

Planning Commission recommended approval of Ordinance O-2526-13.

3400 Classen Boulevard Rezoning & Preliminary Plat

4. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-18: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE A PART OF THE SOUTH HALF OF SECTION NINE (9), TOWNSHIP EIGHT (8) NORTH, RANGE TWO (2) WEST, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM THE A-2, RURAL AGRICULTURAL DISTRICT, AND PLACE THE SAME IN THE C-2, GENERAL COMMERCIAL DISTRICT, OF SAID CITY; AND PROVIDING FOR THE SEVERABILITY THEREOF. (3400 CLASSEN BOULEVARD; WARD 7)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Preliminary Plat
4. Site Plan
5. CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-10: CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY GREATEST HOPES, LLC (GOLDEN LAND SURVEYING) FOR 3400 CLASSEN BOULEVARD FOR 1.48 ACRES OF PROPERTY LOCATED AT 3400 CLASSEN BOULEVARD. (WARD 7)

ITEMS SUBMITTED FOR THE RECORD

1. Staff Report
2. Location Map
3. Preliminary Plat
4. Site Plan
5. Development Review Form
6. Pre-Development Summary
7. Protest Map & Letter

Staff Presentation

Lora Hoggatt, Planning Services Manager, presented the staff report.

Commissioner Jablonski stated that there are elements of the proposal that are inconsistent with the Urban Living Center designation and asked what consistency would look like. Jane Hudson, Planning & Community Development Director, responded that the Urban Living Center designation is intended to encourage more mixed-use development with both residential and non-residential uses, and noted that the proposal is straight C-2 zoning.

Commissioner Brewer asked what qualifies the installation of a new traffic signal and whether it is a design consideration or a matter of having sufficient traffic impact fees collected. David Riesland, Transportation Engineer, explained that the decision is not based on the amount of impact fees collected, but on whether traffic volumes are high enough to warrant a signal.

Commissioner Bird added that she had spoken with staff and asked them to address the possibility of signalizing the intersection, noting that the issue also arose during the St. James Park Addition application. She stated that it would be helpful to understand the City's plans and the path forward for signalization, particularly because residents have raised and requested it previously and because it was mentioned again in the protest letter for this item.

Applicant Presentation

Libby Smith, representative of the applicant, provided an overview of the project.

Public Comments

There were no public comments.

Planning Commission Discussion

Commissioner Brewer stated that he did not have any issues with the rezoning, noting that it appears appropriate for commercial uses. He also asked whether the plan is to conduct the traffic impact study when the timing is appropriate. Mr. Riesland agreed that the study would be completed in the foreseeable future when the timing is right.

Commissioner Bird asked whether the traffic impact study would account for this development as well as other proposed, but not yet built, developments. Mr. Riesland responded that it would not, because traffic signals must be warranted by existing traffic volumes and would not be approved based on future development alone.

Commissioner Brewer asked what would trigger the need for an additional study in the future after the site is developed. Mr. Riesland responded that while traffic impact studies often analyze future volumes and may indicate a potential need for a signal, those projections are not typically approvable by ODOT. ODOT would require actual traffic volume data, and reaching those volumes would be the reason for conducting another study.

Mr. Riesland explained that the original traffic study, conducted 20–25 years ago, identified this intersection as a future candidate for a traffic signal and established traffic impact fees to fund it. He noted that the City has been collecting those impact fees over the years from developments that impact the intersection.

Ms. Smith added that as St. James is built out, additional entrances will be added along Cedar Lane Road, providing residents with another access and egress point outside of the neighborhood.

Commissioner McClure asked whether Renaissance Drive was even contemplated during the study. Mr. Riesland responded that Renaissance Drive was also identified as a location where a signal might be needed in the future, and that both intersections would be studied to determine which would be more beneficial.

Motion made by Commissioner Brewer, Seconded by Commissioner McClure.

Voting Yea: Commissioner Brewer, Commissioner McClure, Commissioner McKown, Commissioner Bird, Commissioner Jablonski, Commissioner McDaniel

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