

CITY COUNCIL
COMMUNITY PLANNING AND TRANSPORTATION
COMMITTEE MINUTES

January 25, 2018

The City Council Community Planning and Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 4:05 p.m. in the Conference Room on the 25th day of January, 2018, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

PRESENT: Councilmember Clark (arrived 4:20 p.m.), Holman (arrived 4:11 p.m.), Karjala, Wilson, and Chairman Hickman

ABSENT: None

OTHERS PRESENT: Mayor Lynne Miller
Councilmember Allison, Ward Eight
Mr. Jeff Bryant, City Attorney
Mr. Terry Floyd, Development Coordinator
Ms. Sara Kaplan, Retail Marketing Coordinator
Mr. Steve Lewis, City Manager
Mr. Angelo Lombardo, Transportation Traffic Engineer
Ms. Kathryn Walker, Assistant City Attorney
Ms. Syndi Runyon, Administrative Technician IV

Item 1, being:

CLEVELAND AREA RAPID TRANSIT (CART) RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTH OF DECEMBER 2017.

Mr. Taylor Johnson, Marketing Specialist for Cleveland Area Rapid Transit (CART), highlighted CART Ridership Reports for December 2017, and said fiscal year-to-date ridership (July to December) had a decrease of 18% over the same period last year. In November, CART transported 68,733 passengers that included 613 riders who traveled with bicycles and 279 riders who traveled with wheelchairs.

CARTaccess transported 2,498 riders in December, a decrease of 18% over the same month last year with an average daily ridership of 104 riders. Year-to-date primary zone ridership increased by 15% while secondary zone ridership increased by 16%.

Mr. Johnson said the CART Transportation Advisory Committee met on January 8th to receive updates on service and ridership as well as discuss topics for the region and upcoming schedule changes. He said CART Staff is continuing to participate in the City of Norman's Americans with Disability Act (ADA) Self-Evaluation/Transition Plan since bus stops in the public right-of-way are included in the scope of that plan. CART Staff is working with City Staff on the installation of new bus stop shelters on Lindsey Street, which will all have lighting.

Mr. Johnson said CART applied for and received a Clean Air Grant through the Association of Central Oklahoma Governments for the cost difference of purchasing two Compressed Natural Gas buses.

Item 1, continued:

Chairman Hickman asked if CART has considered electric vehicles and electric charging stations and Mr. Johnson said CART Staff will be meeting with Proterra, a leader in electric bus design and manufacturing, in February during the Oklahoma Transit Association Conference. Proterra will be providing a presentation on what electric vehicles could mean for CART's fleet and routes.

Items submitted for the record

1. Cleveland Area Rapid Transit Ridership Totals for the months of December 2017
2. Cleveland Area Rapid Transit Monthly Reports for December 2017

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Item 2, being:

CONTINUED DISCUSSION REGARDING PARKING ON ONE SIDE OF THE STREET ON APACHE AND SYMMES IN THE CENTER CITY FORM BASED CODE DEVELOPMENT AREA.

In the December 20, 2017, Community Planning and Transportation Committee (CPTC) meeting, Chairman Hickman felt safety problems created by allowing parking on both sides of the street would become more acute with the anticipation of greater density within the Center City Form Based Code (CCFBC) area. He asked Staff to review all streets within the CCFBC area and draft a resolution that will only allow parking on one side of the street on Apache Street and Symmes Street for the Committee's review in January.

Mr. Angelo Lombardo, Transportation Traffic Engineer, said the topic of restricting parking on the street is very controversial and can bring the out the worst in citizens because they do not always agree. He said restricting parking on the street is usually a last resort when parking issues have gotten so bad the neighborhood agrees to forego the convenience of friends and family being able to park on the street.

Mr. Lombardo said neighborhoods have two classifications of streets, 1) local streets that are typically 26 feet wide and 2) collector streets that are typically 34 feet wide. When a vehicle parks next to the curb it usually takes about eight feet of the width available and a nine foot lane is sufficient to allow for the movement of traffic in one direction. He said an overwhelming majority of residential streets in Norman with existing on-street parking restrictions are streets that carry a higher volume of traffic than is typical for a local street. He said local streets are designed to carry approximately 200 vehicles per day, but there are some local streets in the core area that carry a much higher volume of traffic. On residential streets where parking is allowed on both sides of the street, the remaining roadway width available for moving traffic is ten feet for a local street and 18 feet for a collector street. He said 18 feet is an adequate width to move two-way traffic.

