

**GREENBELT COMMISSION
MINUTES OF
March 21, 2011**

The Greenbelt Commission of the City of Norman, Cleveland County, State of Oklahoma, met for the Regular Meeting on March 21, 2011, at 6:30 p.m. Notice and Agenda of the meeting were posted at 201 W Gray Building A, the Norman Municipal Building and at www.normanok.gov twenty-four hours prior to the beginning of the meeting.

ITEM NO. 1 BEING: CALL TO ORDER.

Chairperson Lyntha Wesner called the meeting to order at 6:33 p.m.

* * *

ITEM NO. 2 BEING: ROLL CALL.

MEMBERS PRESENT: Bob Bruce
 Jim McCampbell
 Jack Eure
 Jane Ingels
 Richard McKown*
 Mary Peters
 Lyntha Wesner

ABSENT: Geoff Canty
 Van Cline

STAFF MEMBERS PRESENT: Susan Connors, Director of Planning & Community Development
 Ken Danner, Development Manager, Public Works
 Jane Hudson, Planner II
 Jolana McCart, Admin Tech IV

GUESTS/PRESENTERS: Phil Clour
 David Hargiss
 Trey Bates
 Tom McCaleb

ITEM NO. 3 BEING: Approval of the Minutes from the February 21, 2011 Regular Meeting.

Motion by B Bruce for approval; **Second** by J McCampbell. All approve.

*R McKown arrived at 6:40.

ITEM NO. 4 BEING: Review of Greenbelt Enhancement Statement Applications:

a. CONSENT DOCKET

i. GBC 11-07

- Applicant: Cascade Development, LLC
- Location: This property is located on the south side of Tecumseh Road, west of 36th Avenue NW and adjacent to Astor Dr.
- Request: Preliminary Plat for the 5.33 acres previously approved as Cascade Development Addition; now named Tecumseh Road Medical, a change in land use designation from low density residential to commercial and re-zoning from PUD to CO.

Tom McCaleb, project engineer, was present to answer questions.

Chair L Wesner stated that this application was on the Consent Docket because it was felt that there were no greenbelt opportunities.

S Connors reported that while there were no new greenbelt opportunities, there are trails already established throughout the surrounding subdivisions to the south. This subdivision, which includes an existing park, has sidewalks throughout. There is also a trail behind St. Mark's Catholic Church to the north. She stated that the triangle parcel at the southwest corner of the property will to be deeded to the City. While no parking is provided for the park, the developers are willing to share parking.

Motion by J Ingels to accept the Consent Docket; **Second** by M Peters. All approve.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

This item was on the consent docket and passed unanimously with no additional comments.

≈ ≈ ≈ ≈ ≈ ≈

b. NON-CONSENT DOCKET

ii. GBC 11-08

- Applicant: MSDC Properties, LLC
- Location: This property is located on the north side of Highway 9, on the west and east sides of where 36th Avenue SE dead ends.
- Request: Preliminary Plat for the 322.73 acres previously approved as Summit Valley Addition

Phil Clour and David Hargiss gave the presentation and answered questions. Chair L Wesner thanked them for the nice job of filling out the enhancement statement.

The preliminary plat for this property had been previously approved but will expire in August. Of the 322 acres of this property, 64 acres are to be left for green space/open space. The applicant wants to leave this area as natural as possible. A concern was raised about the drainage. It was pointed out that the Master Drainage Plan had been studied extensively and the requirements of the 2003 and the 2008 plans have been met.

Chair L Wesner stated that money had already been put in with the Department of Transportation for a trail on the north side of Highway 9.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below and how they apply to each proposed development

(Not all considerations will be applicable or feasible for each application.)

Yes (a) Portions of the Greenbelt System are accessible to the general public.

Yes (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

N/A (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Yes (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

Yes (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

N/A (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

N/A (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Yes (j) Permeable ground surfaces have been preserved to the extent possible.

Yes (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

Yes (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities.

Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Yes (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

N/A (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Yes (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

N/A (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

N/A (s) Riparian buffers are incorporated into the Greenbelt System.

Yes (t) The commercial developments have provided for pedestrian access.

N/A (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

Yes (v) Cluster development has been utilized as a means to develop the Greenbelt System.

N/A (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Motion by J Eure that the following comments go forward with the presented application; **Second** by J Ingels. All approve.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

Guideline “b”; applicant should look for ways to connect to the properties to the east, possibly at the NE corner of this development.

Guideline “g”; applicant should note the availability of the Highway 9 Trail to their development.

Guideline “l”; applicant needs to clarify in the covenants the requirement of open-style fencing for properties abutting the open space areas.

≈ ≈ ≈ ≈ ≈ ≈

iii. GBC 11-09

Applicant: Franklin Business Park, LLC

Location: This property is located on the west side of US 77/Flood Avenue, just south of Franklin Road Right-of-Way and east of I-35.

Request: Preliminary Plat for the 51.11 acres previously approved as Franklin Business Park currently zoned C-2 and I-1; applicant is requesting C-2 for the entire plat.

R McKown recused himself from this item.

Chair Wesner stated that this property was important because the Little River goes through the middle of it.

