

CITY OF NORMAN, OKLAHOMA
CITY COUNCIL COMMUNITY PLANNING AND
TRANSPORTATION COMMITTEE AGENDA

Municipal Building Conference Room
201 West Gray

Thursday, May 26, 2016

4:00 P.M.

- 1. CLEVELAND AREA RAPID TRANSIT (CART) RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTH OF MARCH AND APRIL, 2016.**
- 2. DISCUSSION REGARDING POSSIBLE AMENDMENTS TO THE R-3, MULTI-FAMILY DWELLING ZONING DISTRICT.**

Community Planning & Transportation Committee

CART Monthly Report, March 2016

CART – Ridership Report Summary

- CART transported 124,175 passengers in March – a daily average of 5,966. March’s ridership increased 41% from the same month last year, with the average daily increasing 1,416 (31%). This increase is the result of added service on Main Street and Alameda/E. Norman, the new Campus Corner route, new park & ride lots at Sooner Mall, Bethel Baptist Church and Memorial Presbyterian Church, and encouragement to use LNC park & ride lot at Lloyd Noble Center. However, part of this increase is also due to two extra days of regular weekday service in FY16 compared with FY15.
- Year to date ridership (July – March) is 1,007,956 – an increase of 32% from the same period last year.
- The only route with a decrease in ridership is Campus Loop (-9% YTD).
- For the one-week manual count in March, there were 258 riders who traveled with bicycles (0.8%) and 97 with wheelchairs (0.3%). Lindsey East carried the most passengers with bicycles (93) and Main Street carried the most with wheelchairs (44).

CARTaccess – Ridership Report Summary

- CARTaccess transported 3,261 riders in March – an average of 121 riders daily.
- For FY16 year to date, CARTaccess ridership has increased 1% overall. *Zone Two trips have increased 16% YTD and comprise 11.1% of all CART trips.*
- CART continues to encourage CARTaccess riders who are able to ride free on CART fixed route.

CART Vehicles

- The new 20 passenger Arboc Spirit of Mobility Low Floor CNG fixed route bus was delivered March 30. This vehicle will be put into service in April after additional support equipment is installed (e.g, radio and AVL system with passenger counters).

Marketing/Outreach

- Designed sacks and signs with CART logo for Cody’s Run (April 9). Sacks contained T-shirts and giveaways at event. 35 Cody’s Run signs were posted on CART buses.
- CART/OU Parking 101 flyers were printed and 350 were sent to admissions for OU Transfer Days.
- New in-office poster created that highlights safety.
- Share the Road bus advertisement will continue through a partnership with CART and the City of Norman on a month-by-month basis starting May 3.
- New marketing intern began working with CART, an OU student named Trace Marshall.
- CART began preparations to participate in Earth Day at Reaves Park, Sunday, April 24.

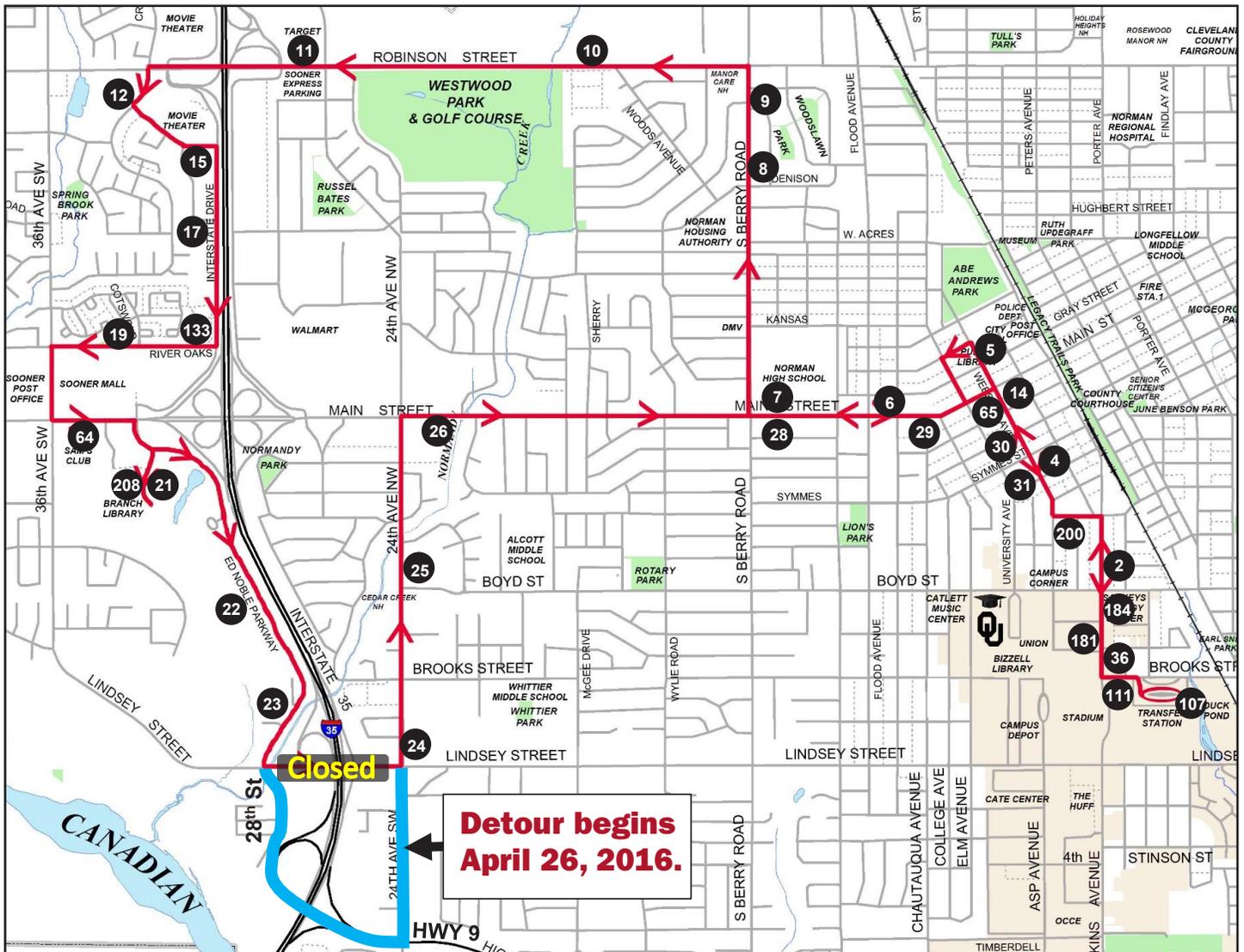
Bus Stop Improvements

- CART met with Tyler Media to discuss bus stop improvements and the Lindsey St. construction project. Tyler Media will need to remove shelters and benches on Lindsey Street during the construction.