Mr. Lombardo said there is an administrative procedure for evaluating requests from citizens to prohibit parking on the street and that process is generally used in neighborhoods around the University of Oklahoma (OU) Campus, where there is a public school in the vicinity, or where there is a highly used neighborhood park. He said the City receives about a dozen inquiries each year and many times the problem can be resolved by simple enforcement of codified restrictions rather than restricting on-street parking.

Item 2, continued:

Mr. Lombardo said any request for designation of an area as a “No Parking” zone is made in writing or verbally to the City Transportation Engineer’s office. The City Transportation Engineer or his designee will review the physical layout of the area and provide guidance to the requesting party that includes a map of the area showing the affected units; the number of living units affected by the request, and whether or not the City will consider the request. He said further processing of the request is withheld until a petition signed by at least 60% of the residents affected by the designation has been received. He said the property owner or the tenant can sign the petition; however, the property owner’s position can overrule the tenant. Upon receipt of the petition, the City Transportation Engineer will verify that the number of signatures and addresses are within the limits of the affected area. If 60% or more of the affected residents sign the petition, the signs delineating the requested parking restrictions are fabricated and erected.

Mr. Lombardo said there are special considerations in the core area of the City and Chairman Hickman has been speaking with residents on Symmes Street who want restricted parking on one side of the street. He said the neighborhood was given the map and property owner information, but a petition has not been submitted so the City has not been able to evaluate the request. He said Symmes Street and Apache Street have recently seen redevelopment of single-family houses to mini-dorm type structures with multiple bedrooms creating parking issues in the area and more people are parking on the street. He said Jenkins Avenue, immediately north of Duffy Avenue, has the same issue and Jenkins Avenue is a roadway that should be striped, but the City has not been able to stripe the roadway because of vehicles parking on the street.

Mayor Miller said the process guidelines state, “whether or not the City will consider the request” and asked under what circumstances the City would *not* consider a request. Mr. Lombardo said he has not had to invoke that language and does not know why it is there.

Mr. Jeff Bryant, City Attorney, said Oklahoma law allows cities to regulate the streets and use different approaches to parking solutions. He said in Norman, people can park on both sides of the street in residential neighborhoods unless the neighborhood goes through the process for restricting parking on one or both sides of the street. He said the CCFBC was created to try to encourage less traffic, less cars, with more walkability and Council can restrict parking on streets if they feel there is some type of health/safety risk, especially along Apache Street and Symmes Street that are experiencing increased housing density. He said Council expressed concerns regarding street width and the ability of emergency vehicles being able to maneuver through those streets. He said Council can create a policy that allows them to decide on parking restrictions based on a street by street basis, citywide basis, or by the petition process.

Councilmember Holman said he prefers a street by street policy and felt the City should not allow parking on both sides of the streets in the core area; however, allowing parking on one side of the street would be appropriate.

Mayor Miller asked if the street by street basis would only include the Center City area or would it be citywide? Mr. Bryant said several ideas were discussed at the last CPTC meeting and there were comments about a citywide policy. Mayor Miller said she prefers a street by street policy because allowing Council discretion citywide seems to be overreaching when the only issue appears to be in one part of town. Councilmember Wilson agreed and said the problem seems to be concentrated in Center City.

Item 2, continued:

Chairman Hickman said the creation of the CCFBC allows construction of three story structures that will add more density to the area and an increased risk of more on-street parking, which can cause safety issues if parking is allowed on both sides of the street. He said it gets pretty tricky driving through streets with cars parked on both sides, especially when you are driving a large vehicle. He said other areas of Norman have parking issues as well and that is why a citywide policy was discussed. He would like to move forward with the drafted resolution to address the immediate problem that is only going to get worse with the completed construction of these larger structures; however, he would like to change the resolution to include James Garner Avenue and Jenkins Avenue as well as restrict parking on Apache Street and Symmes Street from Duffy Street to Main Street. Mr. Shawn O'Leary, Director of Public Works, said James Garner Avenue and Jenkins Avenue act as collector streets in terms of standards for volume of traffic, but the preferred solution would be to stripe those streets. Chairman Hickman said James Garner Avenue is currently considered to be a small street, but development is going to outpace the proposed roadway widening so the City should start treating it as the street it will be in a few years.

