



CITY OF NORMAN, OK CITY COUNCIL STUDY SESSION

Municipal Building, City Council Chambers, 201 West Gray, Norman, OK
73069

Tuesday, March 01, 2022 at 5:00 PM

AGENDA

City Council, Norman Utilities Authority, Norman Municipal Authority, And Norman Tax Increment Finance Authority

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, retaliation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please contact the ADA Technician at 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

AGENDA ITEMS

1. OVERVIEW OF ACCESS OKLAHOMA TURNPIKE PLAN
2. DISCUSSION REGARDING AMERICAN RESCUE PLAN ACT OF 2021 (ARPA) FUNDS FOR ECONOMIC DEVELOPMENT
3. DISCUSSION REGARDING A POTENTIAL BUYER FOR 718 NORTH PORTER AVENUE
4. DISCUSSION REGARDING RELOCATION OF THE WARMING SHELTER
5. DISCUSSION REGARDING UNIVERSITY BOULEVARD DRAINAGE IMPROVEMENTS

ADJOURNMENT

ACCESS Oklahoma

City Council Study Session
March 1, 2022

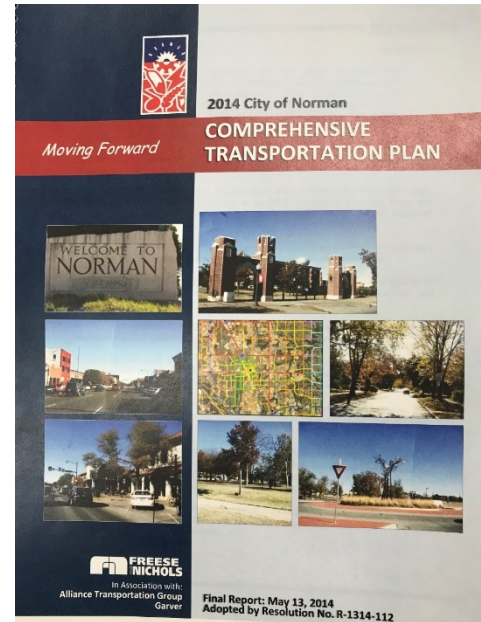


Agenda

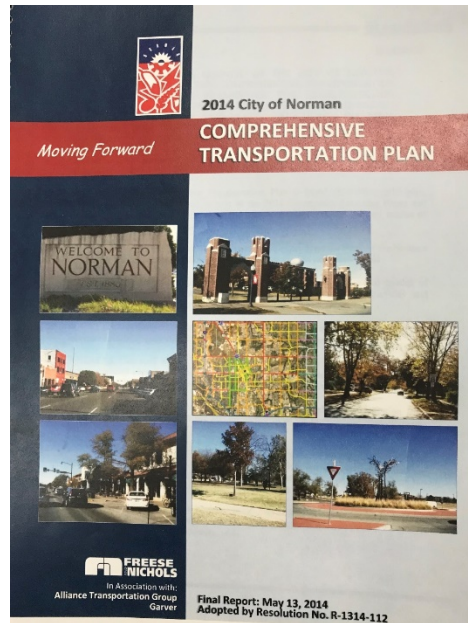
- How does the City manage transportation issues?
- What is the OTA?
- What are turnpikes?
- What is ACCESS Oklahoma?
- Impact of ACCESS Oklahoma on Norman?
- Next Steps for the City of Norman?
- A tour of the Access Oklahoma website
- OTA Contact Information

Comprehensive Transportation Plan

- The City's first CTP was adopted by Council in May 2014
- CTP should be updated every 10 years
- CTP has guiding principles established in a 2011 Community Listening Phase
- CTP is multi-modal
- Council appointed a 45-member Citizen Oversight Committee to develop CTP



Comprehensive Transportation Plan



- The CTP is a tool for City to properly classify and design streets, to coordinate complex transportation issues with other entities, to build annual Capital budget
- Access Oklahoma changes transportation system in Norman significantly
- CTP must coordinate with Norman 2040 Land Use Plan

Oklahoma Turnpike Authority



- The OTA was created by act of the 21st Oklahoma Legislature on April 30, 1947 with SB 225
- First efforts of the OTA were to connect OKC to Tulsa and then to extend beyond Tulsa to the northeast and beyond OKC to the southwest
- Eventually became important to provide loops around the two largest metropolitan areas—OKC and Tulsa
- HB 933, passed on May 7, 1953, created a new OTA providing for statewide representation on the OTA Board and establishing the basis for the state system of turnpikes