CART Detours/Construction

- CART staff met with City of Norman staff to discuss the Lindsey Street construction and how it relates to CART bus routes.
 - Route 10 will detour to Highway 9 when the Lindsey/I-35 overpass is closed starting April 26 (see attachment 1).
 - Route 12 will detour around the Imhoff Creek bridge construction on Lindsey Street when that construction begins. Presently, Lindsey St. between Pickard and Berry is scheduled to close between July and November while the Imhoff Creek Bridge is rebuilt. CART will inform riders of route detours as the construction progresses through the phases on Lindsey Street for the next year and a half (see attachment 2).

Lindsey/I-35 overpass to close, forcing detour of Main St. (10)



Beginning April 26, 2016, the Lindsey Street/Interstate 35 overpass will close for up to 12 months for construction of a new overpass.

The Main Street (10) detour will continue south from Ed Noble Parkway onto 28th Street, connecting to Highway 9. The bus will proceed north on 24th

Avenue NW back on route. Riders should expect delays for stops after the detour and consult CART's app or CARTgps.com for the latest locations of the bus.

We appreciate your patience as CART works diligently to ensure riders make connections at Brooks Street Transfer Station.

Download the "CART Norman" app for Apple or Android.



(405) 325-2278

rideCART.com

CARTgps.com

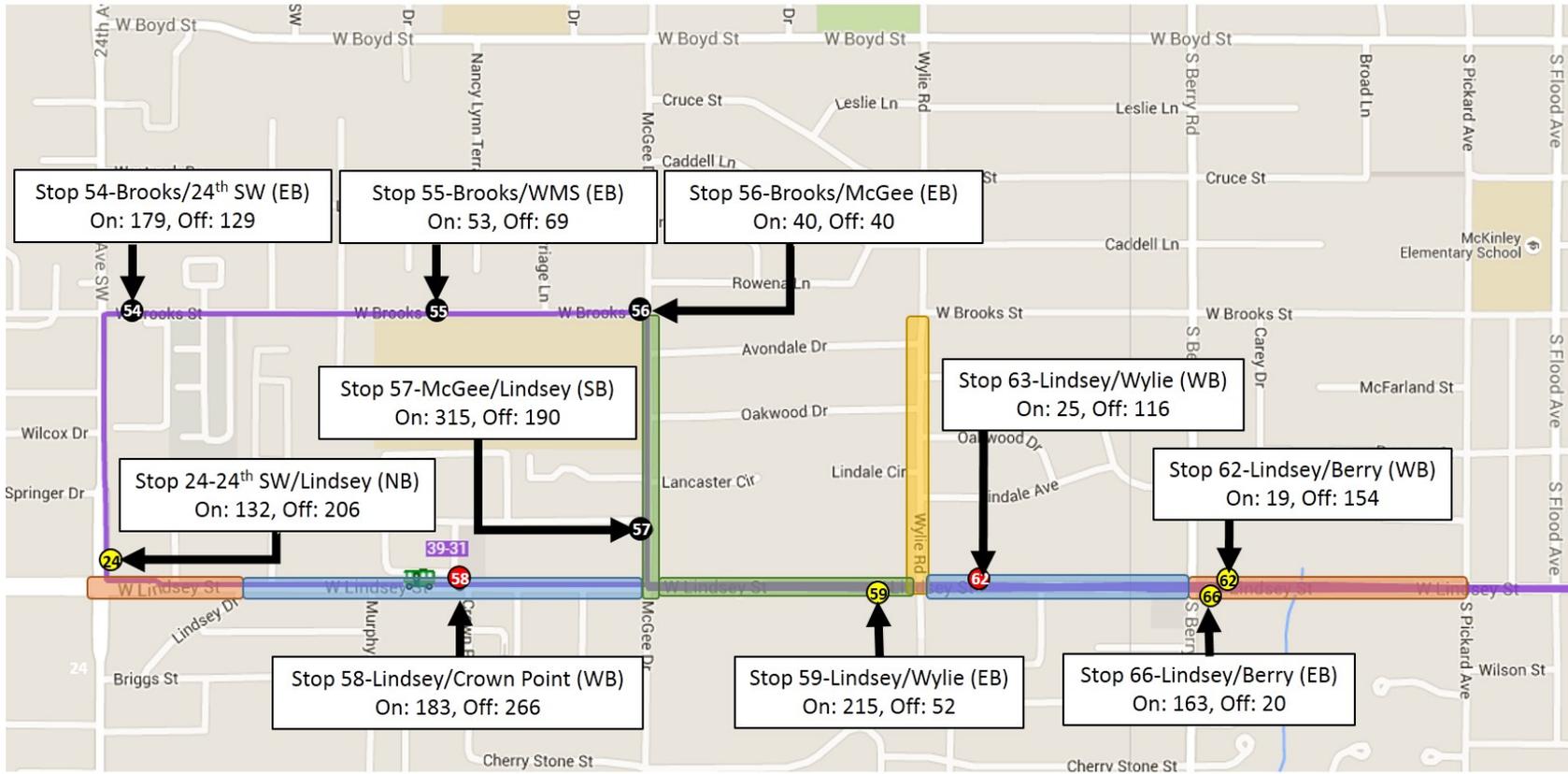
@CARTNorman

CART on Facebook



Attachment 2

CART Route 12-Lindsey West Stops With Ridership Counts and Construction Phases



Route 12-Lindsey West

- Bus Stop
- Bus Stop with Shelter
- Bus Stop with Bench

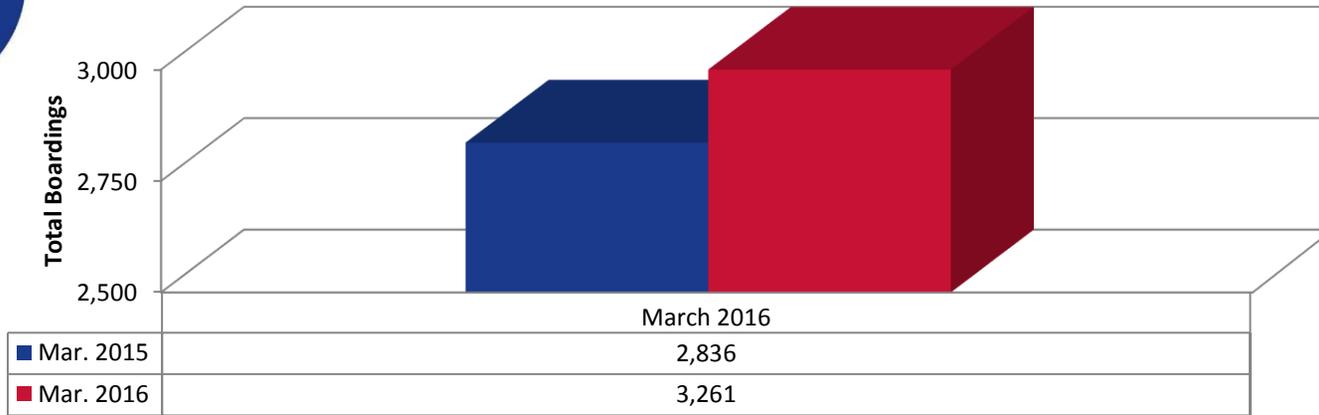
Construction Phases

	Phases 1 & 5 120 Days		Phases 3 & 4 180 Days
	Phases 2 & 6 100 Days		

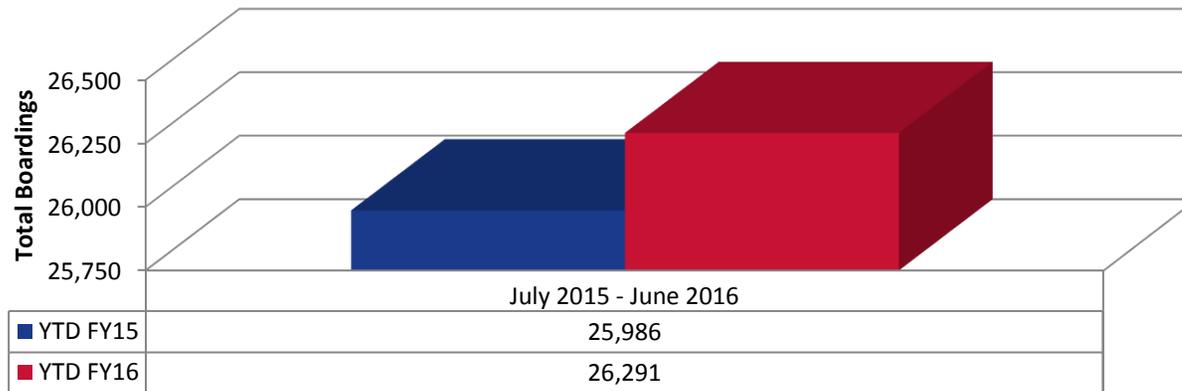
Note: Counts for bus stops are for February 2016 obtained from Syncromatics APC.



March 2016 CARTaccess Total Ridership



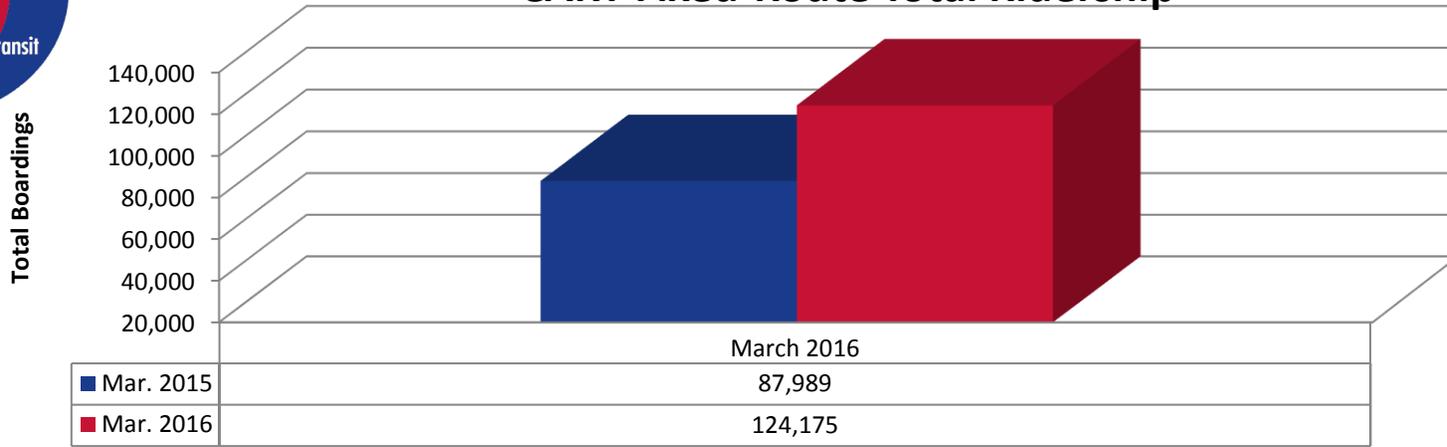
July 2015 - June 2016 (Year-to-Date FY16) CARTaccess Total Ridership



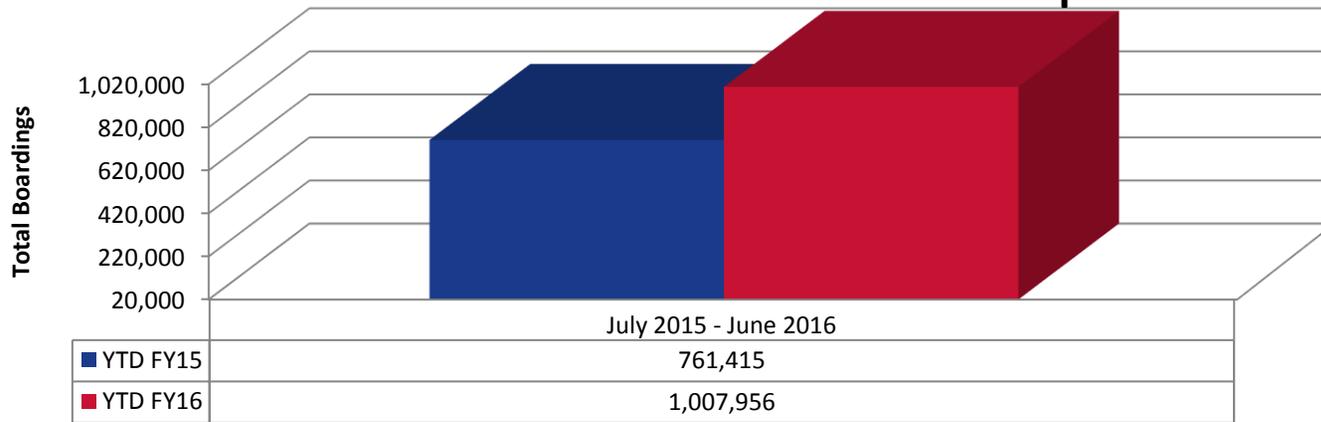
CARTaccess	Mar. 2015	Mar. 2016	% Change	CARTaccess	YTD FY15	YTD FY16	% Change
Monthly	2,836	3,261	15%	Annual Total	25,986	26,291	1%



