

**High Density in Norman  
Session 4**

**“Parking, Transportation and Infrastructure”  
July 26, 2012**

## ❖ Salmon Table

### Question 1

- Garages going underground? Flooding issues?
- Traffic that comes with parking
- Aesthetics of garages
- Free parking in garages? Or permit only?
- Relate parking count to number of bedrooms instead of swelling units
- Flesh out issues with “shared” parking lots
- What kind of parking does different housing types require –  
families v. students  
Rental v. owner-occupied
- Conduct TIAs while OU is in session (more accurate count)
- Sunday traffic/parking issues should be addressed
- Height/scale of structures
- Locate garages on arterial streets
- Disabled parking
- Fumes and environmental concerns - Gas/oil leaks

### Question 2

- Wrap garage with residential or commercial use
- Accommodate resident, guest and customer parking
- Aesthetically pleasing, blending into neighbor
- Size/scale
- Landscaping or public art
- Sound abatement
- 3 smaller garages instead of 1 large
- Security concerns – well lit
- Cleanliness issues
- Gated – access issues, key cards
- Visitor parking issues if access is restricted
- Fire concerns

### Question 3

- Partnerships between/with City/OU/developer to share parking – help with congestion
- Improve economy
- Improve congestion OU Campus Corner
- Improve aesthetics if done right
- Shaded parking reduces hydrocarbons
- Promote pedestrian lifestyle

## ❖ Beige Table

### Question 1

- Safety concerns
- Including risk of violence
- Price of garage parking
- Price of including safety surveillance
- Over focus on auto at expense of other modes of travel
- Parking garages solve long-term problems, long term savings
- Higher density cuts automobile usage
- Making sure developments provide enough parking
- Environmental impacts, trash with higher density
- Favor free public parking
- Private parking is restricted to private use – not efficient use of public space
- Wasted land with scattered parking pattern
- Urban heat islands with surface lots
- If there isn't enough parking it affects neighborhoods negatively
- Compare crime rates with decks vs surface lots (use OU)
- Could private development pay/share of public parking? Impact fees
- 1.8 spaces per unit is important to continue
- Consider on street parking permits – a tool, an interim tool?
- Meters – how would people pay?
- Are parking requirements the same for apartments vs condos? Fire protection requirements different?
- Different occupants have different parking needs – how to create fair pricing structure?
- Focus on big picture not small details
- Concerned street network can't handle additional traffic

### Question 2

- Deep throat entrances prevents stacking
- Traffic has improved in cities that have identified
- Contain parking in buildings
- Emphasize safety, exterior aesthetics, size, compatibility
- Could structure be “hidden” wrapped with retail?
- Design, landscaping, integrated design – within the structure
- Covered walkway can be nice in inclement weather
- Underground parking can be used as tornado shelter

## ❖ Beige Table (cont)

### Question 3

- More efficient land use - people closer together - preserve more of our community
- Parking structures will get cars off streets, may generate jobs
- More walking = more spending more accessibility = more commerce
- More walking = more civic engagement
- Concentrate higher density where it will do some good = downtown
- Green, smart design – create something to show off to visitors
- No opportunity
- Parking garages are just “vertical sprawl”

## ❖ Pink Table

### Question 1

1. Parking on yards and on street
2. Parking intrusion in neighborhood and businesses
3. Safety
4. Concern with scale of garages
5. Location
6. Noise – car doors slamming at night
7. Height – prefer to go down
8. Bicycle parking – less emphasis on cars

### Question 2

1. Go down
2. Scale – not in established neighborhoods
3. Similar architecture to area
4. Correct locations
5. Glaze windows
6. Not adjacent to single family area – too intrusive
7. Retail at street level with parking below: limit height
8. Limit access points
9. Proper context
10. Encourage public transportations and walking

## ❖ **Pink Table (cont)**

### **Question 3**

1. For retail – get parking off the street
2. In proper locations
3. Way to corral cars
4. Pedestrian mall opportunity

## ❖ **White Table**

### **Question 1**

- right amount of parking for people with disabilities
  - not enough parking City wide
- guest parking
- parking based on bedrooms
- traffic, traffic, traffic

### **Question 2**

- wrapped on 4 sides
  - No exposed levels of parking
- open/free parking, would non-residents use the stalls?
- parking for guest, so they don't park in community (20%) for guests
- bigger spaces for larger trucks
- aesthetics

### **Question 3**

- joint public and private parking. Private could lease from public
- Norman Parking Authority and private developer could own a joint parking
- disability spaces need to be added
- adequate public parking could bring additional retail

## ❖ Yellow Table

### Question 1

- A. Why go into already developed areas? Put high density and parking garages in areas not yet develop.
- B. Revitalize Main Street?
- C. Support Campus Corner area?
- D. Don't destroy residential in core area.
- E. Who pays for garage? Public/Private?
- F. Who benefits – commercial or high density development?
- G. Hold standard at 1.8 spaces per dwelling unit (even PUD)
- H. Don't want more people packed into an area that's already packed (Core Norman)
- I. Will high density development draw students into facilities being proposed?

