on May 13, 2014; the 2016 Norman Parking Study adopted on August 9, 2016; and the 2018 Parking Strategic Plan adopted on December 11, 2018. The 2016 Norman Parking Study was commissioned to provide a blueprint for future parking improvements and expenditures. The 2018 Parking Strategic Plan's primary goal was to be a guide for decision makers on topics such as governance, technology, enforcement, as well as planning and parking asset development and management.

Highlights from the 2018 Parking Strategic Plan include acknowledging the need for additional parking in the Downtown and Campus Corner areas with proposed sites for new parking structures; proposing the creation of a separate parking fund, governance structure, and additional parking staff (currently working with partner agencies on possible parking authority); providing consistent management (meter times, meter costs, meter pay methods, enforcement) for customers and updating technology; and integrating with and consideration for a multimodal future increasing walkability and bikeability in these areas as well as investing in additional mass transit.

Mr. Johnson said there are 8,311 total parking spaces in the Downtown and Campus Corner areas with approximately 1,313 on-street parking spaces and 6,998 parking spaces located in off-street facilities such as parking lots.

The Gray Street Parking Lot, owned by the City, has 41 spaces available for annual leasing and due to COVID, an informal policy was created to allow "to go order pick up" parking spaces. Streeteries are allowed by Council action for approval of a license agreement; however, private use of public parking could diminish available parking for the public, cause inequity issues for the businesses, and create enforcement issues.

Councilmember Foreman said the Downtown parking lot is generally full, but when Gray Street is changed to one-way, it will bring in more businesses and with the University of Oklahoma (OU) joining the Southeastern Conference (SEC), parking needs to be a priority. She said a parking garage would be the best option and Mr. Shawn O'Leary, Director of Public Works, said the studies include parking structures. He said a parking structure can be a \$20 to \$25 million investment that does not have funding although a multi-jurisdiction parking authority has been discussed with OU and Cleveland County to leverage debt finance. The studies call for a Campus Corner structure to be the highest priority project to be located on Asp Avenue or University Boulevard. The second highest priority is building a parking structure on the Gray Street lot with retail on the bottom floor.

Item 2, continued:

Councilmember Holman said the CPTC discussed the parking fees for the Asp Avenue parking lot and asked if Staff has an update on the usage of the lot. Mr. Johnson said he has not analyzed the data since the fee change, but will review that for a future CPTC agenda.

Councilmember Grant asked if the City could invest in parking outside of Downtown and Campus Corner and providing a bus or a more frequent “trolley route” and asked what the costs would be and Mr. Johnson said that could be an option, but he would need to review costs of using the bus/trolley. Mr. Darrel Pyle, City Manager, said as conversations about increased densities happen around Campus Corner, the City can prepare to be “shovel ready” in terms of a parking structure. He said the financial picture can change as part of the SEC move and if density is increased around the campus area as a result of SEC development, the City could have a mechanism for financing a parking structure. He said the City owns property in an ideal spot to support additional parking through a parking structure and suggested Staff continue looking for opportunities of shared parking costs with private investment.

Items submitted for the record

1. PowerPoint entitled, “Public Parking in Downtown Norman,” dated November 8, 2022

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ADJOURNMENT

The meeting was adjourned at 6:05 p.m.

ATTEST:

City Clerk

Mayor