March 2016 CART Fixed-Route Total Ridership



July 2015 - June 2016 (Year-to-Date FY16) CART Fixed-Route Total Ridership



CART Fixed Route	Mar. 2015	Mar. 2016	% Change	CART Fixed Route	YTD FY15	YTD FY16	% Change
Monthly Total	87,989	124,175	41%	Annual Total	761,415	1,007,956	32%

FY15: July 1, 2014 - June 30, 2015

FY16: July 1, 2015 - June 30, 2016

Community Planning & Transportation Committee CART Monthly Report, April 2016

CART – Ridership Report Summary

- CART transported 129,037 passengers in April – a daily average of 5,766. April's ridership increased 16% from the same month last year, with the average daily increasing 984 (21%). This increase is the result of added service on Main Street and Alameda/E. Norman, the new Campus Corner route, new park & ride lots at Sooner Mall, Bethel Baptist Church and Memorial Presbyterian Church, and encouragement to use LNC park & ride lot at Lloyd Noble Center.
- Year to date ridership (July – April) is 1,136,993 – an increase of 30% from the same period last year.
- The only route with a decrease in ridership is Campus Loop (-8% YTD).
- For the one-week manual count in April, there were 318 riders who traveled with bicycles (1.0%) and 146 with wheelchairs (0.5%). Lindsey East carried the most passengers with bicycles (101) and Main Street carried the most with wheelchairs (75).

CARTaccess – Ridership Report Summary

- CARTaccess transported 3,169 riders in April – an average of 122 riders daily.
- For FY16 year to date, CARTaccess ridership has increased 1% overall. *Zone Two trips have increased 11% YTD and comprise 11% of all CARTaccess trips.*
- CART continues to encourage CARTaccess riders who are able to ride free on the CART fixed route system.

CART Vehicles

- The new 20 passenger Arboc Spirit of Mobility Low Floor CNG fixed route bus was put into service in late April after equipment was installed (radio, automatic passenger counters, etc).
- Automatic passenger counters were installed on 3 of the 2000 Gillig buses that were received from Ft. Worth.
- CART staff is preparing paperwork to retire 2 diesel fueled buses as a part of an Air Quality grant from ACOG.

Marketing/Outreach

- CART provided a booth at the Earth Day Festival on April 24. CART staff passed out Frisbees, sunglasses, and water bottles to children and adults while educating them on the environmental benefits of using public transportation. CART also had people participate by placing stickers on a map where they live, work, and go for entertainment in Norman to help with future route planning and educate them on current routes.
- CART was a sponsor and many participated in Cody's Run on April 9, honoring the memory of former Assistant Transportation Director Cody Ponder. Proceeds go to Stephenson Cancer Center at the University of Oklahoma Health Science Center.
- CART contracted with a media company to produce a commercial seeking drivers. This will air at Evans Theatres, where CART has lifetime advertising. The commercial was filmed in April and should be up by the end of May.
- CART ran classified ads in both The Norman Transcript and Purcell Register seeking drivers.
- RideCART.com now includes a Detours & Alerts section. First highlight is closing of Lindsey Street overpass at Interstate 35.
- Doug Myers spoke on CNG fuel usage, park-and-ride lots, the new app, bike racks on buses and an increase in CART ridership at the Environmental Concerns Committee: Sustainability Symposium on April 20 at the National Weather Center.
- CART hosted a booth at the Health and Information Fair during OU's Staff Week. (April 27)
- A story in the April 19 Norman Transcript discussed CART's "Path to Safety," and quoted Melissa Blankenship, safety and training supervisor, and Vicky Holland, marketing manager.

Earth Day Festival, April 24, 2016



Bus Stop Improvements.

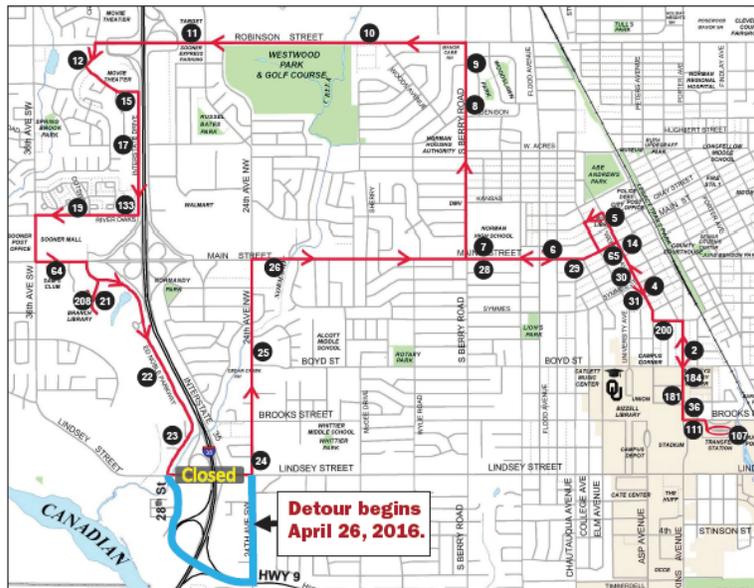
- CART staff met with David Riesland from Traffic Control to discuss locations for bus stop improvements. These locations were at stop 240-24th SW/Main, stop 11-Robinson/24th NW, stop 71-Main/12th NE, stop 14-Webster/Main, and stop 4-Webster/Apache. Tyler Media, working with CART, is close to completing the permits for the various improvements at these locations.
- CART’s director, Doug Myers, has given Coca-Cola permission to install two vending machines at the Brook Street Transfer Station. One will be put in each shelter, each containing various drinks for purchase. One vending machine will include water. The machines are scheduled to be installed this summer.

CART Detours/Construction

- Route 10 began a detour to Highway 9 when the Lindsey/I-35 overpass closed on April 26 (see attachment 1).
- Route 12 will detour around the Imhoff Creek bridge construction on Lindsey Street when that construction begins. Presently, Lindsey St. between Pickard and Berry is scheduled to close between July and November while the Imhoff Creek Bridge is rebuilt. CART will inform riders of route detours as the construction progresses through the phases on Lindsey Street for the next year and a half (see attachment 2).

Attachment 1

Lindsey/I-35 overpass to close, forcing detour of Main St. (10)



Beginning April 26, 2016, the Lindsey Street/Interstate 35 overpass will close for up to 12 months for construction of a new overpass.