Oklahoma Turnpike Authority

- Turnpikes, in 1947, were a fairly new concept to allow construction and maintenance of roadways to be paid through road user fees, or tolls, instead of relying on less reliable sources such as gasoline taxes—tolls by authority vote can increase as necessary
- Turner Turnpike (OKC to Tulsa) opened in May, 1953
- Will Rogers Turnpike (Tulsa to MO) opened in June, 1957
- H.E. Bailey Turnpike (OKC to TX) opened in April, 1964
- These three Turnpikes formed the basis of Interstate 44 through Oklahoma from Missouri to Texas



Oklahoma Turnpike Authority



- With Interstate 44 now largely complete, the OTA turned its attention to other areas
- Muskogee, Indian Nation, Cimarron, Cherokee, Kilpatrick, Chickasaw, Creek, H.E. Bailey Spur, Broken Arrow, Gilcrease, and Kickapoo Turnpikes all opened between 1969 and 2020
- OTA merged with ODOT in 2020, SB 1775; Oklahoma Secretary of Transportation, Mr. Tim Gatz, manages both agencies

Map of Oklahoma Turnpike Authority System



What are Turnpikes?

- Merriam-Webster defines a turnpike as a road for the use of which tolls are collected
- Turnpikes, at the time of the formation of the OTA, were a fairly new concept to allow construction and maintenance of roadways to be paid through road user fees, or tolls, instead of relying on less reliable sources such as gasoline taxes—tolls can increase over time as may be necessary
- OTA converting to cashless system in 2021-2022



What is ACCESS Oklahoma?



- ACCESS Oklahoma stands for *Advancing and Connecting Communities and Economies Safely Statewide*
- Prior to the OTA announcement on February 22, 2022, ACOG and ODOT have been evaluating the ever increasing traffic volumes in the OKC Metro area with no real plan, except widening I-35 to six lanes and supporting RTA discussions as the only means to alleviate the congestion
- At the same time, nationwide truck traffic is on the rise; trucks stuck in rush hour traffic unable to maintain their delivery schedules are becoming more and more frequent

What is ACCESS Oklahoma?

- OTA's #1 priority is the safety and security of travelers. ACCESS Oklahoma projects will create safer roadways by addressing current needs and providing increased access to more Oklahoma communities
- The additional routes and improvements will provide motorists alternative travel options. Improved safety, decreased congestion, and decreased travel times all directly relate to quality of life.
- Oklahomans need to proactively address these issues to improve safety and enhance access to jobs and commerce in our state. Every mile and dollar invested in roads and bridges today pays dividends for future generations.



The Impact of Access Oklahoma in Norman?



- Secretary Gatz has compared the impact of ACCESS Oklahoma to the Interstate Transportation Act from the 1950s
- Access Oklahoma may be more impactful on Norman than was the Interstate Transportation Act
- 7 miles of Interstate 35 in Norman
- Proposed East to West Connector follows alignment of Indian Hills Road; 13 miles in Norman
- Proposed South Extension connecting the Kickapoo Turnpike to I-35 in Purcell aligned between 72nd and 84th Avenues East; 12.5 miles in Norman
- ACCESS Oklahoma in Norman is more than 3 times the length of I-35 in Norman

Next Steps for City of Norman?

- Council Study Session – Tuesday, March 29, 5:30 pm – OTA
Deputy Director Joe Echelle
- Update our Comprehensive Transportation Plan (CTP)
- Update Norman 2025 Land Use Plan, Norman 2040?
- Assist Norman citizens and landowners with OTA information and contacts
- Protect Lake Thunderbird watershed



A Tour of the ACCESS Oklahoma Website

- <http://www.accessoklahoma.com/>



OTA Contact Information

The Oklahoma Turnpike Authority has a program information hotline for those who have concerns and questions regarding the ACCESS Oklahoma Program. All are urged to contact OTA at:

[1-844-56-ACCES\(S\) or \(1-844-562-2237\)](tel:1-844-56-ACCES(S) or (1-844-562-2237))

or visit:

<https://oklahoma.gov/ota.html>



ARPA Funds and Economic Development

City Council Study Session

March 1, 2022

Section 1

ECONOMIC DEVELOPMENT IN NORMAN





Norman Economic Development Coalition

- NEDC formed as a 501(c)(6) in 1996 as a collaborative effort between the City, the Chamber, and OU, but was expanded in 2009 to include MNTC as an equal investor
- Each partner has a representative on the Board and provides equal shares of its annual funding
- NEDC recently invested significantly in its new HW downtown, leasing 2/3 of the facility to Visit Norman and the Chamber of Commerce, enabling the entities to share resources and reduce overhead.

