

**GREENBELT COMMISSION  
MINUTES OF  
April 16, 2012**

The Greenbelt Commission of the City of Norman, Cleveland County, State of Oklahoma, met for the Regular Meeting on April 16, 2012, 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](http://www.normanok.gov) twenty-four hours prior to the beginning of the meeting.

**ITEM NO. 1 BEING: CALL TO ORDER.**

Chairperson Jane Ingels called the meeting to order at 6:31 p.m.

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**ITEM NO. 2 BEING: ROLL CALL.**

MEMBERS PRESENT:                    Bob Bruce  
    Jane Ingels  
    Mark Krittenbrink  
    Jim McCampbell  
    Richard McKown\*  
    Mary Peters

MEMBERS ABSENT:                    Jack Eure  
    Sarah Smith

STAFF MEMBERS PRESENT:            Ken Danner, Subdivision Development Manager, Public Works  
    Jane Hudson, Planner II  
    Jolana McCart, Admin Tech IV  
    Drew Norlin, Subdivision Coordinator  
    Terry Floyd, Development Coordinator

GUESTS PRESENT:                    Steve Eoff  
    Doug Rogers  
    Councilmember Roger Gallagher  
    Sean Rieger

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**ITEM NO. 3 BEING: Approval of the Minutes from the March 19, 2012 Regular Meeting.**

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

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

a. CONSENT DOCKET

i. GBC 12-09

Applicant: Ronald & Bobbie Tritten  
Location: Generally located at the northwest corner of Tecumseh Road and 96<sup>th</sup> Avenue NE  
Request: Norman Rural Certificate of Survey Plat

**Motion** by M Krittenbrink for approval to move this item forward as described in the Consent Docket; **Second** by M Peters. All approve.

ii. GBC 12-10

Applicant: Steve Eoff – 77 Storage Place, LLC  
Location: Generally located 379 feet south of Cedar Lane Road on the west side of Classen Boulevard  
Request: Preliminary Plat

**Motion** by M Krittenbrink for approval to move this item forward as described in the Consent Docket; **Second** by M Peters. All approve.

iii. GBC 12-11

Applicant: Mark Risser – B3 Development  
Location: Generally located 127 feet south of Duffy Street on the west side of Asp Avenue  
Request: Land Use Plan Change & Rezoning

**Motion** by M Peters for approval to move this item forward as described in the Consent Docket; **Second** by J McCampbell. All approve.

- b. NON-CONSENT DOCKET
  - i. GBC 12-12
    - Applicant: Shaz Investment Group, Inc.
    - Location: Generally located one-half mile west of 12<sup>th</sup> Avenue SE on the south side of Cedar Lane Road
    - Request: Preliminary Plat

\*R McKown Arrived

The application is for a preliminary plat for the Independence Valley Addition that consists of 57.47 acres and contains 43 single family tracts. Only 9.99 acres are being developed at this time. This subdivision was approved by the Planning Commission and City Council in 2006 and has since expired. No changes have been made from the original application.

Chair Ingels referred to the Guidelines for Evaluating Greenbelt Enhancement Statements to evaluate the criteria to make their recommendation. The Greenbelt Commission found that the following Guidelines were relevant to this request:

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

- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (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.
- (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.
- (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.
- (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- (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.
- (j) Permeable ground surfaces have been preserved to the extent possible.
- (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) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- (o) Storm water management design considers the potential for trail and greenspace preservation, enhancement and /or creation.
- (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

The Commission would like to state that the complete development of the Independence Valley Subdivision (projected 46 remaining acres) has significant potential to meet all the applicable tenets of the Greenbelt Enhancement Statement. The Commission looks forward to reviewing of the Greenbelt Enhancement Statement associated with the future development of the remaining 46 acres.

**Motion** by B Bruce to send the application forward with comments; **Second** by M Krittenbrink. All approve.



- ii. GBC 12-13
  - Applicant: Eagle Cliff Limited Partnership
  - Location: Generally located one-half mile south of Cedar Lane Road and one-quarter mile west of 12<sup>th</sup> Avenue SE
  - Request: Preliminary Plat

The preliminary plat for this development was approved by the Planning Commission in 2003 and has now expired. The preliminary plat is for Eagle Cliff South Addition and will consist of 128 Single-family lots. No changes have been made from the 2003 application.