The Main Street (10) detour will continue south from Ed Noble Parkway onto 28th Street, connecting to Highway 9. The bus will proceed north on 24th

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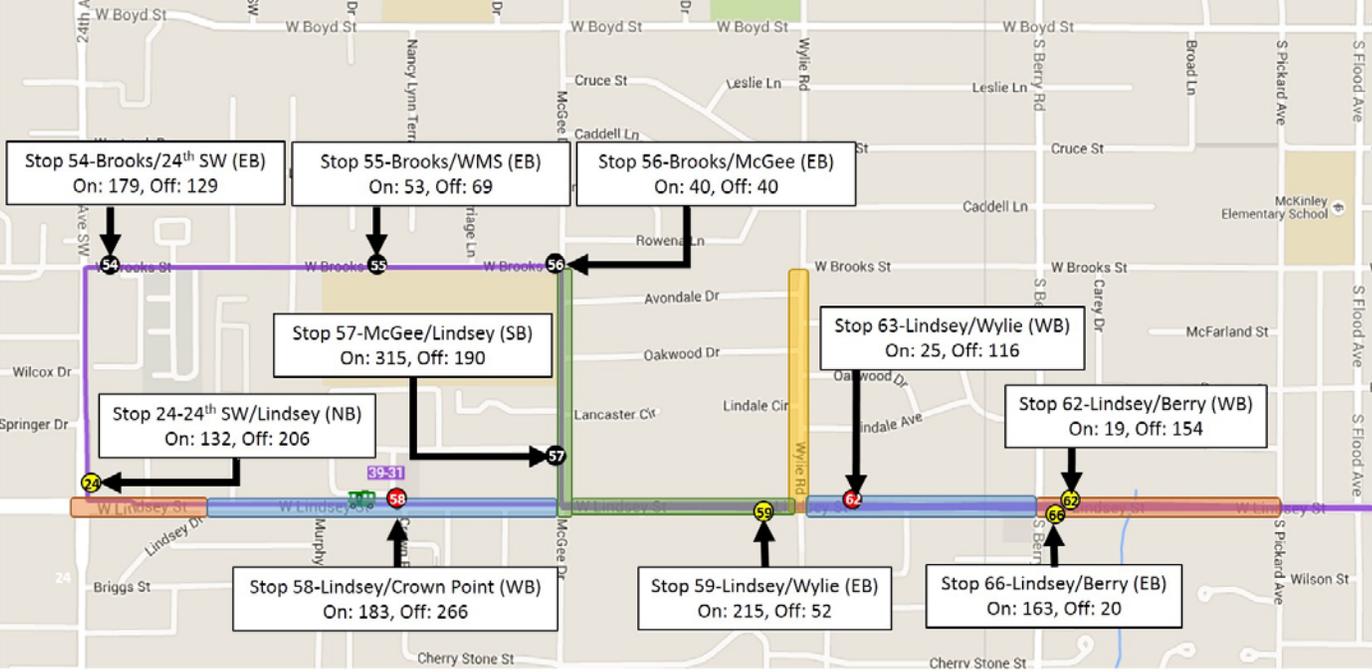


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CART on Facebook



Attachment 2

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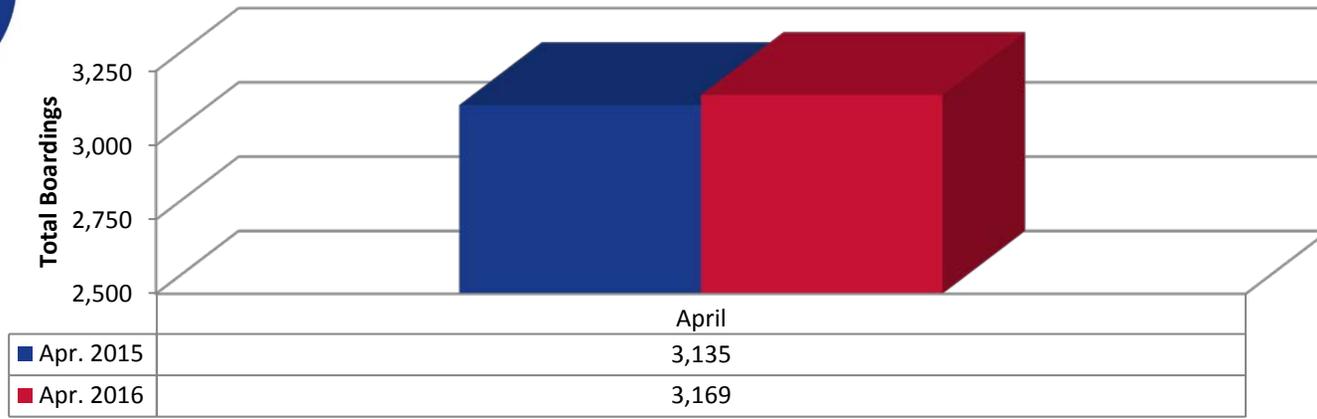
Construction Phases

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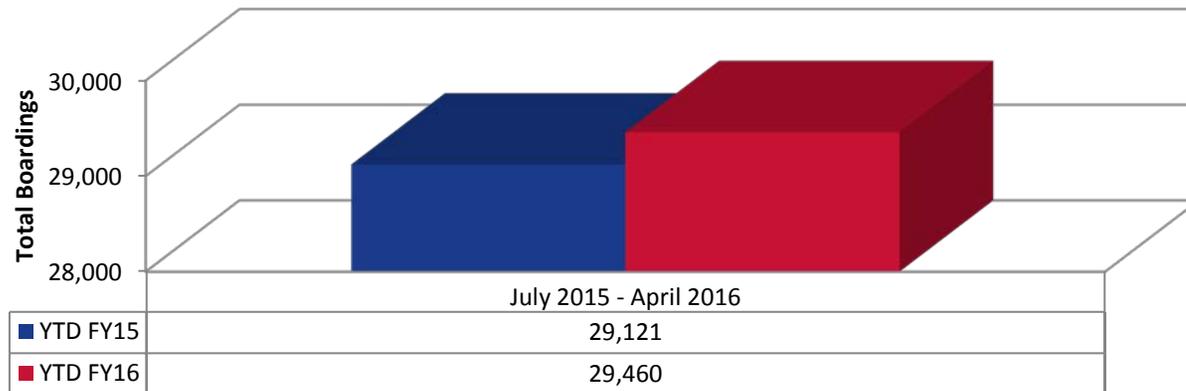
Note: Counts for bus stops are for February 2016 obtained from Syncromatics APC.



