

**CITY OF NORMAN, OKLAHOMA**

**CITY COUNCIL COMMUNITY PLANNING AND  
TRANSPORTATION COMMITTEE AGENDA**

**Municipal Building Conference Room  
201 West Gray**

**Wednesday, December 20, 2017**

**4:30 P.M.**

- 1. CLEVELAND AREA RAPID TRANSIT (CART) RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTH OF NOVEMBER 2017.**
- 2. DISCUSSION REGARDING IMPLEMENTATION STRATEGIES FOR THE CENTER CITY FORM BASED CODE DEVELOPMENT.**
  - a. James Garner Avenue concept from Flood Avenue across Robinson Street to Duffy Street**
  - b. Missing middle housing**
  - c. Retail strategies along James Garner Avenue**
  - d. Parking strategies**
- 3. MISCELLANEOUS COMMENTS.**

ITEM 1  
CART REPORT

## **Community Planning & Transportation Committee Meeting, December 20<sup>th</sup>, 2017**

### **CART Monthly Report for November 2017**

#### **CART – Ridership Report Summary**

- CART transported 124,836 passengers in November – a 7% decrease over November 2016. The daily average ridership was 6,136, a decrease of 448 or 7%.
  - When analyzing the ridership more closely, route 40-Lloyd Noble Shuttle transported 67,016 in November, which is a 12,621 or 16% decrease over November 2016. The overall fixed route ridership for the month increased by 3,110 or 6% when pulling out the route 40 ridership.
- Fiscal year to date ridership (July – November) is 524,509 – a decrease of 11% over the same period last year.
- There were 754 riders who traveled with bicycles (0.6%) and 324 with wheelchairs (0.3%). Route 11-Lindsey East carried the most passengers with bicycles (255) and wheelchairs (97).

#### **CARTaccess – Ridership Report Summary**

- CARTaccess transported 2,736 riders in November – a decrease of 16% or 508. Average daily ridership was 119, a decrease of 12% or 16. Primary zone ridership decreased by 508 or 18% in November; Secondary Zone ridership increased by 0.
- For FY18 year to date (July to November), CARTaccess ridership is 14,388 – a decrease of 10%. Primary Zone ridership has decreased by 1893 or 14% FYTD; Secondary Zone ridership has increased by 372 or 19%. Secondary Zone ridership comprises 16% of all CARTaccess trips FYTD.

#### **CART Activities**

- Santa, his elves, and the Sooner Trolley went around November 28 and 29 to greet OU staff members, pick up toys, and deliver them to the Cleveland County Christmas Store. Around 50 boxes were delivered and 19 bicycles as a part of CART's annual Fill the Trolley event. Attached on the next page are some pictures from the event.
- The CART Transportation Advisory Committee (CTAC) met on November 13. CART staff provided updates on service and ridership. Topics also included amenities and access at the Brooks Street Transfer Station and CARTaccess' fare structure.

#### **Bus Stop Improvements**

- CART staff are participating in the City of Norman's ADA Steering Committee that is helping guide the development of the ADA Self Evaluation/Transition Plan. Bus stops and access to bus stops in the public right of way are to be included in the scope of this plan.

#### **CART Detours/Construction**

- Route 12-Lindsey West operators and passengers are still navigating the street widening project on Lindsey Street.
- Route 52-Campus Loop is missing its stop at the Oklahoma Memorial Student Union due to construction of a new engineering building on Felgar Street. Riders are encouraged to use stop 181 at Jenkins Avenue and Felgar Street.

#### **CART Grant Activity**

- CART applied for a Clean Air grant through ACOG for the cost difference of purchasing 2 CNG vehicles over diesel. The project is currently going through committees to be approved for the full amount requested.
- CART attended a meeting concerning the Volkswagen emissions settlement. Oklahoma is expected to be allocated around \$21 million for projects that will reduce Nox levels.

#### **Attachments**

- Pictures from CART's annual Fill the Trolley event.
- CART fixed-route and CARTaccess ridership graphs for FY17 and FY18.

## CART's Annual Fill the Trolley Event



The OU Human Resources department takes a picture with Santa, his elves, and the Sooner Trolley.



Departments in OU's Monnett Hall pose with the 19 bicycles that were donated as a part of Fill the Trolley.