Councilmember Karjala said Symmes Street needs to be no parking on one side only from James Garner Avenue to Berry Road. Chairman Hickman said that can be discussed in the future, but felt there was no urgency for that at this time. Councilmember Karjala said if the Committee is going to recommend no parking restrictions on Symmes Street from Duffy Street to Main Street, why not recommend all of Symmes Street? She said constituents in Ward Two that commute to the University of Oklahoma (OU) have significant problems with vehicles parking on both sides of Symmes Street and approving this resolution only addresses traffic from the east side of town, not central or west Norman. Chairman Hickman said property owners on the section of Symmes Street being recommended in the resolution requested parking on one side of the street. Councilmember Holman said Symmes Street is pretty much a thoroughfare for that area and that is why he would like a street by street policy as there are other streets in Norman similar to Symmes Street. He said the problem in other areas of the City is not due to development, but is usually OU students who do not want to purchase a parking permit and park along residential streets instead. He does not have an issue with moving forward with the resolution, as drafted, but would like to discuss a policy allowing Council to review parking on a street by street basis.

Chairman Hickman said Council currently has the ability to restrict parking on streets in the future through a resolution if the petition process fails and Council believes there is a safety issue. Mr. Bryant said that is correct, but Staff would suggest the first option be the petition process for changing parking regulations on a street. He said discussions can become pretty heated when neighborhoods want to restrict parking in front of someone's home.

Councilmember Wilson said she is concerned about Council becoming an overriding authority on citizen's wishes, especially if the neighborhood could not obtain 60% of the property owners' signatures through the petition process. She asked if property owners who did not want parking changed on the street would have the opportunity to speak against the change and Mr. Bryant said yes, property owners can express their opinion at the Council meeting when the resolution is placed on the agenda for consideration.

Chairman Hickman said Apache Street and Symmes Street are landlord owned, tenant occupied structures where the petition process was not successful. He said the few property owners that live in their homes as well as businesses in the area requested Council take action.

Councilmember Allison asked if on-street parking permits were discussed because that has been broached in the past as an option for parking on the street. He said the homeowner would have the opportunity to

Item 2, continued:

purchase the permit, but if they did not want the permit, it would be offered to someone else. He said this could be a revenue stream for the City and there would be some control over who could park in the street. Chairman Hickman said on-street parking permits are being discussed in meetings regarding a Multi-Jurisdiction Parking Authority and this could be a parking solution in the future.

Mayor Miller said she understands the urgency in this resolution is a safety issue, but wondered if an amendment to the administrative policy would be a better option. Mr. Bryant said the administrative policy was implemented by Staff as a basis to restrict on-street parking without requiring Council action, but Council is not bound by Staff's administrative policy, so Council can amend and adopt the policy if they wish. Mayor Miller said she is not looking to make things more difficult, but is thinking about Council actions and what those actions say to the public.

Chairman Hickman said there seems to be consensus to move the draft resolution forward in a Study Session or Conference.

Councilmember Clark suggested the full Council consider restricting parking on all of Symmes Street due to safety concerns and Councilmember Wilson concurred. Chairman Hickman said he is hesitant to consider restricting parking on all of Symmes Street without knowing what the property owners want; however, he would be happy to hold a ward meeting to see if there is interest in that. Mr. Shawn O'Leary, Director of Public Works, said the 700 and 800 blocks of Symmes Street already have restricted parking because the property owners petitioned the City through the administrative process and were successful. He said Staff struggles with the definition of "safety issue" because the width of the streets in Norman meet the requirements for on-street parking so basically any street in Norman could qualify for parking restrictions due to safety issues. Councilmember Wilson asked how Council can defend a safety issue in one area as opposed to other areas without being arbitrary and Chairman Hickman said the restriction can be based on the number of "bedrooms" in structures on the street. Councilmember Wilson said the City is allowing these structures to be built so how can the City defend restricting parking and Mr. Bryant said the facts as presented make the resolution defensible, but obviously the easiest way to defend parking restrictions is to have a super majority of property owners that have imposed the restriction on themselves. He said Staff suggests Council seek neighborhood input to see if they are interested in circulating their own petition and if that process proves to be difficult due to out of state owners, Council can then review the street for parking restrictions.