R McKown recused himself from this application.

Chair Ingels referred to the Guidelines for Evaluating Greenbelt Enhancement Statements to evaluate the criteria to make their recommendation. The Greenbelt Commission found that the following Guidelines were relevant to this request:

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

- (a) Portions of the Greenbelt System are accessible to the general public.
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

- (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.
- (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- (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.
- (j) Permeable ground surfaces have been preserved to the extent possible.
- (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.
- (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- (o) Storm water management design considers the potential for trail and greenspace preservation, enhancement and/or creation.
- (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

**Motion** by M Krittenbrink to send the application forward; **Second** by M Peters. All approve with R McKown recusing.

- iii. GBC 12-14  
Applicant: Charles Nicholas – NE Development, LLC  
Location: Generally located at the southwest corner of 36<sup>th</sup> Avenue NW and Tecumseh Road  
Request: Preliminary Plat

The application is for the proposed Santa Rosa Addition. The applicant is requesting a 2025 Land Use change and is also requesting a rezoning from C-1 to a PUD which allows RM-6. The proposal is for a 235 multi-family unit apartment complex.

Chair Ingels referred to the Guidelines for Evaluating Greenbelt Enhancement Statements to evaluate the criteria to make their recommendation. The Greenbelt Commission found that the following Guidelines were relevant to this request:

- (a) Portions of the Greenbelt System are accessible to the general public.
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

- (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.
- (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.
- (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.
- (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.
- (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.
- (j) Permeable ground surfaces have been preserved to the extent possible.
- (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.
- (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- (o) Storm water management design considers the potential for trail and greenspace preservation, enhancement and /or creations.
- (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.
- (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

**Motion** by M Krittenbrink to send the application forward; **Second** by R McKown. All approve.

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**ITEM NO. 5 BEING: Miscellaneous Discussion.**

Chair Ingels handed out a copy of the memo/Resolution which had been presented to the Planning Commission at their April 12<sup>th</sup> meeting concerning the Greenway Master Plan. She also handed out a copy of a memo from Sean Rieger which had been e-mailed to the Planning Commission concerning the Plan.

Chair Ingels reported that the Planning Commission believed they were being asked to adopt the Master Plan as a policy document. They were not comfortable recommending to adopt the Plan because they had no assurance the Plan would not be used as a regulatory document in the future. The Planning Commission has requested a study session to clarify if the Plan was an enforceable document or a planning tool. No date was set for the study session.

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**ITEM NO. 6 BEING: Adjournment.**

The meeting was adjourned at 8:35 p.m.

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Passed and approved this 21st day of May 2012.

Jane Ingels  
Jane Ingels, Chairperson

Greenbelt Commission Meeting

Sign In Sheet

4/16/2012

1	Drew Noelin	City of Norman	366-5459
2	Steve Koff		416-2030
3	Doug Poyers	Norman	329-9685
4	R Gallagher	"	329-4395
5	SEAN RIEGER	136 THOMPSON	329-6070
6	Terry Floyd	City of Norman	
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**DATE:** April 12, 2012

**TO:** Chairman and Members,  
Norman Planning Commission

**FROM:** Susan Connors, AICP *SC*  
Director of Planning & Community Development

**SUBJECT:** Consideration of Resolution R-1112-119  
Approval of Greenways Master Plan

**BACKGROUND:** The need for a citywide greenway and trail system was originally established as one of the key goals by the citizens of Norman in the 2020 Land Use and Transportation Plan and continued to be a feature in the Norman 2025 Land Use and Transportation Plan. Authors of both Plans could foresee the future growth issues of the city and the great need to preserve open space for storm-water drainage as well as potential locations and opportunities for trail systems. One goal of the Greenways Master Plan is to support and promote the development of an environmentally friendly system of connected trails and greenways while locating trails in areas only after due consideration to current and future land owners on a case-by-case basis has occurred. Another goal of developing the Greenways Master Plan is to facilitate the movement of citizens in a safe and efficient manner within the city network of streets, at any level, as well as throughout open spaces. The principal goal is to make Norman a pedestrian friendly community by determining how and where to link trails and open spaces to neighborhoods, schools, parks and businesses. A prime example is the segment of Legacy Trail which runs along the railroad corridor in central Norman. Legacy Trail will eventually be expanded to take the enthusiast around central Norman and up to Ruby Grant Park in northwest Norman.