### Question 2

- J. Build away from already crowded areas
- K. Run buses to high density areas
- L. Run buses from high density to commercial and activity centers

### Question 3

- M. Public/private partnership
- N. If in downtown, could require part of parking available for others
- O. Require more than minimum regulated for the development
- P. Underground parking for residents
- Q. Charge for parking and City makes money
- R. Safety is a disadvantage
- S. If people knew parking available, might bring more in to spend more money

## ❖ Blue Table

### Question 1

1. Adequate ADA parking
2. Visitor parking
3. Congestion
4. Location
5. Ingress/Egress location
6. Alleyways – competing uses
7. Traffic flow during peak hours
8. Cost of parking
9. Economic impact on surrounding businesses

1. Who can use the parking
2. Crafting of zoning laws and ordinances
3. Not enough parking for residents in the area
4. Noises/sound of activity at parking lot – vehicle and pedestrian

### Question 2

1. Location – up or down construction
2. Open and green areas included
3. Design them as part of the structure
4. Mixed use
5. Wrapping façade
6. Functionality
7. Ventilation – open space or mechanical ventilation
8. Aesthetic design
9. Flood plain – take into consideration
10. Earthquake – take into consideration
11. What gets to park? Does it run?
12. Adequate parking for impact to entire area (residential neighborhood)  
– not impactful
13. Negative impact on residential neighborhood
14. Very undesirable
15. No prescriptive codes for entire area (City of Norman)
16. Consideration of neighborhood

## ❖ **Blue Table (cont)**

### **Question 3**

1. Difference in public parking vs. development parking
2. Adequate parking for tenants and guests
3. Parking for public

## ❖ **Green Table**

### **Question 1**

Traffic to the parking spaces

Who owns the structure? Private or public

Location & possible congestion of ingress & egress

Locations already red for 2035

Where to locate structures?

Parking to be underground in new developments

- no more sprawl – surface parking lots

Will new traffic impact neighborhood?

As structure density parking requirements therefore height of structure must increase and will have a greater visual impact on the surrounding neighborhood.

Discrepancy of 1.8/unit – larger units, visitors, etc.

If building on existing parking lot – where will displaced parking go?

Green construction – lighting, stormwater, etc.

### **Question 2**

Wrapped in retail

Vertical gardens

Aesthetics

Should be located at or near an arterial street that can accommodate the traffic

View of garage area visually shielded by shops, landscaping, etc.

Must hold to a minimum of 1.8/unit

Storm water runoff to be contained/controlled/irritation purposes

Try to avoid traffic jams – traffic study – street improvements

Maintenance requirements – trash, etc.

Utilize existing surface parking lots with public/private partnerships for structures for public use

High density developments should provide their own parking as well as some public parking = or greater than what was removed + development requirement of 1.8/unit

❖ **Green Table (cont)**

**Question 3**

By relieving parking congestion at location of additional public parking is included.

City should charge fees for all parking – not just Main Street

Strategic locations of high density development and public parking structures could positively impact public transportation system

Game day traffic concerns – closed streets – access etc.

Being able to provide parking for more autos in a smaller footprint

**Top 5 Ideas From Each Table**

**Salmon Table**

- Because of traffic concerns, locate garages on arterial streets
- Solve/work out details of spaces in relation to number of bedrooms, family structure, public or commercial use
- Design guidelines: aesthetics, scale, size, landscaping, public art
- Public health/safety: security, environmental concerns, access
- Public/private partnerships

**Beige Table**

**1. Safety**

Weather – crime – traffic

**2. Efficiency**

Land use – up more efficient than surface

All users – no private pockets

Costs

**3. Environmental**

Less run-off

Heat islands

Walkability

Waste reduction/litter control

**4. Compatibility**

Aesthetics

Hidden

Design

Landscaping

**5. Opportunity**

None – control aesthetics

Preserving neighborhoods + down town

**Pink Table**

1. Location – neighborhood sensitive
2. Architecture- including height
3. Impact on exiting infrastructure (traffic)
4. Bike parking
5. Detailed parking solution by developers

**White Table**

1. Disabled parking
2. Traffic, Traffic, Traffic
3. Guest parking in high density buildings (visitor)
4. Aesthetics
5. Joint parking with private owners and Norman parking

**Yellow Table**

Why go into already developed areas? Put high density & parking garages in areas not yet developed.

Don't destroy residential in core area.

Who pays for garage? Public/private?

Build away from already crowded areas.

Run buses to and from high density areas.

**Blue Table**

1. Congestion
2. No prescriptive zoning
3. Adequate spaces with disability parking
4. Location
5. Noise

**Green Table**

1. Wrapped in retail – aesthetically pleasing – entire structure not just 1<sup>st</sup> floor
2. No variance from a minimum of 1.8 parking spots/unit
3. Location at or near arterial that can accommodate traffic and consideration made as to ingress/egress locations, so as to have minimum impact on surrounding neighborhoods – traffic, lighting, runoff, public transportation
4. High density developments should provide their own parking at the rate of 1.8 spots/units as well as any public parking removed for development
5. Utilize existing surface parking lots for public/private partnerships for public use as well as existing private use.