Councilmember Holman would like to work on a policy that addresses parking restrictions on other streets throughout Norman so the City is not being arbitrary.

Items submitted for the record

1. Draft Resolution

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Item 3, being:

CONTINUED DISCUSSION REGARDING CENTER CITY IMPLEMENTATION POLICY AND GUIDELINES.

Ms. Emily Pomeroy, Center for Economic Development Law (CEDL), said the Center City Tax Increment Finance District (CCTIF) was adopted by Council on December 19, 2017. The CPTC discussed policy guidelines in its meeting of December 20, 2017, and Chairman Hickman asked if Staff could use the guiding principles outlined by CEDL for the CCTIF to create draft guidelines for a policy document to be reviewed by CPTC in January.

Ms. Pomeroy said CEDL worked with Staff on drafting a policy document that outlines the goals and objectives of the City of Norman with respect to the use of incremental tax revenues authorized by the CCTIF. She said the primary goal is to encourage development through public infrastructure and public improvements through the allocation of incremental tax revenues along with City funding contributions for private, tax-generating real estate development projects authorized by the Norman Center City Project Plan (CC Project Plan).

Ms. Pomeroy highlighted objectives of the CC Project Plan as follows:

- To achieve development goals and objectives for the CCFBC;
- To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the project and apportionment of incremental ad valorem revenues;
- To support and incentivize the creation of attractive, high-quality, and viable mixed-use developments to draw residents and visitors;
- To encourage existing property and business owners in Center City to invest and attract new investment and business to the project area;
- To stimulate the Center City as a livable, walkable, vibrant destination;
- To increase the quality of life for citizens of Norman; and
- To provide a public benefit through the construction of public infrastructure and improvements to allow for the development of the area.

Ms. Pomeroy said the application for tax increment allocations must include an overview of the project, its location, and all relevant details; a narrative of how the project meets City goals and objectives for the CCFBC and its relationship to and impact on the public realm; an overview of how the projects fit within the marketplace; construction cost breakdown of individual components; detailed description and cost breakdown of all public improvements necessary for the project; legal description and site depiction; site plan drawn to scale; exterior elevation and schematics; floor plans; and relationship to adjacent structures and public streets.

Once the application is submitted to the Planning Department, the application is reviewed by the Review Team and recommendations are made regarding the amount and conditions of the tax increment allocation and a development agreement is entered into with the developer detailing the terms and conditions of the allocation. The determination of allocating increment tax dollars will be based on consistency with the Center City vision for public infrastructure improvements undertaken by or necessary for the project; public improvements, including but not limited to, improvements to sidewalks, streetscapes, landscaping, open spaces, etc., undertaken by or necessary for the project; long-term impact; and enhancements that the presence and design of the projects make to the public realm. The allocation will be available once the project is completed and actual incremental revenue generated by the project is

Item 3, continued:

received. The tax increment allocation will be considered a loan and developers must provide the ability to pay back the loan over a determined period of time.

Chairman Hickman said the guidelines will give the City the basis to help affordable housing projects and Ms. Pomeroy said it allows the City that flexibility; however, the determination for the amount of allocation and eligibility must be tied directly to public improvements. She said the City would not be able to provide gap financing just because it is an affordable housing project.

Ms. Pomeroy said appeals to recommendations by the CCTIF application review can be made to the City Manager; however, the City recognizes that exception in policies for eligibility and funding allocations may be required for certain projects to move forward. The City may waive certain policy guidelines if a sufficient case is made to the Review Team.

Councilmember Allison said his concern is that the Review Team's makeup is City Staff only and if the developer does not like the recommendation, their only option is an appeal to the City Manager not City Council. He said the application should initially be reviewed by Staff then be presented to Council because a project could be denied and Council would not be aware of it. Mr. Bryant said Council will have full review of any development agreement. Councilmember Allison said if a project is denied there would be no development agreement and Mr. Bryant said the developer could contact the City Manager and asked that the project be reviewed by Council. Ms. Pomeroy said the City Manager would have all documentation at the time of the appeal and could forward that to Council for review. Councilmember Allison asked that Council be provided some type of list of projects that have been submitted for financial assistance. Chairman Hickman said there could be another appeal level, such as District Court, if the City Manager denies the application. Mayor Miller likes the idea of the process being through the Review Team and, if denied, appealed to the City Manager because Council could be put into a position of hearing appeals that have not been reviewed by the City Manager.