Norman Economic Development Coalition Strategic Objectives

- Business Attraction and Retention
- Talent Attraction and Retention
- Entrepreneurship and Incubation
- Maximize existing resources
- Promote development of additional resources

Norman Economic Development Coalition

Item 2.

- New Economic Development Strategic Plan developed in 2018 identified 10 strategic initiatives, including:
 - Develop an entrepreneurial atmosphere that enables startups and high-growth enterprises to achieve success and expand in the Norman area
- NEDC currently has the only State certified business incubator program in Cleveland County; recent focus at State level on accelerator programs, which also mirrors the new NEDC plan
 - Incubator Program: longer term (1-5 years), ongoing support as needed
 - Accelerator Program: shorter term, intense support
 - Support from NEDC comes in the form of shared resources, low overhead, programming and consultation – currently housed within NEDC office space and is already 100% leased.

Regional Strategy

- In 2012, ACOG adopted a Comprehensive Economic Development Strategy for the region that identified target sectors and strategies for attracting and growing businesses.
- The CEDS was updated in 2019 and identified 3 primary goals
 1. Enhance the region's transportation and telecommunications systems
 2. Build a resilient economy business development and attraction, diversification of the economic base, and adopting policies to address economic and weather-related disruptions
 3. Grow the region's startup, entrepreneurship, and business innovation ecosystem by providing the support and tools needed for businesses to thrive. The NEDC plan meets guidelines for ARPA funds allocated to the EDA which require integration with the ACOG CEDS.

Local Strategy

- In 2012, after months of discussion, the City Council accepted a beneficial interest in the Norman Economic Development Authority
- Directed that an ED Policy be drafted and adopted
- Directed that an Advisory Board be created to advise the trustees/council members

Local Strategy

NEDA adopted its own Economic Development Incentives Policy in 2013 that outlined the following goals and objectives:

1. Support retention/expansion of existing businesses that employ local residents, pay above average wages, and provide insurance
2. Attract businesses in targeted industries
3. Promote and provide support for additional business incubators and microenterprises
4. Promote and support public/private partnerships that will expand ED opportunities in Norman

Local Strategy

- Economic Development Advisory Board (EDAB) created by ordinance in 2013 to advise Council regarding ED policies, opportunities, and requests for City-funded incentives of private businesses
- 7 members, 4 of whom have knowledge/experience in economics, business, finance, law, policy analysis, and community development

Section 2

ECONOMIC DEVELOPMENT RELIEF INITIATIVES



Background

Item 2.

- In 2020, Congress adopted the Coronavirus Aid, Relief and Economic Security (CARES) Act to provide financial relief to state and local governments negatively impacted by COVID-19 by reimbursing them for eligible expenses
- Council adopted R-2021-69 in November 2020 to appropriate \$1,000,000 of those reimbursement funds for small business relief grants
- In 2021, Congress adopted the American Rescue Plan Act providing \$350 billion in pandemic related aid to state and local governments. Norman received half of its allocation in May 2021, and will receive the remainder in May 2022, totaling \$22,225,000.
- Summer 2021: Council identified entrepreneur grants as a funding priority for ARPA funds and asked that EDAB review and make recommendation
- Final rules for ARPA expenditures were released on January 6, 2022. EDAB discussed Council's proposal in September, November and January meetings.



ARPA Rules

Item 2.

- Presumption of eligibility - Populations
 - Small businesses (under 500 employees or independently owned and operated)
 - Businesses and residents in qualified census tracts
 - Minorities
- Eligible Programs, Services or Capital Expenditures
 - Technical assistance, counseling or other business planning support
 - Microbusiness support
 - Business incubators
 - Rehabilitation of commercial properties
 - COVID-19 mitigation and prevention measures
- Reporting Requirements
 - Annual reporting of projects and expenditures
 - Sub-award reporting must provide detailed obligation and expenditure information for any contracts, loans, grants or direct payments made in excess of \$50,000



EDAB Recommendation

- Discussions focused on ability to use the ARPA funding to make a long term impact
- Business incubator program has long been identified in various strategic plans to support entrepreneurship and small businesses
- NEDC is currently in need of space to house and grow incubator program
- January 2022 EDAB meeting included representatives from NPS, MNTC, the County, and NEDC to talk about opportunities for collaboration
- EDAB's Recommendation: "Recommend setting aside \$1 million in ARPA funds for the development of an incubator program to be located in a qualified census tract and developed in partnership with MNTC, NPS, NRHS, and NEDC."