Tom McCaleb and Richard McKown gave the presentation.

While the Ruby Grant property is west of this property, there is no possibility for a pedestrian crossing due to I-35. The culverts under I-35 are not safe for crossing purposes. The three detention ponds will be walled with decorative block or will be earthen. The sidewalks and roads will match and will be connected. The commercial area will be multi-use – businesses, retail and restaurants.

S Conners stated that this is zoned C-2 and I-1 but the applicant is requesting C-2 for the entire parcel.

Chair Wesner asked S Conners if she saw the area as part of the greenbelt system. S Conners said that she did not. The internal roads and sidewalks would connect to each other but would be very limited to any outside connection.

Motion by B Bruce that the following comments go forward with the presented application; **Second** by M Peters. All approve. R McKown abstained.

(Comments were made without the use of the guidelines checklist because there are no external connections for this commercial development application.)

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

The Greenbelt Commission determined there are no opportunities to connect to any external walkways, trails, or greenbelt connections. Although, the applicant should be commended on the internal pedestrian connectivity proposed.

- A short break was taken from 8:00 – 8:05.

≈ ≈ ≈ ≈ ≈ ≈

iv. GBC 11-10

Applicant: L&S Development II, LLC

Location: This property is located on the south side of Indian Hills Road and just east of 48th Avenue NW.

Request: Preliminary Plat for 150 acres, change in zoning from A-2 to PUD and change of land use designation from future urban service area to current urban service area.

R McKown and J Eure recused themselves from this item.

R McKown and Tom McCaleb made the presentation. This preliminary plat is a 50-acre area for a gated community of single-family homes.

J Ingels asked what was meant by changing from “future urban to current urban.” S Connors explained that this area was a future urban service area due to lack of sewer service. The sewer is being put in making the area available for development.

T McCaleb stated that while there will be connecting sidewalk and roadways, they will be private and not open to the public. There is a nearby church with soccer fields, etc. but again this area is for members only.

Motion by B Bruce that the following comments go forward with the presented application; **Second** by J McCampbell. All approve. J Eure and R McKown abstained.

(Comments were made without the use of the guidelines checklist because this is a gated community and proposed as a PUD; there are no external connections for this residential development application.)

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

The Greenbelt Commission determined it is apparent their intent is to align with the desires of Norman's Draft Greenway Master Plan. Although, this is a private development with no connections to the Greenbelt System there are internal trails around the proposed detention ponds for the residents.

≈ ≈ ≈ ≈ ≈ ≈

- v. GBC 11-11
 - Applicant: Hallbrooke Development Group One, LLC
 - Location: This property is located north of Indian Hills Road on the east side of 36th Avenue NW.
 - Request: Preliminary Plat for the 21 acres previously approved as Commerce Parkway, change in zoning from A-2 to PUD and a change in land use designation from industrial to high density residential.

J Eure recused himself from this item.

T McCaleb was the presenter with Trey Bates present for questions.

T Bates stated that most of the property had already been zoned. He is asking for an increase in residential density and to present a plan for a trail system to connect the area and the park. While the idea of an Outer Loop Plan has not been totally dismissed, steps are being taken to do so. Other areas to the west have already been platted subject to dismissal of the Outer Loop Plan.

Mr. Bates stated that the plan would have a 50-foot greenbelt all along the north side, tying all the neighborhoods to the west into a trail that will also wrap around the river. This will be open to the public. Shared parking will be available.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below and how they apply to each proposed development

(Not all considerations will be applicable or feasible for each application.)

Yes (a) Portions of the Greenbelt System are accessible to the general public.

Yes (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

N/A (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Yes (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

N/A (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

N/A (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

N/A (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Yes (j) Permeable ground surfaces have been preserved to the extent possible.

Yes (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

N/A (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Yes (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

Yes (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Yes (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

N/A (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

N/A (s) Riparian buffers are incorporated into the Greenbelt System.

N/A (t) The commercial developments have provided for pedestrian access.

Yes (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

N/A (v) Cluster development has been utilized as a means to develop the Greenbelt System.

Yes (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Motion by R McKown that the following comments go forward with the presented application; **Second** by J Ingels. All approve. J Eure abstained.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

Guideline “j”; applicant is commended for installation of shared parking for visitors to access park area.

Guideline “k”; development is pedestrian friendly because park is adjacent to development.

Commission likes the fact that this development extends the Gateway Park System for residents and visitors of several neighborhoods.

≈ ≈ ≈ ≈ ≈ ≈

- vi. GBC 11-12
Applicant: The Uplands Development Company, LLC
Location: This property is located on the north side of Indian Hills Road west of 36th Avenue NW.
Request: Preliminary Plat for 150 acres, change in zoning from A-2 to C-2, RM-6, CO and R-1 and change land use designation from future urban service area to current urban service area.

J Eure abstained from this item.

Tom McCaleb and Trey Bates presented. (This property is directly to the west of the previous application).

A concern was raised as to how accessible the park would be to the neighborhood. It was pointed out that there is a sidewalk system throughout the neighborhood and the trail system to the north could be used.