April 2016 CARTaccess Total Ridership



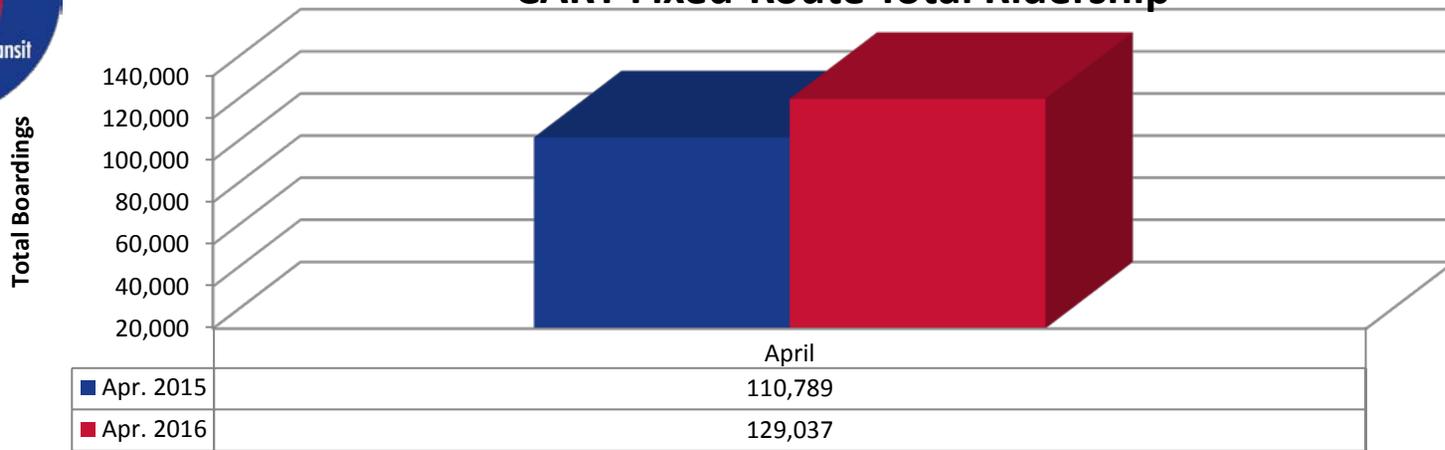
July 2015 - April 2016 (Year-to-Date FY16) CARTaccess Total Ridership



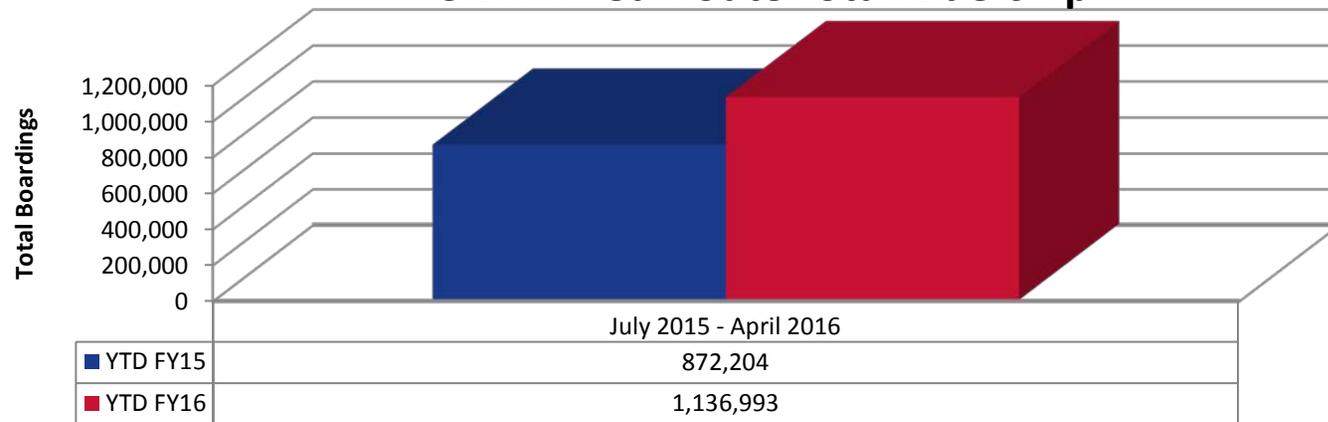
CARTaccess	Apr. 2015	Apr. 2016	% Change	CARTaccess	YTD FY15	YTD FY16	% Change
Monthly	3,135	3,169	1%	Annual Total	29,121	29,460	1%



April 2016 CART Fixed-Route Total Ridership



July 2015 - April 2016 (Year-to-Date FY16) CART Fixed-Route Total Ridership



CART Fixed Route	Apr. 2015	Apr. 2016	% Change	CART Fixed Route	YTD FY15	YTD FY16	% Change
Monthly Total	110,789	129,037	16%	Annual Total	872,204	1,136,993	30%

FY15: July 1, 2014 - June 30, 2015

FY16: July 1, 2015 - June 30, 2016

ITEM 2
R-3 ZONING



TO: Community Planning and Transportation Committee Members

FROM: Susan Connors, AICP, Director of Planning and Community Development

DATE: May 20, 2016

RE: Possible Amendments to the R-3 Zoning District

BACKGROUND

At the March 2nd Community Planning and Transportation Committee meeting staff presented information from other cities on options to amend the R-3 zoning district to allow a change in the character of buildings that could be built in this zoning district. Since it has been several months since this discussion occurred, this memo repeats that information because it is still relevant in the discussion, and staff has added additional information from continued research on the subject.

MAPPING OF R-3 ZONED AREAS

A map is attached which shows the Center City boundary and properties zoned R-3. The R-3 zoned areas in the Center City Form Based Code (CC FBC) are distributed among three different districts in the CC FBC, the Neighborhood Middle Frontage, the Townhouse/Small Apartment Frontage and the Detached Frontage. Each of these frontages has different uses allowed, and other regulations also vary among the three frontages.

The uses permitted in the R-3 Zoning District are: detached single-family dwelling, family day care home, general purpose farm or garden, home occupation, two-family dwelling, single-family dwelling and a garage apartment, apartment houses and accessory buildings.

DISCUSSION

At the March 3rd meeting staff presented definitions for “dormitory”. After reviewing the definition of dormitory found in the ordinances of other college towns and cities and in the dictionary, there was not a definition that seemed to approach the solution that the Committee discussed in December. Most other cities that we looked at did not approach the solution to student overcrowding in this manner.

A list of definitions that were found during staff’s research are attached including “dormitory”, “boarding house”, “rooming house”, and “fraternity and sorority house”

office memorandum

Staff's research uncovered several ways that other cities are controlling off-campus student housing. An article titled "What Other College Communities Have Done" is attached. It lists several regulatory actions aimed to preserve the single-family residential character of a campus neighborhood such as restricting the definition of family, issuing residential parking permits, targeting disorderly houses and limiting occupancy based on parking availability.

In addition to that article we found other options being used:

In St. Paul, MN the University of St. Thomas, the largest private college in Minnesota, committed to a housing "buyback" program of 30 houses over 10 years in which the University buys houses being rented to students in the neighborhood and resells them to willing buyers with restrictions on the deed that the houses can only be owned by owner-occupants. St. Paul City Council also adopted an ordinance that limits in specific areas the number of single-family and duplex homes that can be rented to students by requiring a minimum distance of 150 feet between existing and new student homes (Student Housing Overlay District is attached). This program requires landlord registration which is not allowed in Oklahoma. Many cities have landlord registration and are able to enforce other regulations from that data base.

