

**GREENBELT COMMISSION
MINUTES OF
November 18, 2013**

The Greenbelt Commission of the City of Norman, Cleveland County, State of Oklahoma, met for the Regular Meeting on November 18, 2013, 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.

Due to the absence of the elected Chair and Co-Chair, a temporary Chair was selected to begin the meeting.

Motion by S Smith for R McKown as acting Chair; **Second** by D Brown. All approve.

Acting-Chair R McKown called the meeting to order at 6:40 p.m.

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ITEM NO. 2 BEING: ROLL CALL.

MEMBERS PRESENT: Donna Brown
Bob Bruce
Richard McKown
Jim McCampbell
Mark Nanny
Mary Peters
Sarah Smith

MEMBERS ABSENT: Steve Byas
Karl Rambo

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

GUESTS ATTENDING: Judith Wilkins
Robert Bruce
Desiree Cashman
Fred Vermillion

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ITEM NO. 3 BEING: Approval of the Minutes from the August 19, 2013 Regular Meeting.

Motion by D Brown for approval; **Second** by M Peters. All approve with S Smith abstaining.

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ITEM NO. 4 BEING: Approval of the Minutes from the September 16, 2013 Regular Meeting.

Motion by D Brown for approval; **Second** by J McCampbell. All approve.

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Chair M Nanny joined the meeting at 6:50 and assumed the Chair position.

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ITEM NO. 5 BEING: Review of Greenbelt Enhancement Statement Applications.

a. CONSENT DOCKET

- i. GBC 13-28
Applicant: Michael & Debra Spears
Location: Southwest corner of Indian Hills Road and 84th Ave NE
Request: Rural Certificate of Survey (Residential)

The applicant is proposing to divide one tract into three tracts for residential use.

W Stenis gave the staff report.

- ii. GBC 13-29
Applicant: Lloyd & Sue Rayl Trust
Location: Northeast corner of 60th Ave SE & Lindsey St
Request: Preliminary Plat (Residential)

This application is to divide one lot into three lots for residential use.

W Stenis gave the staff report.

- iii. GBC 13-30
Applicant: HI149, LLC

Location: Southside of Stella Road, approximately 1/3rd mile east of 96th Ave NE
Request: Rural Certificate of Survey (Residential)

This application is for a Rural Certificate of Survey consisting of three lots for single family residential use. This consists of Phase II of a larger development. Phase I was platted in August, 2013.

W Stenis gave the staff report.

After listening to the presentations and reviewing the applicants' maps, the Commission agreed that there were no greenways opportunities.

Motion by R McKown to send the Consent Docket forward as presented.
Second by B Bruce. All approve.

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ITEM NO. 6 BEING: Discussion of a draft letter to be sent to the City Council regarding ideas to promote greenbelts.

Chair Nanny had spoken with the Mayor to see how, as a Greenbelt Commission, they could make sure that their efforts are communicated more clearly and what could be done to promote greenbelts in the City of Norman. He said that the Greenways Master Plan document had been approved and it gives the City authority to preserve greenspace for trails, etc. but the Commission also had discussions on urban development, subdivision design and connectivity. He said the goal isn't to be heavy handed but to promote a positive environment.

Mayor Rosenthal suggested that the Commission put together 2 or 3 of their best ideas and outline them in a letter to the Mayor and the City Council. This could be the beginning of a dialogue on how to take these ideas forward.

With that in mind, the Chair asked what ideas the Commission might have. He read an email sent by Commissioner Rambo to the Commission expressing his thoughts on putting emphasis on walkable and bikeable neighborhoods. *(Please see attached.)*

R McKown stated that there are significant impact fees/costs in doing development in Norman that are different than in other municipalities. He pointed out that in the area between NW 36th and NW 48th on Franklin Road, there is money on deposit to widen that road to 4 lanes. When it was known

that a 4-lane road was not needed because of where it is located, he had suggested to the Director of Public Works that this money be used towards the development of Ruby Grant Park. Instead of widening roads unnecessarily, he suggested changing the way the impact fees are used. Perhaps using the money for quality of life amenities and to buy land for greenbelts where expanded roads are not needed should be an option. Perhaps consideration should be given to forming an urban forestry division or urban ecology division charged with creating community woods where everyone could have access to use. He said that we need to move away from the road styles of the 1980's and spend the same amount of money differently.

