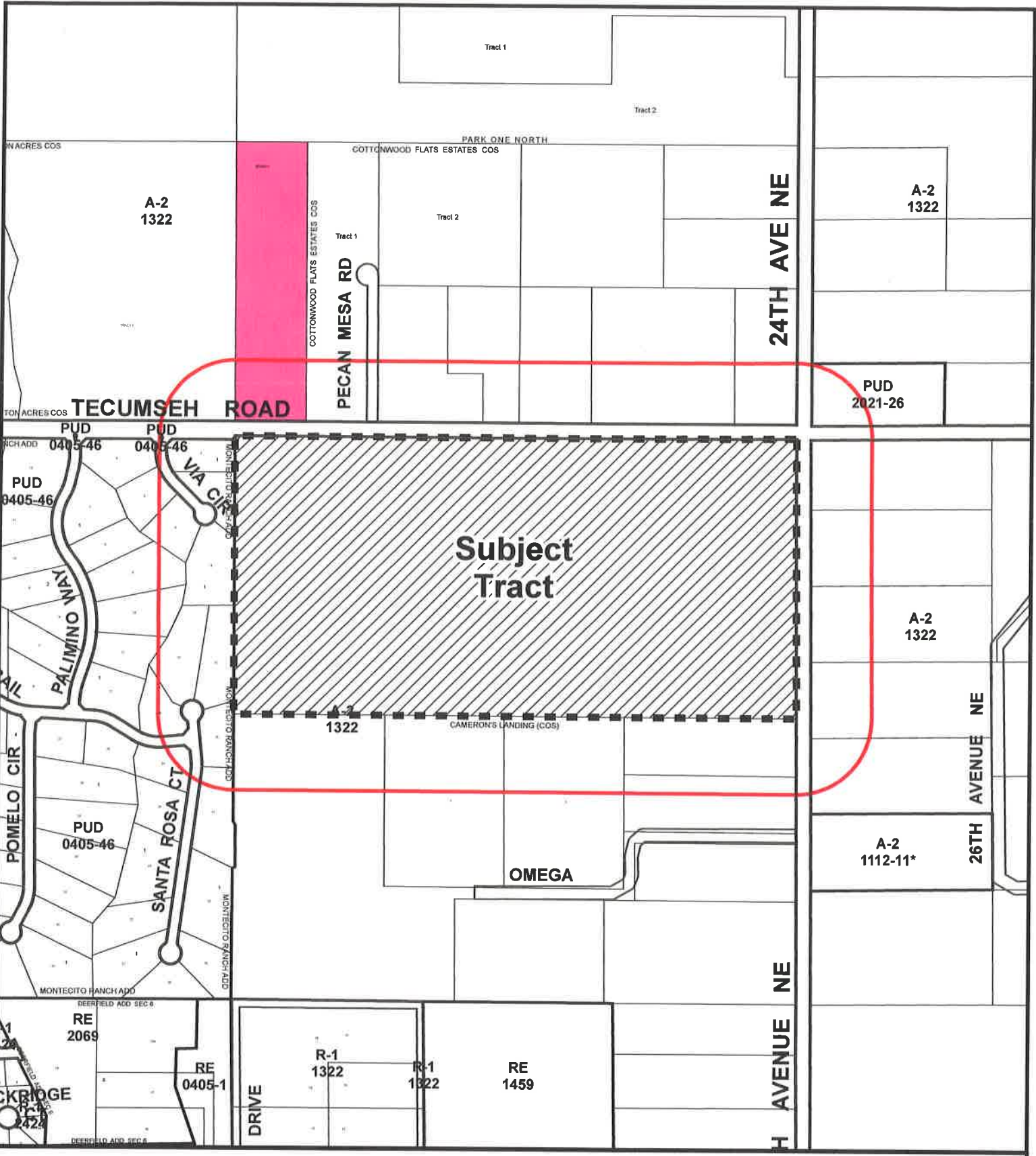


Items 11-13
DAR, L.L.C.

PROTESTS as of 10-12-2023

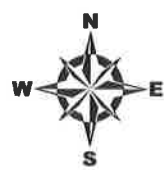


Protest Map

3.4% Protest Within Notification Area



Map Produced by the City of Norman
 Geographic Information System.
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.