Raleigh, NC established an Overlay Zone to limit the number of single-family rental properties in a given residential neighborhood. Although not clearly stated, this was most likely preceded by landlord registration.

Fort Collins, CO has a land use designation for an "Extra Occupancy Rental House". An Extra Occupancy Rental House conversion requires compliance with a set of regulations. The definition is "a building or portion of which is used to accommodate, for compensation, four (4) or more tenants, boarders or roomers. It is not necessary for a family or owner to occupy the house. The word compensations shall include compensation in money, services or other things of value".

AMENDMENTS TO THE EXISTING R-3 ZONING DISTRICT

The existing R-3 zoning district can be modified in minor ways to make it more difficult to place large duplexes or larger on lots. Some possible changes to the existing R-3 zoning district could include the following:

1. Increase the required amount of pervious surface on a lot which would decrease the allowed impervious surface amount.
2. Decrease the percentage of allowable building coverage.
3. Limit the number of off-street parking spaces that are allowed and at the same time create permitted parking on the street. Limit the number of on-street parking permits allotted to each lot.

4. Increase the size of a lot necessary for multi-unit buildings. (This lot size could still be achieved by combining lots.)

The CC FBC is incorporating other ways to manage development on a lot such as:

1. Requiring all buildings to be built at the property line.
2. Requiring all parking to be behind the building.
3. Establishing parking maximums.
4. Restricting curb cuts.
5. Creating specific rules about how buildings address each other in the neighborhood manners section of the CC FBC.

PREVIOUS CONCLUSIONS

The following are the main suggestions, based on our research, which could change the character of development in the neighborhoods currently zoned R-3:

1. The adoption of the CC FBC
2. Set a maximum off-street parking number
3. Institute on-street parking permits and limit the number that are allocated to each lot
4. Define a private commercial dormitory and restrict where it can be located
5. If necessary, modify percentage requirements for impervious surface and building coverage
6. Increase lot sizes required for multi-unit buildings.

UPDATED RESEARCH

Since the last meeting staff has discovered several other approaches to regulating housing in neighborhoods geared towards students. The goals of these approaches are the following:

- Protect the privacy of residents; minimize noise, congestion and nuisance impacts by regulating the types/number of rental properties.
- Maintain an attractive community appearance and provide a desirable character of the neighborhood.
- Prevent excessive traffic and parking problems in the neighborhood.

Beyond zoning ordinance changes the following are a broad range of strategies that municipalities have undertaken to address the issues related to off-campus student housing.

1. Overlay zones or overlay districts whereby specific neighborhoods can be targeted for special ordinances.
2. Limiting the number of vehicles allowed to park at each residence.

3. Temporary or permanent moratoriums on further student housing conversions.
4. Minimum distance requirements between rental housing residences. (Most are set at 150' – however, a better number would be 200' – 225'. If the distance is not increased the area will appear “spotted” – setting more distance between higher density units will help control issues.)
5. Appearance and behavior standards for city residences and rental occupants.
6. Additional permitting and public hearing requirements for further conversion. (One issue to watch is “conversion” vs “demo/rebuild”. Better to state, when use changes from single-family to more intense use additional permitting is required.
7. Capping total permissible rental conversions in each neighborhood/street. (30% was stated in one article.)
8. Create a category that requires a Special Use Permit for dwellings meeting certain criteria such as number of bedrooms.
9. Require site plan review (public hearing) for all residential demolitions and all residential new construction or additions over a certain square footage.

The following information gives some examples that staff found related to the above strategies:

Overlay Districts - In 2005, Philadelphia adopted a “North Central Philadelphia Special District Controls” ordinance placing a moratorium of further conversion of single-family residents to student rental housing in the neighborhood adjacent to the university.

(4) Prohibited Uses. Within the area subject to the North Central Philadelphia Special District Controls, and notwithstanding any other Chapter of this Title, the following uses shall be prohibited:

- (a) Multiple-family dwellings;
- (b) Apartment houses;
- (c) Tenement houses;
- (d) Student housing not owner-occupied;
- (e) Fraternity/Sorority houses

University Impacted Area Designation Option (Overlay) – Up to five people provided there is one parking space per bedroom for units with two bedrooms or more, or in UNIVERSITY IMPACTED AREAS 1.25 parking spaces per bedroom in units with two or more bedrooms, and one bedroom units will have 1.5 parking spaces per unit.

Functional Family – This allows for 5 people to reside in one unit if granted Special Use Permit (City Council – Public Notice)

Impervious Area – Reducing the overall impervious area in the Core Area from 65% to 50 or 55%; also, reducing the lot area coverage for structures from 40% to 30%.

Form Based Code – Rely on the parking requirements of the FBC. Within the overlay district limit the parking allowed on each lot and require on-street parking permits.

Status Quo – To stop the creep of additional rental properties within the areas of concern surrounding the university approve spot zoning for those properties that want to downzone to R-1, leaving the others with the existing R-3.

CONCLUSIONS FROM UPDATED RESEARCH

It would be possible to identify a University Impact Area and create an Overlay Zone that requires additional requirements for development that could include Special Use Permits, notification and a public hearing.

DEFINITIONS

Boulder, CO

Dormitory means a building intended or used principally for long-term sleeping accommodations only by students of a college, university, or other public, quasi-public, or private institution. A common kitchen and common rooms for social, media, entertainment, and recreation purposes may also be provided.

Boarding house means an establishment where, for direct or indirect compensation, lodging, with or without meals, is offered for one month or more. A boarding house does not include a fraternity or sorority.

Lawrence, KS

Dormitory. A Building occupied as the more-or-less temporary abiding place of individuals who are lodged with or without meals and in which there are more than eight (8) sleeping rooms or 16 sleeping accommodations. As such the rooms are let on a weekly or monthly basis or for greater period of time and are not available to the general public on a nightly basis as distinguished from a hotel. Ingress to and egress from all rooms is made through an inside lobby or office supervised by a person in charge at all hours. General kitchen and eating facilities may be provided for the primary use of the occupants of the Building, provided that the main entrance to these facilities is from within the Building.

Columbia, MO

Dormitory. A building devoted exclusively to living facilities, in which each person residing in each living unit shall be a duly registered student in any accredited school, college or university, the spouse of such student, or a management employee. Such living facilities may contain sleeping rooms for use of one or more persons, provided that there is at least one hundred fifty (150) square feet of floor space for the first occupant thereof and at least one hundred (100) additional square feet of floor space for every additional occupant thereof, the floor space to be calculated on the basis of total habitable room area.