EDAB Recommendation

- NEDC's vision is to purchase a building free and clear to keep overhead costs low, hire staff to support the incubator businesses; and focus on priority for women, minority businesses, Native Americans, and veterans, all disproportionately impacted by COVID-19.
- A one-time capital investment of ARPA funds from the City into the new strategic plan, Strategy III, would support the purchase of the facility
 - Funds have to be appropriated by 2024 and spent by 2026
 - Agreement between Council and NEDC
 - Identify site in Qualified Census Tract
 - Identify specifics of business incubator program to be housed in the facility
 - Annual reporting related to expenditure of funds
 - NEDC to own the site

Summary

- Questions?
- With Council's direction, Staff will move forward with drafting an agreement with NEDC.

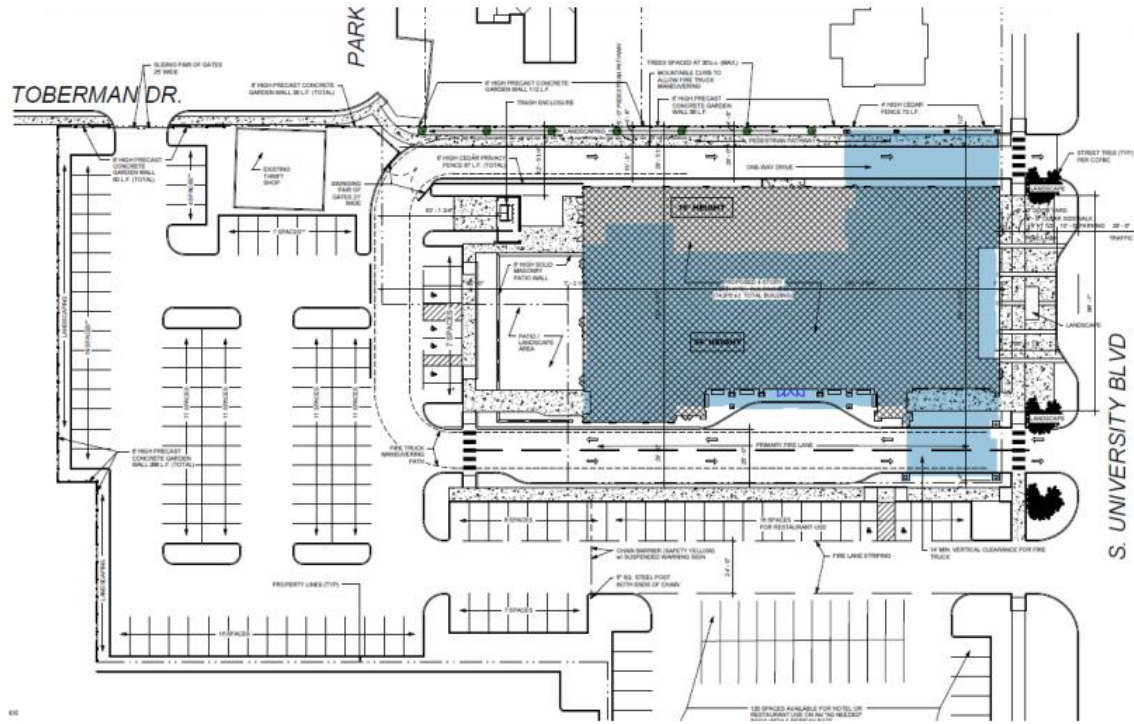
University Boulevard Stormwater Improvements Noun Hotel