Councilmember Clark said projects can move forward with the Rule of Three so is it necessary to add more layers? She said reviewing each project could place Council on a slippery slope and an appeal to the City Manager seems like a fair avenue. Councilmember Wilson suggested Council be provided a list of projects that have not qualified for assistance. Chairman Hickman said if Council is going to be voting on development agreements they should not be too involved in the administrative process. Ms. Pomeroy agreed and said the application will provide information about the project, but reviewing whether or not the project is eligible for financial assistance is going to take a lot of work by Staff to determine whether or not a project meets the guidelines for public improvements that benefit the public realm. She said each project will be individually negotiated.

Chairman Hickman said the draft policy guidelines are quality work and he would like the guidelines to be reviewed by full Council in a Conference or Study Session. He said CEDL and Staff can do more research on the appeal process. Councilmember Allison said Staff might consider using language for the Historic District Commission's appeal process.

Items submitted for the record

1. Draft Policy Guide – Norman Center City Project Plan

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Item 4, being:

CONTINUED DISCUSSION REGARDING GREEN BUILDING CODE AND GREEN INFRASTRUCTURE/LOW IMPACT DEVELOPMENT INCENTIVES.

Mr. Terry Floyd, Development Coordinator, said in the August 2017 Retreat, Council identified incentivizing optional “green building codes” as secondary destination short-term goals. He said during the November 16, 2017, CPTC meeting, Staff provided information regarding incentive programs as a starting point for discussion and to gather feedback on potential incentive areas for additional research and future development and consideration. At that meeting, the Committee directed Staff to meet with local builders and stakeholders to discuss potential incentives, specifically in the area of green residential construction. There was also indication from the Committee to focus on areas of incentivizing homes utilizing the Home Energy Rating System (HERS) index for energy efficiency. Staff met with builders and stakeholders to develop ideas for incentives for future Committee review.

The HERS index is a system by which a home energy efficiency can be rated and homes are assessed by a certified HERS Index Rater and assigned a score based on the home’s energy performance. Homes with lower HERS index scores are assessed as more efficient than those with higher scores and typical resale homes in the United States have an average score of 130 while new homes have an average HERS score near 100.

Mr. Floyd said in Staff discussions with builders and stakeholders, a potential incentive program revolving around incentivizing homes achieving a predetermined HERS score may prove to be effective. Currently, some rebate programs from electric and gas franchises are provided for builders constructing HERS rated homes in Norman although these rebate programs are usually approved for a predetermined number of years as approved by the Oklahoma Corporation Commission (OCC). These building rebate programs provided by local electric and gas utilities give a rebate of \$759 for a new home achieving a HERS score of 70 or less; however, a home can only receive a rebate from one utility not both.

A similar program incentivizing homes achieving a HERS score of 80 (or less) has been employed for a number of years by Colorado Springs Utilities who have their own electric utility that provides an initial incentive of up to \$1,000 maximum for homes achieving a HERS score of 80 with additional incentives provided for each rating point lower than 80.

Mr. Floyd said it is Staffs’ understanding that third party HERS index rating costs may vary from \$500 to \$1,000 depending on the size of the home and funding to assist with the cost of the third party HERS rating may be an area of consideration for incentives. In meetings with builders and stakeholders, an incentive program to provide \$750 for homes achieving a HERS rating of 70 or lower was suggested. It is estimated that approximately 230 homes were HERS rated in Norman in 2017, or just over half of the 409 new homes that received a building permit. A program incentivizing a portion of the HERS third party rating cost could prove to be a significant cost to the City if a substantial portion of the homes qualified were given incentives.

The Committee had also requested information on potential sales/use tax revenues for new residential construction in Norman and although exact sales/use tax revenues for new home construction vary based on the size of the home and it was estimated that construction material and labor account for approximately 60% of the price of a new home. The City collects sales/use tax from construction materials in new home construction. The City also collects permit review, park, sewer connection, erosion control, water meter connection, sewer connection, and wastewater excise tax fees for new home

Item 4, continued:

construction. Approximately 51% of the permit fee total is for wastewater excise tax and sewer connection fees and 33% of the permit fee total is for water connection fees and water meters. The remaining 16% of the permit fee total is in the area of permit review, erosion control, and park fees.