Boardinghouse or lodging house. A building occupied as a single housekeeping unit, where lodging or meals are provided for five (5) or more persons for compensation, pursuant to previous arrangements, but not for the public or transients; or a building occupied as a group home by five (5) or more persons, each of whom is either a recovering alcoholic or a recovering drug addict.

Fort Collins, CO

Dormitory shall mean a building used as group living quarters for students or religious adherents as an accessory use for a bona fide college, university, boarding school, seminary, convent, monastery or other similar institutional use.

Fraternity and sorority houses shall mean residences housing students in organizations established primarily to promote friendship and welfare among the members (i.e., Greek-letter social fraternities and similar organizations), and which residences are affiliated with Colorado State University.

Durham, NC

Commercial Dormitory: A structure specifically designed for a long term stay by students of a college, university, or non-profit organization for the purpose of providing rooms for sleeping purposes. One common kitchen and some common gathering rooms for social purposes may also be provided.

Boarding House: A building, other than a hotel, rooming house, or bed and breakfast inn, containing at least four, but not more than nine guest rooms. At least one meal is provided to guests. Individual guest rooms shall not contain kitchens.

Rooming House: A building other than a motel, hotel, bed and breakfast inn or boarding house, containing at least four, but not more than nine guest rooms. A rooming house shall not contain kitchen facilities within the guest rooms, and no meals are served to guests.

Denton, TX

Boarding or Roominghouse. A dwelling in which meals and lodging or just lodging are furnished for compensation to more than four (4) but fewer than twenty (20) persons. Provision for meals may be made, provided cooking is done in a central kitchen and not in individual rooms or suites.

Dormitory: A dwelling unit designed to be occupied by at least fifty (50) students or residents of a school, college, university, or similar institution, with sleeping accommodations, common gathering rooms, and may include group cooking and dining facilities designed to service the entire residency of the dormitory.

Fraternity or Sorority House: A dwelling unit in which members of a fraternity or sorority assemble or reside.

Ann Arbor, MI

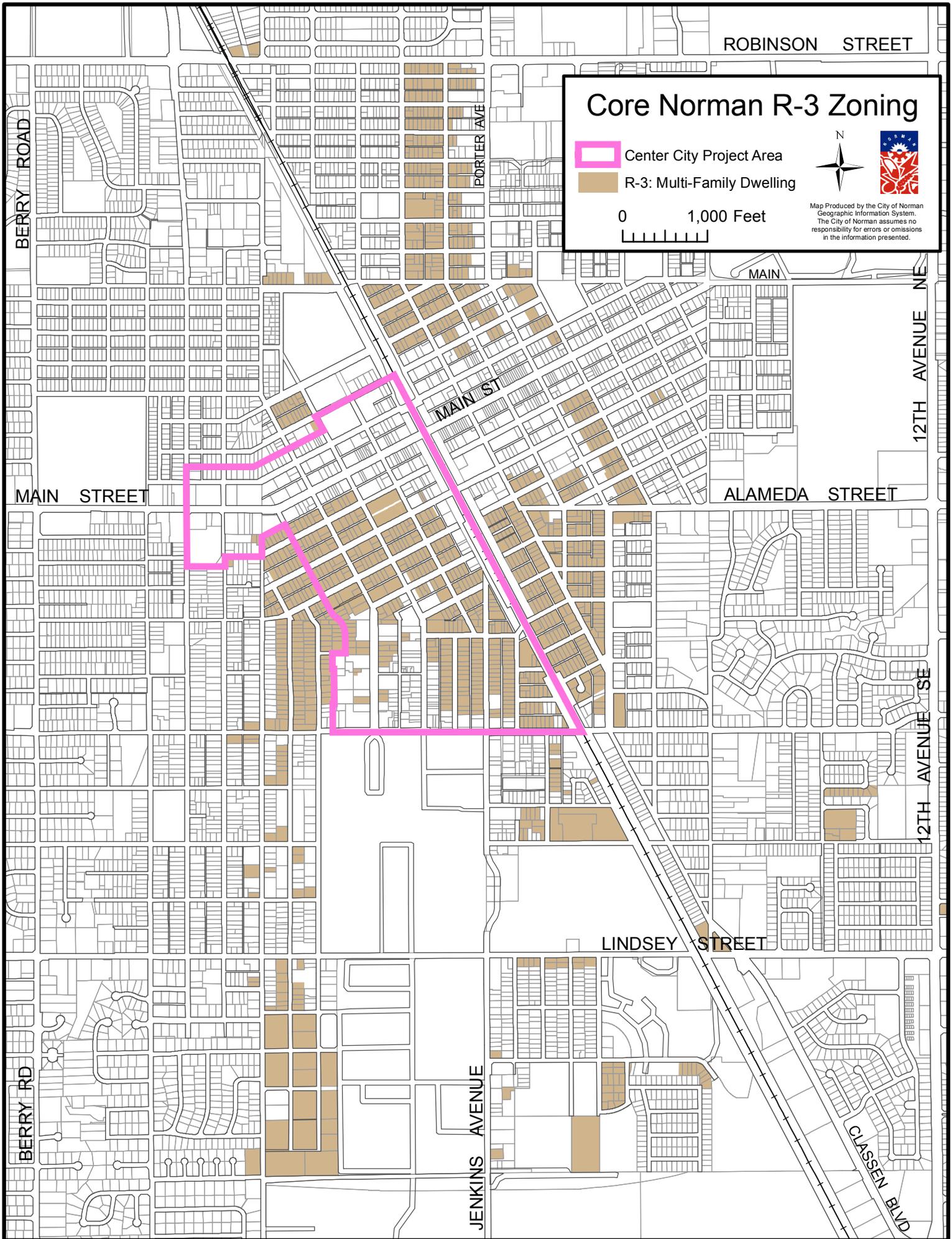
Boarding house. A dwelling, other than a hotel or dormitory, where lodging and meals are provided for more than 75% of the people in residence for compensation and by prearrangement for definite periods of 30 days or more.

Rooming house. A building, other than a hotel or dormitory, where for compensation and by prearrangement for definite periods, lodging is provided for more than 3 roomers.

Fraternity or sorority house. A building used by a college fraternity or sorority as a principal place of residence for its members.

Dictionary.com

Dormitory: a building, as at a college, containing a number of private or semiprivate rooms for residents, usually along with common bathroom facilities and recreation areas.

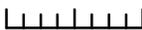


ROBINSON STREET

Core Norman R-3 Zoning

-  Center City Project Area
-  R-3: Multi-Family Dwelling



0 1,000 Feet


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.

BERRY ROAD

PORTER AVE

MAIN

MAIN ST

12TH AVENUE NE

MAIN STREET

ALAMEDA STREET

12TH AVENUE SE

LINDSEY STREET

BERRY RD

JENKINS AVENUE

CLASSEN BLVD