City Council Study Session

Tuesday, March 1, 2022



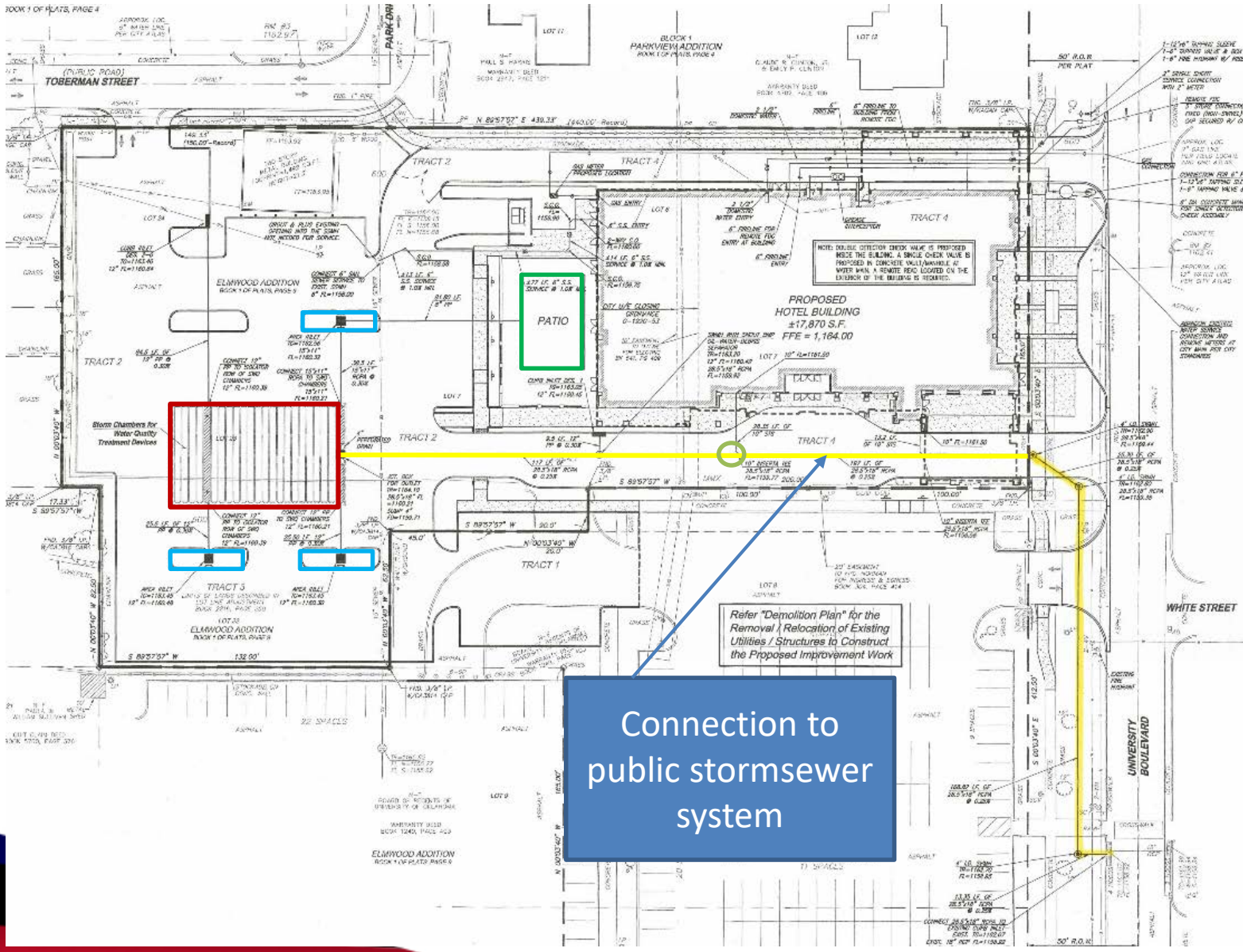
Noun Hotel








Noun Hotel Timeline

- April 6, 2020 Application for rezoning property
- May 14, 2020 Planning Commission approved rezoning 5-3
- June 9, 2020 First Reading of Ordinance O-1920-52 to have the subject property removed from Center City Form-Based Code (CCFBC) and placed in Center City Planned Unit Development (CCPUD)
- July 14, 2020 Ordinance O-1920-52 rezoning the property approved by City Council 7-2
- August 9, 2021 Staff met with developer and their engineer to discuss drainage issue
- February 7, 2022 Staff met with developer and their engineer to discuss further

Noun Hotel Stormwater System



85% Impervious area
LID features to compensate for impervious area

-  In-ground detention
-  Water quality chambers
-  Bio-retention
-  Oil and debris removal
-  Pervious Pavers

Connection to storm sewer system in University Boulevard

Stormwater Concern



Water ponding in gutter line during rain events

Options for City Participation

- Declare emergency under Article XII Section 5 of the City Code, grant to the developer
 - Not an emergency necessary to protect health or safety
- Conventional Design/Bid/Build
 - Could not complete the improvements in a time frame necessary for completion of the hotel
- CCFBC TIF project
 - Could not complete the improvements in a time frame necessary for completion of the hotel
- Change order on an existing contract