In addition to the potential funding needed for the incentive program, much of the energy savings realized in homes with low HERS index scores are in the area of electric power efficiency. These areas include insulation types, window leakage, energy consumption of appliances, and other energy areas. Many of the benefits of lower HERS rating scores come in the area of less electric power consumption. Mr. Floyd said water efficiency incentive programs may be an area of further discussion and exploration by the City. Programs designed to incentivize increased water efficiency in home construction could work to expand water conservation programs that align with the conservation measures outlined in the City's Strategic Water Supply Plan (SWSP). A goal of expanding existing programs and/or implementing new programs to achieve water reductions of 1.0 million gallons per day (MGD) by 2060 was outlined in the SWSP, which also suggests expanding existing water conservation programs to help achieve water conservation goals.

Mr. Floyd said if the Committee wishes, Staff can coordinate additional meetings with the building community and the Norman Utilities Department to begin discussion on potential programs designed to increase water efficiency in residential/commercial construction to expand conservation measures.

Councilmember Clark left the meeting at 5:20 p.m.

Mayor Miller said she feels very positive about this incentive information and would like to see the City seriously consider this although she is not sure what type of funding the City needs to consider. She definitely thinks water conservation is important because that would make a difference on the amount of water that needs to be treated, which could be a huge cost savings for the City. Councilmember Allison agreed and said the budgetary issue is a challenge, but if the City provided a \$750 Rebate, the City would need to look at some non-monetary services.

Councilmember Wilson loves the direction this discussion is taking and said water conservation definitely impacts what the City spends for water treatment. She would also like to look at incentivizing smaller homes over larger homes as well as using renewable building materials.

Chairman Hickman said the Colorado Springs program is similar to what he had in mind when he asked for this discussion. He said Norman is definitely a community that cares about the environment and wants to be a leader in that realm, which could brand Norman in a unique way. He would like Staff to move forward with preparing information for the Committee's review using a potential program based on what Colorado Springs has done as far as the HERS index aspect. He totally agrees water conservation should be an ongoing discussion, but would prefer not to hold up the aspect of incentives presented by Staff.

Councilmember Allison said if there is a home more environmentally sensitive, he would choose that home over another. He said if Norman is allowing construction of these types of homes and demographics allow citizens of Norman to purchase these homes, will they choose to come to Norman over other places? He believes they will because it is a standard of living people desire and will pay extra for. He said the current trend is to recycle and be more environmentally conscience.

Item 4, continued:

Chairman Hickman asked Staff to prepare additional information for the February meeting and reach out to the Builders Association to let them know the HERS index is something that can be put in the Multi Listing Services (MLS) so when people are shopping online for a place to live, listings in Norman can be distinguished.

Councilmember Wilson asked if there are grant programs that come back to municipalities for funding of incentives and Mr. Floyd said he did not know, but could research.

Chairman Hickman said Colorado Springs has a tiered program and he would like to suggest the City of Norman have a tiered system that is capped at a HERS rating score of 50.

Mayor Miller would like to look at where the incentive rebate would come from and reminded Chairman Hickman that Staff is working on information for two other Committees and asked if this could be the only item on the February agenda. Chairman Hickman said to his knowledge, the only other item on the February agenda is cell towers.

Councilmember Allison thought the \$750 should be split proportionately between the General Fund and Enterprise Fund and asked if that is possible. Mr. Steve Lewis, City Manager, said utility fees are pledged funds, but Staff could check into that.

Mayor Miller suggested a certain amount of money be budgeted annually for rebate incentives and once that money is gone, it is gone and the Committee concurred. Chairman Hickman said he did not have a problem with that, but he would like to move forward with creating the program to give builders the motivation to build more energy efficient structures.

Items submitted for the record

1. PowerPoint presentation entitled, "City of Norman Green Building Code and Green Infrastructure/Low Impact Development (LID) Incentives," dated January 25, 2018

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Item 5, being:

MISCELLANEOUS PUBLIC COMMENTS.

Chairman Hickman said he would like to discuss missing middle housing in February specifically the duplexes discussed at the last meeting that require fire sprinkler systems.

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The meeting adjourned at 5:57 p.m.

ATTEST:



City Clerk



The seal is circular with a double-line border. The outer ring contains the text "CITY OF NORMAN" at the top and "OKLAHOMA" at the bottom. The inner ring contains "CORPORATE" at the top and "SEAL" at the bottom.



Mayor