L Wesner asked about the fencing, expressing a concern that this could create a “tunnel vision” effect. T Bates stated that they were seeking an open feel for the development but that the fencing regulations would be the responsibility of the homeowners association.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below and how they apply to each proposed development

(Not all considerations will be applicable or feasible for each application.)

Yes (a) Portions of the Greenbelt System are accessible to the general public.

Yes (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

Yes (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Yes (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

N/A (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

N/A (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

N/A (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Yes (j) Permeable ground surfaces have been preserved to the extent possible.

Yes (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

Yes (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Yes (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

N/A (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Yes (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

N/A (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

N/A (s) Riparian buffers are incorporated into the Greenbelt System.

Yes (t) The commercial developments have provided for pedestrian access.

Yes (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

N/A (v) Cluster development has been utilized as a means to develop the Greenbelt System.

Yes (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Motion by M Peters that the following comments go forward with the presented application; **Second** by R McKown. All approve. J Eure abstained.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

Guidelines "k" and "t"; applicant will look for ways to make connections to the southeast corner of his development creating alternative routes for residents to the future commercial area.

Guideline "l"; applicant agreed there will be no stockade fencing for lots on the north boundary of the property, areas abutting the future park.

Commission notes the need for safe connections to the future commercial area in addition to permeable walking trails around the detention ponds for residents to access the park.

≈ ≈ ≈ ≈ ≈ ≈

- vii. GBC 11-13
 - Applicant: Terra Verde Development, LLC
 - Location: This property is located north of Tecumseh Road on the west side of Porter Avenue.
 - Request: Preliminary Plat for the 74.66 acres previously approved as Little River Trails Addition

R McKown and J Eure abstained.

T McCaleb gave the presentation. He stated that the applicant is seeking a re-approval of a preliminary plat.

L Wesner asked about the statement in the staff report *“The northern section of this subdivision is within the flood plain but the design of the lots pulls the structures away from the floodplain area making it safer for the homeowners.”*

K Danner stated that the flood plain is in the north part of the property thus no lots are proposed in the flood plain.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below and how they apply to each proposed development

(Not all considerations will be applicable or feasible for each application.)

Yes (a) Portions of the Greenbelt System are accessible to the general public.

Yes (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

Yes (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Yes (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

N/A (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

N/A (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

N/A (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Yes (j) Permeable ground surfaces have been preserved to the extent possible.

N/A (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

Yes (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Yes (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

Yes (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Yes (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

Yes (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

Yes (s) Riparian buffers are incorporated into the Greenbelt System.

N/A (t) The commercial developments have provided for pedestrian access.

N/A (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

N/A (v) Cluster development has been utilized as a means to develop the Greenbelt System.

Yes (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Motion by J Ingels that the following comments go forward with the presented application; **Second** by M Peters. All approve. J Eure and R McKown abstained.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

Commission approved the application and commended the applicant on the large open space flood plain area in the north section of the development.

≈ ≈ ≈ ≈ ≈ ≈

viii. GBC 11-14

Applicant: Eure Addition

Location: This property is located south of Tecumseh Road and on the west side of 12th Avenue NE.

Request: Preliminary Plat for 6.17 acres and a re-zoning from RM-2 to CO.

J Eure recused himself and is the presenter of this item.

J Eure stated that he does not plan on developing this property but is platting it to sell, which is why he is seeking the office designation. The City requires a sketch or presentation of an idea for development, but the new owners may have a completely different idea for the area.

R McKown pointed out that the new owners will be getting the property plus the existing preliminary plat, which adds value to the property, but if they wish to modify the plan, they will need to follow the process again.

B Bruce asked why this process was being followed now. S Connors said that property must be platted before it can be sold and that the City cannot issue a building permit on an unplatted plot of land.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below and how they apply to each proposed development

(Not all considerations will be applicable or feasible for each application.)

N/A (a) Portions of the Greenbelt System are accessible to the general public.

N/A (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

Yes (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Yes (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

N/A (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

N/A (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

N/A (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Yes (j) Permeable ground surfaces have been preserved to the extent possible.

N/A (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

N/A (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Yes (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

Yes (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

Yes (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

N/A (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

N/A (s) Riparian buffers are incorporated into the Greenbelt System.

Yes (t) The commercial developments have provided for pedestrian access.

N/A (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

N/A (v) Cluster development has been utilized as a means to develop the Greenbelt System.

Yes (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

Motion by R McKown that the following comments go forward with the presented application; **Second** by B Bruce. All approve. J Eure abstained.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

Commission approved the application and commended the applicant on the real intent to design with nature by proposing multi-story buildings to preserve approximately 30% of the site as open space.

ITEM NO. 5 BEING: Discussion of revised Greenbelt Enhancement Statement Application.

Due to the late hour, this item was not discussed. It will be on the agenda for the April meeting.

ITEM NO. 6 BEING: Miscellaneous Discussion.

There was none.

ITEM NO. 7 BEING: Adjournment.

The next meeting will be April 18, 2011.

The meeting adjourned at 10:30.

Passed and approved this 18th day of April 2011.

Lyntha Wesner
Lyntha Wesner, Chairperson