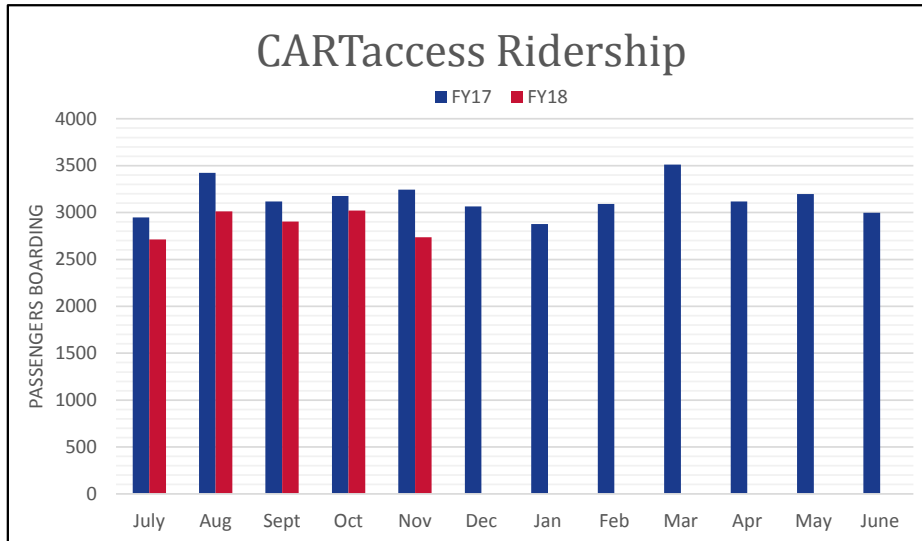
Santa and his elves pick up toys from OU PD. Caesar, a part of the OU K-9 unit, was eager for his picture to be taken.



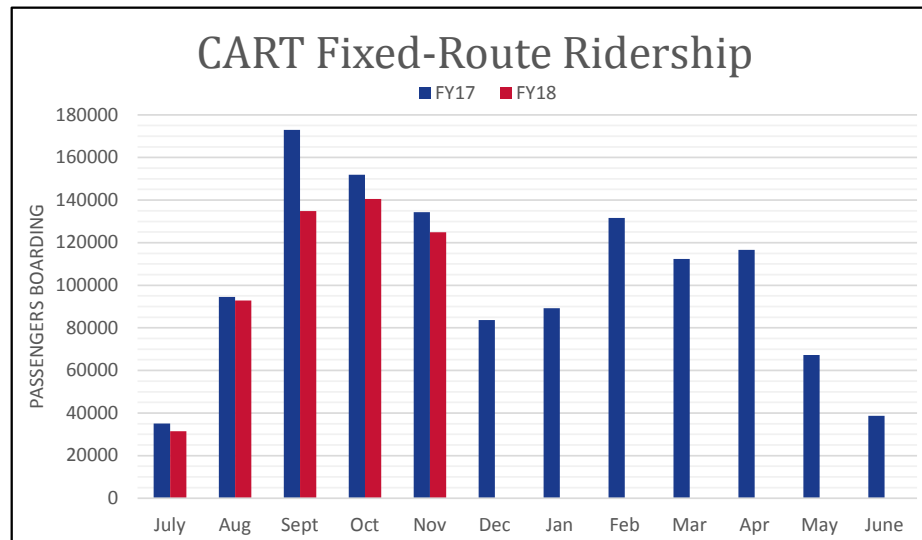
Susan Coldwater, CART's Manager of Operations, dropping off toys at the Cleveland County Christmas Store.

## CART Ridership Summary

### City of Norman Community Planning & Transportation Committee



	FY17	FY18	Change
July	2,948	2,714	-8%
Aug	3,422	3,011	-12%
Sept	3,118	2,905	-7%
Oct	3,177	3,022	-5%
Nov	3,244	2,736	-16%
Dec	3,065		
Jan	2,878		
Feb	3,092		
Mar	3,511		
Apr	3,118		
May	3,196		
June	2,997		
<b>July - Nov</b>	<b>15,909</b>	<b>14,388</b>	<b>-10%</b>
<b>FY17 Total</b>	<b>37,766</b>		



	FY17	FY18	Change
July	35,072	31,500	-10%
Aug	94,507	92,808	-2%
Sept	173,011	134,812	-22%
Oct	151,858	140,553	-7%
Nov	134,347	124,836	-7%
Dec	83,667		
Jan	89,238		
Feb	131,650		
Mar	112,329		
Apr	116,616		
May	67,325		
June	38,645		
<b>July - Nov</b>	<b>588,795</b>	<b>524,509</b>	<b>-11%</b>
<b>FY17 Total</b>	<b>1,228,265</b>		

FY18: July 1, 2017 - June 30, 2018

FY17: July 1, 2016 - June 30, 2017

ITEM 2  
CENTER CITY IMPLEMENTATION  
STRATEGIES



**TO:** Community Planning and Transportation Committee Members

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

**DATE:** December 15, 2017

**RE:** Implementation Strategies for Center City Form Based Code Development

### **BACKGROUND**

The Center City Form Based Code (CCFBC) was developed with the consulting firm of Ferrell Madden through a 15-member Steering Committee appointed by City Council. The Steering Committee began working on the Form Based Code at the conclusion of a week-long Charrette process held in May, 2014. The Steering Committee held many meetings over the next three years to conclude with the adoption of the CCFBC.