CCFBC TIF



Norman Center City

Infrastructure Analysis

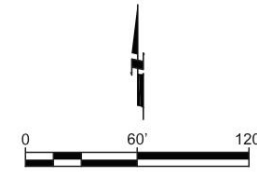
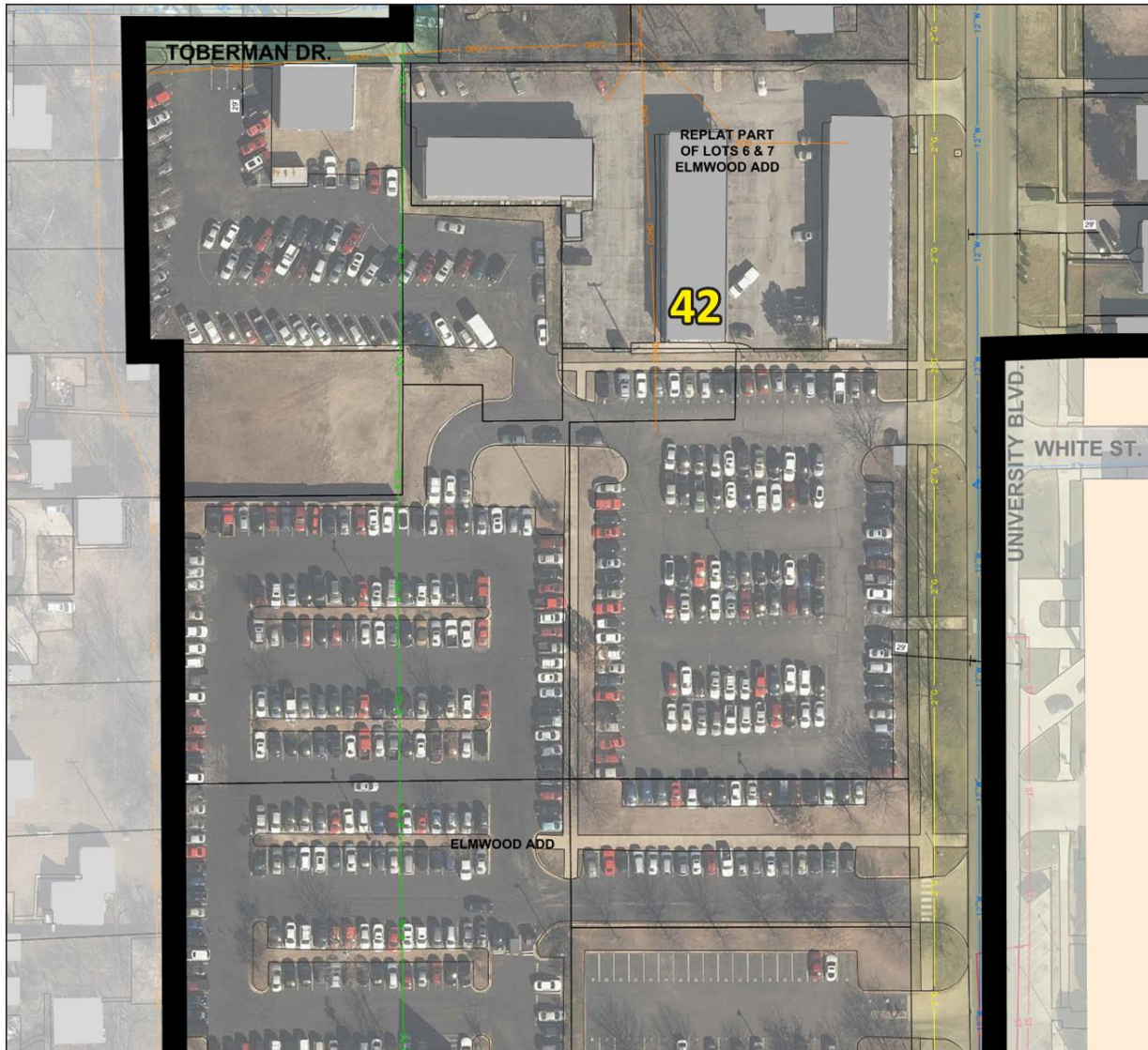
 CENTER FOR ECONOMIC
DEVELOPMENT LAW


