



CITY OF NORMAN, OK PLANNING COMMISSION MEETING

Municipal Building, Council Chambers, 201 West Gray, Norman, OK 73069
Thursday, October 14, 2021 at 6:30 PM

AGENDA

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.

Planning Commissioners: Erin Williford, Nouman Jan, Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, and Michael Jablonski

NOTICE: The requested rezoning items appearing on this Planning Commission Agenda were filed by the applicant at least 30 days ago. Legal notice for each rezoning item was published in The Norman Transcript and mailed to each property owner of record within a minimum of 350 feet of each rezoning request.

Planning Commission will hold a public hearing on these items tonight, and each item upon which action is taken will be forwarded to the City Council with a recommendation. It should be recognized that the Planning Commission is a recommendatory body and that the City Council may, or may not, concur with the Planning Commission's recommendation. Therefore, it is important to note that all items forwarded by the Planning Commission will be introduced and heard at a subsequent City Council meeting.

PUBLIC WIFI – CONNECT TO CITYOFNORMANPUBLIC – PASSWORD: April1889.

ROLL CALL

CONSENT ITEMS

This section is placed on the agenda so that the Planning Commission, by unanimous consent, may designate those items that they wish to approve by one motion. Any of these items may be removed from the Consent Docket and be heard in its regular order.

Minutes

1. Approval or amendment of the September 9, 2021 Regular Planning Commission Minutes

NON-CONSENT ITEMS

Sooner Traditions, L.L.C.

[2.](#) R-2122-31 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request amendment of the NORMAN 2025 Land Use and Transportation Plan from Office Designation and Low Density Residential Designation to Commercial Designation for 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 & 1035 S. Berry Road).

[3.](#) O-2122-15 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request rezoning from R-1, Single Family Dwelling District, and CO, Suburban Office Commercial District, to SPUD, Simple Planned Unit Development, for approximately 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 and 1035 S. Berry Road).

Action Needed: Recommend adoption, amendment, rejection and/or postponement of Resolution No. R-2122-31 and Ordinance No. O-2122-15 to City Council.

Johnson & Associates, on behalf of University North Park

[4.](#) O-2122-21 – Johnson & Associates, on behalf of University North Park, requests amendment of the existing PUD, Planned Unit Development (O-1415-45), to amend the allowable uses for approximately 1.37 acres of property located on the east side of 24th Avenue N.W. south of Tecumseh Road.

Action Needed: Postpone Ordinance No. O-2122-21 to the November 18, 2021 Planning Commission meeting.

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

ADJOURNMENT

File Attachments for Item:

1. Approval or amendment of the September 9, 2021 Regular Planning Commission Minutes

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

SEPTEMBER 9, 2021

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers of the Norman Municipal Building, 201 West Gray Street, on the 9th day of September, 2021.

Notice and agenda of the meeting was posted at the Norman Municipal Building and online at <https://norman-ok.municodemeetings.com> at least twenty-four hours prior to the beginning of the meeting.

Chair Erica Bird called the meeting to order at 6:30 p.m.

* * *

ROLL CALL

MEMBERS PRESENT

Steven McDaniel
Erica Bird
Lark Zink
Dave Boeck
Sandy Bahan
Michael Jablonski

MEMBERS ABSENT

Erin Williford
Nouman Jan

A quorum was present.

STAFF MEMBERS PRESENT

Jane Hudson, Director, Planning &
Community Development
Lora Hoggatt, Planning Services Manager
Logan Hubble, Planner I
Anais Starr, Planner II
Roné Tromble, Recording Secretary
Ken Danner, Subdivision Development
Manager
Jack Burdett, Subdivision Development
Coordinator
Todd McLellan, Development Engineer
Bryce Holland, Multimedia Specialist
Beth Muckala, Asst. City Attorney
Heather Poole, Asst. City Attorney
Jami Short, Traffic Engineer

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CONSENT DOCKET

Item No. 1, being:

APPROVAL OF THE JULY 8, 2021 PLANNING COMMISSION REGULAR SESSION MINUTES AND THE AUGUST 12, 2021 PLANNING COMMISSION REGULAR SESSION MINUTES

Item No. 2, being:

COS-2122-2 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY BRANDON STEPHENS (POLLARD & WHITED SURVEYING, INC.) FOR LITTLE RIVER ESTATES FOR APPROXIMATELY 180.842 ACRES OF PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF CEDAR LANE ROAD (CLOSED) AND 120TH AVENUE S.E.