0 300 600 Feet

October 12, 2023

-  Subject Tract
-  Notification Area
-  Protest

Jack Mattingly Jr.
1825 E. Tecumseh Road
Norman, OK 73071
Mattingly.Jack@gmail.com
(405) 380-7750

Oct. 6, 2023

City of Norman
City Clerk
P.O. Box 370
Norman, OK 73069

**-ILED IN THE OFFICE
OF THE CITY CLERK
ON 10/16/23-ZW**

Re: Planning Commission protest

Dear Ms. Hall:

For your reference, a copy of a letter and map I received from the City is enclosed. Would you please file this as a protest and forward it to the Planning Commission, as contemplated by the enclosed letter?

I own and live on the property that is shaded in yellow on the enclosed map. It is a 10 acre tract, with a house facing the road, about 70 yards from the edge of the right of way. One of the planned entrances to the proposed subdivision is apparently directly across from my house and driveway entrance.

I respectfully encourage the Planning Commission to decline the application for rezoning because:

1. The infrastructure in the area is insufficient to handle the inevitable traffic that 90 + homes in a small area will generate. Tecumseh Road borders to the north and is a two-lane road that already experiences heightened traffic around rush hour times. Tecumseh Road, and to a lesser extent Franklin Road, have become de facto arteries that people take to and from east Norman to I-35/west Norman. This pattern has intensified in the three years I've lived here. It will be miserable if 90 + families are moved into an already-busy two-lane road.
2. One of the two proposed entrances (the westernmost) is directly across from my house and entrance. Cars leaving will be shining their headlights into my house. The traffic of the subdivision and entrance location will create a nightly nuisance.
3. No turning lane is planned. Other sizable subdivisions have four lane roads and turning lanes around them to mitigate congestion.

4. There are no entrances planned on NE 24th Street. Funneling 90 + houses of traffic exclusively down Tecumseh Road amplifies the concerns about insufficient infrastructure and serves no purpose other than maximizing the number of building lots. At a minimum, the developer should plan ingress and egress to the development from the east to relieve traffic pressure down Tecumseh Road.

5. If you drive west-bound in front of the planned development, along Tecumseh Road, you come to an intersection at NE 12th (it turns into Sooner Road a mile or two north). Tecumseh Road is quite hilly. Traffic tops a hill and drives downward towards the NE 12th intersection with a relatively short stopping distance. Increased traffic will result in cars lined up at that red light. I have topped the hill and been surprised by cars backed up and causing a decreased time to stop twice in three years, with both times during heavy traffic times. That intersection will become dangerous when traffic starts backing up the hill at the light. It already happens occasionally and 90 new homes right there in that area will make it a routine hazard without additional infrastructure.

6. This appears to be a departure from a longstanding Norman policy of wise planning in the area. I do not know the development history, but plainly when the subdivisions to the west of NE 12th went in down Tecumseh Road, there was thoughtful planning ahead of time, with adequate infrastructure and four lanes. Likewise, Rock Creek Road runs parallel to Tecumseh Road, one mile south. Rock Creek road is four-laned right up to where the subdivisions end, and then the road narrows to 2 lanes. For whatever reason, this practice has not been followed on Tecumseh Road, east of NE 12th. Two different subdivisions have gone in without a four lane road in front of them.

The four-laning of Tecumseh to the west of NE 12th prevented the frustrating congestion that is present in some areas of north Edmond now. I was in north Edmond during rush hour last month and a two-lane road that simply fed subdivisions was packed and slow and suggested a total lack of effective planning. The road was between Covell and Waterloo, a mile or two west of I-35, and developers took advantage of lax regulation and created gridlock in a rural area. Norman got it right to the west of NE 12th -- traffic flows even during congested times, with turn lanes and ample setback, as roads serving dense subdivisions should have. For whatever reason, subdivisions are now encroaching down Tecumseh Road but the same deliberate planning does not seem to exist. If the City desires such a large subdivision in a pastoral area, it will save much time, congestion, money, and irritation if they would carefully plan the infrastructure first, and then add the traffic.

I apologize for not being present before – I was unaware of the application until a neighbor told me about it. I did receive this second round of notice, though.

I respectfully ask the Planning Commission to not allow the development because it will have headlights directly shining into my property, and it is wiser policy to add the infrastructure before the traffic.

Thank you,



Jack Mattingly Jr.