

**GREENBELT COMMISSION
MINUTES OF
December 17, 2012**

The Greenbelt Commission of the City of Norman, Cleveland County, State of Oklahoma, met for the Regular Meeting on December 17, 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 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
 Jim McCampbell
 Mark Nanny
 Mary Peters
 Karl Rambo
 Sarah Smith

MEMBERS ABSENT: Richard McKown

STAFF MEMBERS PRESENT: Susan Connors, Director of Planning & Community
 Development*
 Wayne Stenis, Planner II
 Jolana McCart, Admin Tech IV
 Drew Norlin, Subdivision Coordinator

GUESTS PRESENT: Jay Cervi
 Don Cervi
 Phil Hagen, Crafton-Tull

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

Motion by M Nanny 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 12-33
Applicant: St. James Place
Location: Generally North of Cedar Lane along 24th Ave SE
Request: Preliminary Plat Renewal

The applicant is proposing a certificate of survey to create two 10 acre parcels to build 2 single family homes.

W Stenis gave the staff report. Jay Cervi and Don Cervi were present to answer questions. Phil Hagen, Craffton-Tull, was also present to answer questions.

Chair Ingels referred to the Guidelines for Evaluating Greenbelt Enhancement Statements to evaluate the criteria for the Commission to make their recommendation.

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

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

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

NA (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.

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

Y (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.

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

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

Y (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.

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

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

Y (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.

Y (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.

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

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

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

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

Y (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.

Y (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.

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

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

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

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

*not known

Motion by B Bruce to send the Consent Docket applications forward as presented. He also wished to point out that the applicants had a well thought out plan using the Greenbelt tenets prior to the establishment of the Greenbelt Enhancement Statements; **Second** by S Smith. All approve.

b. NON-CONSENT DOCKET

There were no Non-Consent items.

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ITEM NO. 5 BEING: Miscellaneous Discussion.

R McKown was unable to attend the meeting. His presentation on development incentives will be heard at a later date.

After a brief discussion on trail identification criteria, Chair Ingels asked each Commissioner to submit a criteria list to the Planning Director before the next meeting. These lists can then be used to establish a trail identification criteria to be used by the Commission.

*After attending another meeting, S Connors arrived at 7:45.

Chair Ingels will speak to the Mayor on getting a member of the GB Commission on the Transportation Committee.

The next meeting will be held on January 28th. This meeting will include the election of officers.

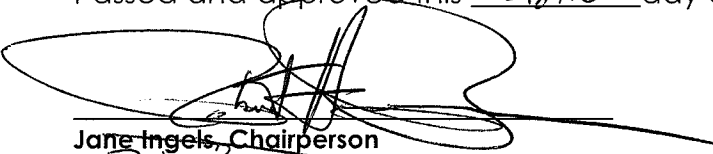
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ITEM NO. 6 BEING: Adjournment.

The meeting was adjourned at 7:50 p.m.

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Passed and approved this 28th day of January 2012.



Jane Ingels, Chairperson

Bob Bruce
Acting Chair