### **JAMES GARNER AVENUE**

The Steering Committee discussion regarding James Garner Avenue was that it was definitely a street in transition. The area closest to Main Street was clearly an area that should be consistent with Main Street and therefore the Urban Storefront was applied to James Garner Avenue from Main Street to Eufaula Street. The Urban Storefront Frontage represents the prototypical “main street” form with shopfronts along the sidewalk and a mix of uses above. This Urban Storefront Frontage limits the ground floor uses to retail sales, retail service or professional service. Each of those uses is defined in Section 8 of the CCFBC. The properties north of Eufaula Street on James Garner Avenue include the Brewhouse restaurant, a warehouse and the now vacant Food and Shelter buildings and parking lot, now owned by Cleveland County. These properties are across the railroad tracks from the Depot, Jones Avenue, businesses and the Cleveland County Courthouse property.

The properties south of Eufaula Street along James Garner Avenue are a mix of vacant land and businesses. The businesses that exist include the Railhouse Event Center and the Old Town Plaza office/warehouse building, both of which are new or remodeled office and event buildings with parking. There is no commercial development along James Garner south of Eufaula Street. The Urban General Frontage was applied to this area of James Garner Avenue south of Eufaula Street because it is not necessarily appropriate for ground floor non-residential use in that entire stretch of the street from Eufaula Street to Duffy Street. One of the notes on the Regulating Plan identify a temporary Farmer’s Market use as appropriate between Eufaula Street and Symmes Street until more permanent projects fill in the vacant land areas.

office memorandum

The Urban General Frontage is the basic urban street frontage. The purpose of this frontage is to develop multi-story buildings placed directly at the sidewalk or behind small dooryards. The uses range from commercial to residential, municipal to retail and restaurants. There could be several buildings lined up shoulder to shoulder filling out a block, or a single building might fill the entire block face. This frontage is designated in the most intense areas of the Center City District that are not considered “main streets” which include Gray Street, and portions of Boyd Street, Comanche Street and James Garner Avenue.

### **MISSING MIDDLE HOUSING**

During the Charrette process and the development of the CCFBC, there was a great deal of discussion regarding the missing middle housing. The term “Missing Middle” was coined by Daniel Parolek of Opticos Design, Inc. in 2010 to define a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. The types of housing include small and large duplexes, bungalow apartments, carriage houses, fourplexes, multiplex apartments, townhouses, live-work units, and courtyard apartments. These types of housing are not prevalent in Norman, but the addition of more types of housing could attract more than students to this central Norman area.

The current developments that have been applied for in the CCFBC area are three-story duplexes with multiple bedrooms and bathrooms to be used as student housing. There is one application on James Garner Avenue between Symmes Street and Apache Street containing five residential buildings, two facing on Symmes Street and three facing on James Garner Avenue. This project meets the requirements of the CCFBC in the Urban General Frontage District.

### **URBAN STOREFRONT FRONTAGE VS. URBAN GENERAL FRONTAGE**

The Urban Storefront Frontage was specifically identified for Main Street, the portion of James Garner Avenue from Main Street to Eufaula Street, and for the main streets in Campus Corner which included Boyd Street and Asp Avenue before the Campus Corner area was exempted from the CCFBC. The difference between the two frontages is the ground floor uses. Urban Storefront requires ground floor retail, retail service or professional service and Urban General allows ground floor commerce, professional service or residential uses. The Urban General Frontage areas are intended to compliment and support the uses in the Urban Storefront Frontage. The Urban General can provide additional retail, office or residential uses that will continue to revitalize Downtown Norman and eventually Campus Corner. The market is the determining factor in providing commercial uses in the Urban General Frontage.



## **PARKING STRATEGIES**

The Campus Corner area as shown on the Regulating Plan was excluded from the CCFBC because of the concern that development would have on the parking in Campus Corner. Appendix A states the following:

“The exclusion of the commercial area of Campus Corner may be reevaluated by City Council with input from Campus Corner property owners and stakeholders, at such time that an adequately-sized parking structure that is open to the public is completed or an appropriate funding mechanism is approved.”

Parking requirements in the remainder of the CCFBC District are stipulated in Section 6 of the CCFBC. The required parking is less than is currently required in other zoning districts. The CCFBC District allows unregulated street parking so that many OU students park in the area and walk to classes on campus. The reduced parking for developments in the CCFBC District will most likely put more cars on street to park, but determining the impact is difficult since on street parking is not regulated.

Staff presents this information for discussion and will be present to address questions.