Item No. 3, being:

COS-2122-3 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY TONY WAGGONER (KENT MACE, MACBAX) FOR CEDAR CREEK RANCH FOR APPROXIMATELY 30 ACRES OF PROPERTY GENERALLY LOCATED ½ MILE NORTH OF ETOWAH ROAD ON THE EAST SIDE OF 132ND AVENUE S.E.

Item No. 4, being:

COS-2122-5 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY PRISTINE, L.L.C. (DODSON-THOMPSON-MANSFIELD, P.L.L.C.) FOR THE SPORTING CLUB FOR APPROXIMATELY 74.28 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF W. INDIAN HILLS ROAD BETWEEN 72ND AVENUE N.W. AND 60TH AVENUE N.W.

Item No. 5, being:

PP-2122-2 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY FARZANEH DEVELOPMENT GROUP, L.L.P. (SMC CONSULTING ENGINEERS, P.C.) FOR DESTIN LANDING, A PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 90.68 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF E. CEDAR LANE ROAD AND ¼ MILE WEST OF 36TH AVENUE S.E.

Item No. 6, being:

SFP-2122-2 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY OKLAHOMA INVESTMENT GROUP (RONALD D. SMITH, L.S.) FOR CINNAMON CREEK ADDITION FOR APPROXIMATELY 5.59 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF E. BROOKS STREET TO THE EAST OF OKLAHOMA AVENUE.

Item No. 7, being:

SFP-2122-3 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY OSBORN PROPERTIES, INC. (MACBAX LAND SURVEYING) FOR OSBORN PROPERTIES LOCATED AT 1511 24TH AVENUE S.W.

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DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Chair Bird asked if any member of the Commission wished to remove any item from the Consent Docket. There being none, she asked if any member of the public wished to remove any item. There being none, she asked for a motion.

Dave Boeck moved to approve the Consent Docket as presented. Sandy Bahan seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to adopt the Consent Docket, passed by a vote of 6-0.

Item No. 2, being:

COS-2122-2 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY BRANDON STEPHENS (POLLARD & WHITED SURVEYING, INC.) FOR LITTLE RIVER ESTATES FOR APPROXIMATELY 180.842 ACRES OF PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF CEDAR LANE ROAD (CLOSED) AND 120TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

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Item No. 3, being:

COS-2122-3 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY TONY WAGGONER (KENT MACE, MACBAX) FOR CEDAR CREEK RANCH FOR APPROXIMATELY 30 ACRES OF PROPERTY GENERALLY LOCATED ½ MILE NORTH OF ETOWAH ROAD ON THE EAST SIDE OF 132ND AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

*

Item No. 4, being:

COS-2122-5 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY PRISTINE, L.L.C. (DODSON-THOMPSON-MANSFIELD, P.L.L.C.) FOR THE SPORTING CLUB FOR APPROXIMATELY 74.28 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF W. INDIAN HILLS ROAD BETWEEN 72ND AVENUE N.W. AND 60TH AVENUE N.W.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

*

Item No. 5, being:

PP-2122-2 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY FARZANEH DEVELOPMENT GROUP, L.L.P. (SMC CONSULTING ENGINEERS, P.C.) FOR DESTIN LANDING, A PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 90.68 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF E. CEDAR LANE ROAD AND ¼ MILE WEST OF 36TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

*

Item No. 6, being:

SFP-2122-2 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY OKLAHOMA INVESTMENT GROUP (RONALD D. SMITH, L.S.) FOR CINNAMON CREEK ADDITION FOR APPROXIMATELY 5.59 ACRES OF PROPERTY GENERALLY LOCATED SOUTH OF E. BROOKS STREET TO THE EAST OF OKLAHOMA AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

*

Item No. 7, being:

SFP-2122-3 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY OSBORN PROPERTIES, INC. (MACBAX LAND SURVEYING) FOR OSBORN PROPERTIES LOCATED AT 1511 24TH AVENUE S.W.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Development Plan

This item was adopted as part of the Consent Docket by a vote of 6-0.