He went on to say that right now there is a one-size-fits-all approach with the focus being on private vehicles and arterial style roads. He said that Vancouver is approaching transportation priorities in a different manner. Vancouver sees their transportation priority list as: pedestrian, bicycling, public transit, movement of goods and lastly, private vehicles.

S Smith said that while there is a need to have ways to get around, there also needs to be places to go to.

R McKown used the example of the loop around the lake. He said that if we don't begin to acquire land to do the loop around the lake, it will never be accumulated. It's a meaningful place for people to go to spend leisure time. He explained a trail system of public land in Johnson County, Kansas.

S Smith agreed, but said that leisure time greenspace is totally different than day-to-day-use, and an in- and-out-of-work kind of space.

M Peters asked how the Commission would approach this kind of task.

S Connors said that Highway 9 should take care of most of the south side of the trail. In general what needs to be done now is looking into resources to put together for purchasing pieces of land.

Chair Nanny said that while changes may need to be made as time goes on, the Master Plan does have a good layout.

B Bruce said that there needs to be some kind of framework that aids in the decision making in applying resources associated with trails.

Chair Nanny said that he saw it as breaking it down into two types of trails: recreational and pedestrian/bike/etc. and having places to go. Connectivity, as Sarah and Karl have stated, is very important.

R McKown said that since we already charge fees, he would like to see those fees reallocated based on population. Perhaps a transportation enhancement fee could be used for all different forms of transportation.

Chair Nanny asked S Connors what happens to all the impact fees if not used?

S Connors stated that the only impact fee that Norman has is a park fee. The deferment fee sits in the bank to be used for that specific project. If that project is not built, it can be returned.

R McKown said that if the deemed street standard is set at 20,000 vehicles per day but the actual usage is only 4,000, then some of the deferred fee could be used for other purposes instead of sitting in a bank for 10 years.

B Bruce said that, pertaining to connectivity, to think of it as concentric rings based on density. The first ring being the core. The funding priorities would be different for each ring.

Chair Nanny said that concept has been addressed in the Corridor Prioritization Evaluation Criteria where you look at the population density and then find ways to connect them.

J McCampbell suggested that an ordinance be written to make the developers include pathways to schools.

B Bruce said that there are high density areas with incomplete trail systems throughout Norman.

R McKown said that Transportation Fees could be used to fill in gaps, or to improve sidewalks and to install tree canopies.

(S Smith left the meeting at 7:40 p.m.)

Chair Nanny said that an idea of a green residential zoning or a R1G category had been discussed before. It would do away with lot sizes allowing for more greenspace.

He said that he would put together some thoughts and present the draft letter to the Commission before the next meeting for comments.

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Hi Mark,

Please share the following with the others at the upcoming Green Belt meeting on Monday:

I think a good starting point is the draft entitled "corridor prioritization evaluation criteria," from February 18th of this year. The greenbelt master plan is a document that is valuable to protect areas from development that would degrade the community's ability to construct, in the more distant future, trails and interconnected green space. The mechanisms for actually building anything useable in the near future on those designated greenbelts seem nearly non-existent. However, many practical measures can be taken to assure that common natural areas remain, and remain accessible, in the course of on-going urban development and change. I think our recent emphasis on walkable and bike-able neighborhoods (the the interconnectivity of different neighborhoods for non-automobile paths) are two of the things on which we should suggest the City Council pay particular attention.

Karl Rambo

ITEM NO. 7 BEING: Miscellaneous Discussion.

Judith Wilkens, of the Oklahoma Conservation Commission, told the Commission about a workshop to be held on December 9th for planning and building better communities. The deadline for registration is November 26th.

The 2014 meeting calendar was distributed. Officers will be elected at the January meeting.

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ITEM NO. 8 BEING: Adjournment.

The meeting was adjourned at 7:55 p.m.

Passed and approved this 17th day of December 2013.

Mark A. Nanny
Mark Nanny, Chair