JOHNSON & ASSOCIATES

Prepared April 2017

- Prepared April 2017 by Johnson and Associates
- A quick estimate of costs for public improvements to estimate the TIF amount
- Generally completed by city block
- No specific improvements detailed
- Council approved May 23, 2017

CCFBC TIF



Norman Center City

Sector 42

| Projected Infrastructure Costs | | | | | | | |
|--------------------------------|-----|-----------|------------|-------------|----------------|-------------|-----------|
| Street | LF | Roadway | Water Line | Storm Sewer | Sidewalk / ADA | Streetscape | TOTAL |
| Toberman Dr. | 141 | \$57,105 | \$10,575 | \$8,566 | \$10,575 | \$29,610 | \$116,431 |
| University Blvd. | 367 | \$200,015 | \$34,865 | \$142,502 | \$27,525 | \$86,245 | \$483,812 |

| Utilities | |
|-----------|-----------------|
| | Water |
| | Sanitary Sewer |
| | Storm Sewer |
| | Gas |
| | Cox Underground |
| | Cox Overhead |

| Streets/ROW | |
|-------------|---------------------------|
| | ST +66/38 |
| | ST +80/38 |
| | Main |
| | Boyd |
| | University / James Garner |
| | Alley A-24 |

*See Street Segment Exhibit (CCFBC)