The Greenways Master Plan has 3 appendices; Appendix A – Implementation Guide for Trails and Open Space, Appendix B – Action Plan for Completion of the Greenways Master Plan and Appendix C – Summary of Public Input. Appendix A is to be used as a “guiding tool” for the possible placement of trails. Staff is not recommending adoption of the appendices as part of this Plan. However, the appendices provide a history of the Plan, highlight support and input from the public and provide detailed information and maps to be used in identifying a citywide network of corridors and trails.

**DISCUSSION:** A series of public meetings were conducted over a 12-month planning period, 2007-2008, to provide opportunities for input from citizens interested in the planning process for greenways and trails. The public input helped reassure the strong community support by the citizens of greenways scattered around the city. At a public meeting on February 20, 2012 the Greenbelt Commissioners agreed to forward the Greenways Master Plan on to the Planning Commission for consideration and approval.

**RECOMMENDATION:** Staff recommends approval of Resolution R-1112-119 and approval of the Greenways Master Plan.

- BASCO respectfully objects and does not support these directives becoming mandatory POLICY in Norman.

City of Norman  
Greenways Master Plan



*Greenways Into The Future Draft Copy*  
January 2012



BASCO Objections and Concerns for Adoption of Greenway Master Plan

*Sean Paul Rieger, Attorney for BASCO*

- "For community trails that will be located in environmentally sensitive areas,... " "The riparian setback should be as wide as possible: 30 to 50' is recommended."
- "In the urban area of Norman, a high level of accessibility will be desired along trail corridors." ... "Access points should be 1/8 of a mile apart for neighborhood trails, and typically no more than 1/4 to 1/2 mile apart for all other trail types." [access points and trailheads call for a list of amenities such as signage, bike racks, restrooms, parking, etc.]
- "Steps should be taken to require natural creek corridor areas be preserved and trail access be allowed whenever feasible. Drainage corridors will continue to be the major trail corridors within the city, and as such should be developed with access along at least one side of the creek for small drainage tributaries and along both sides for major creeks. These corridors typically cannot be developed and therefore can preserve some of the remaining natural open space in Norman."
- "Future neighborhood developments could highlight drainage channels and open space by making the greenways more accessible to the public."
- "Preservation and Use as an Accessible Trail Corridor. In cases where general public access is contemplated along with preservation of the corridor, outright acquisition is preferred. In these cases, the land can be donated by the property owner as part of the development process or can be purchased by the city, assuming funding is available. Acquisition via donation as part of the development process – Lands may be acquired by outright donation during the development process. To truly create significant greenway corridors in Norman, this must become the norm in terms of drainage corridors. The governmental entities' role in this is to govern storm water conveyance or absorption, and to maintain the dedicated green corridors."
- "Deed restrictions that permanently designate the acquisition as open space should be established. Where city funds are involved, public access to the land via trails should be provided."
- "The majority of the greenways noted in this Master Plan are located within residential communities or adjacent to commercial or business areas. As such, corridors associated with either existing or new development can be partially or entirely built by the private development community."
- "The Appendix of the Greenways Master Plan identifies numerous greenway corridors within existing and future neighborhoods. These trail segments are extremely important as the final links from neighborhoods to the city wide greenway system. Public responsibility should apply to the major greenway corridors, **but the implementation of much of the greenways system requires the assistance, whether voluntary or mandated by ordinance, of the development community in Norman.**"
- "Requirements for greenways in new developments, governed by city ordinances, can be a key factor in speeding up the growth of a city wide greenway system. Development of a "greenway cost sharing ordinance" requiring developers to participate in the cost of greenways within their development is an option. Where appropriate the developer could widen the standard sidewalk from 5' to 10', creating a "trail" throughout their development. The additional walkable area would increase the value of the development; the developer would pay for seventy-five percent of the walkway and the city pay for the balance."
- "Voluntary and mandatory processes to work with private development should be developed to not miss any opportunities to implement trail segments."
- "The adoption of this Plan will complete a very long process."

**Sean Paul Rieger**

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