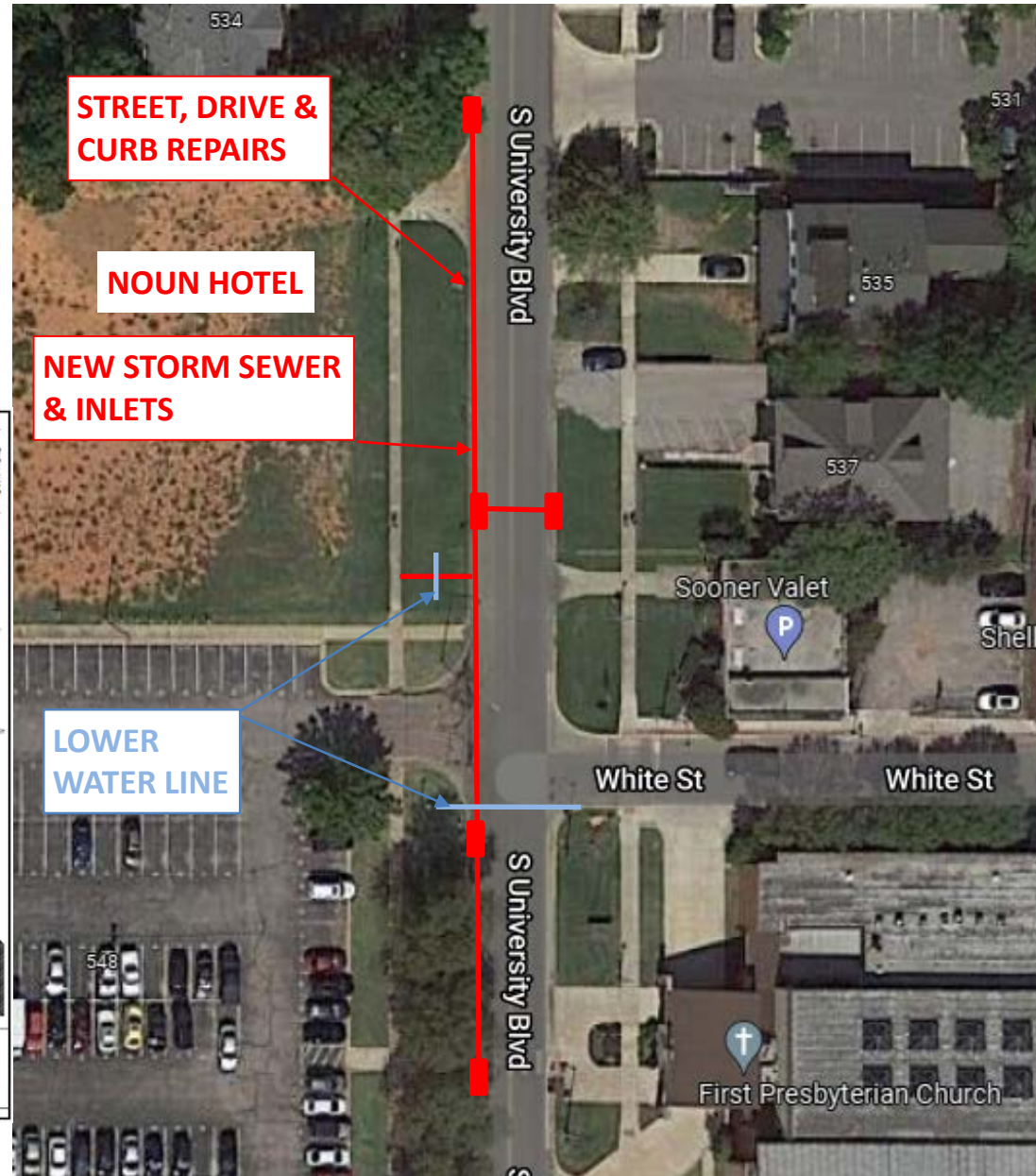
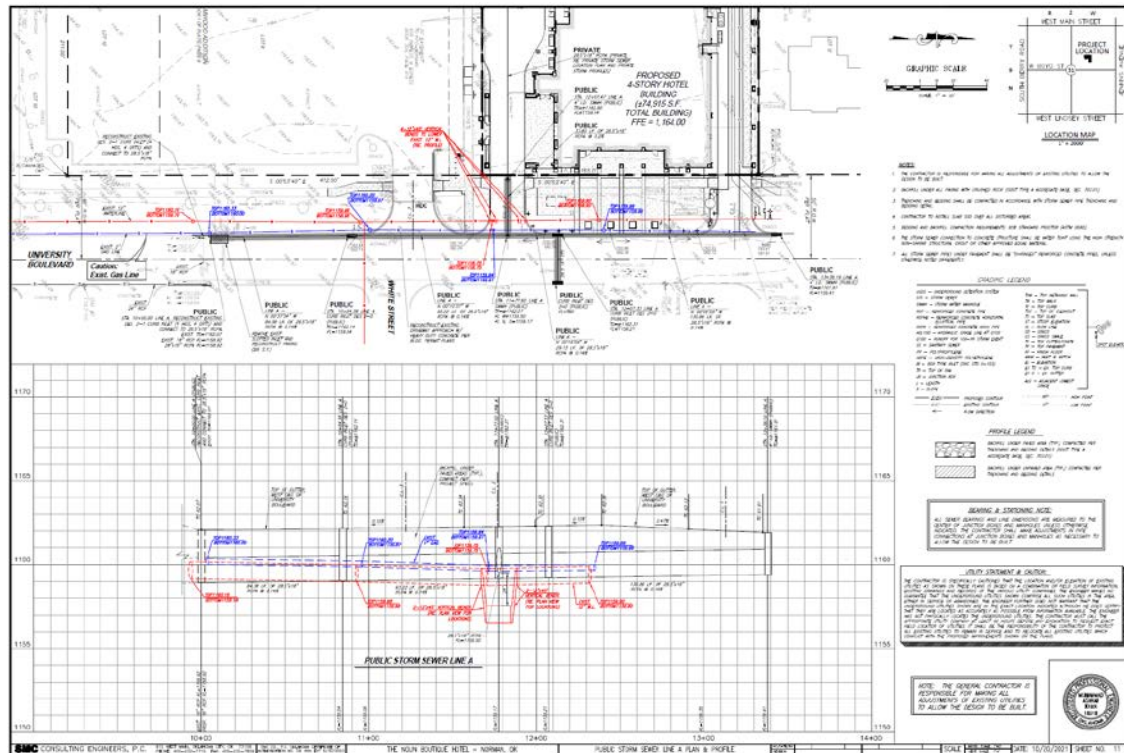
- University Blvd. considered a special corridor
- Estimated \$142,502 for stormwater for the entire area shown
- This cost is less than the current estimates for the proposed improvements

Public Stormwater System Enhancements

- Coordination of improvement needed with Noun Hotel project in a shared storm pipeline system
- Noun Hotel Project Engineer prepared engineering plans
- Work can be expedited using City forces and current Porter/Acres Intersection contract
 - Line Maintenance will perform water line relocation
 - Change Order to Rudy Construction's Porter and Acres Intersection Contract includes:
 - Inlets and storm pipeline installations
 - Streets, drive and curb repairs



Proposed Improvements



Project Cost Summary

- Stormwater capital funds may be used
 - Water line Lowering Materials \$11,000.00
 - Rudy Construction (stormwater/paving) \$184,533.80
 - Project Total \$195,533.80**
- Utilizing surplus funds in Lake Thunderbird TMDL Monitoring Project
- Proposed Change Order #2 to Porter and Acres Intersection Project



Questions?