*

Item No. 8, being:

R-2122-31 – SOONER TRADITIONS, L.L.C. AND HUNTER MILLER FAMILY, L.L.C. REQUEST AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM OFFICE DESIGNATION AND LOW DENSITY RESIDENTIAL DESIGNATION TO COMMERCIAL DESIGNATION FOR 1.33 ACRES OF PROPERTY LOCATED AT THE NORTHEAST CORNER OF S. BERRY ROAD AND W. LINDSEY STREET (1027 & 1035 S. BERRY ROAD).

ITEMS SUBMITTED FOR THE RECORD:

1. NORMAN 2025 Map
2. Postponement Request

and

Item No. 9, being:

O-2122-15 – SOONER TRADITIONS, L.L.C. AND HUNTER MILLER FAMILY, L.L.C. REQUEST REZONING FROM R-1, SINGLE FAMILY DWELLING DISTRICT, AND CO, SUBURBAN OFFICE COMMERCIAL DISTRICT, TO SPUD, SIMPLE PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 1.33 ACRES OF PROPERTY LOCATED AT THE NORTHEAST CORNER OF S. BERRY ROAD AND W. LINDSEY STREET (1027 & 1035 S. BERRY ROAD).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Postponement Request

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to postpone Resolution No. R-2122-31 and Ordinance No. O-2122-15 to the October 14, 2021 Planning Commission meeting. Steven McDaniel seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to postpone Resolution No. R-2122-31 and Ordinance No. O-2122-15 to the October 14, 2021 Planning Commission meeting, passed by a vote of 6-0.

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Item No. 10, being:

O-2122-14 – FOOD AND SHELTER, INC. REQUESTS REZONING FROM PUD, PLANNED UNIT DEVELOPMENT, TO SPUD, SIMPLE PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 1.07 ACRES OF PROPERTY GENERALLY LOCATED IMMEDIATELY SOUTH OF LOT 1, BLOCK 1, FOOD & SHELTER SECTION 1.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. SPUD Narrative with Exhibits A-F
4. Pre-Development Summary

and

Item No. 11, being:

PP-2122-5 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY FOOD AND SHELTER, INC. (SMC CONSULTING ENGINEERS, P.C.) FOR FOOD AND SHELTER PHASE 2, A SIMPLE PLANNED UNIT DEVELOPMENT FOR APPROXIMATELY 1.07 ACRES OF PROPERTY GENERALLY LOCATED EAST OF REED AVENUE AND APPROXIMATELY 717' SOUTH OF E. MAIN STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Preliminary Site Development Plan
6. Pre-Development Summary

PRESENTATION BY STAFF:

1. Ms. Jane Hudson presented the staff report. Protests were received on this item, which represented 1.25% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Sean Rieger, representing the applicant
2. Ms. April Heiple, Executive Director of Food & Shelter
3. Mr. Chris Anderson, SMC Consulting Engineers

AUDIENCE PARTICIPATION:

1. Ms. Susan A. Sanders, 148 Reed Avenue – made comments
2. Mr. Hugh Brown, 907 E. Eufaula Street – made comments
3. Mr. Chris Suit, 715 W. Symmes Street -- proponent

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Steven McDaniel moved to recommend adoption of Ordinance No. O-2122-14 and PP-2122-5 to City Council. Dave Boeck seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-14 and PP-2122-5 to City Council, passed by a vote of 6-0.

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Item No. 12, being:

R-2122-21 – GEOFFREY ARCE REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM COUNTRY RESIDENTIAL DESIGNATION TO MIXED USE DESIGNATION FOR APPROXIMATELY 5 ACRES OF PROPERTY LOCATED AT 3766 E. ROBINSON STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. NORMAN 2025 Map
2. Staff Report
3. Pre-Development Summary

and

Item No. 13, being:

O-2122-10 – GEOFFREY ARCE REQUESTS REZONING FROM A-2, RURAL AGRICULTURAL DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 5.0 ACRES OF PROPERTY LOCATED AT 3766 E. ROBINSON STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative
4. Site Plan

PRESENTATION BY STAFF:

1. Ms. Lora Hoggatt presented the staff report. Protest letters were received on this item, which represented 6.93% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Geoffrey Arce, 3766 Robinson, the applicant

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Michael Jablonski moved to recommend adoption of Resolution No. R-2122-21 and Ordinance No. O-2122-10 to City Council. Sandy Bahan seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Sandy Bahan
NAYES	Dave Boeck, Michael Jablonski
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Resolution No. R-2122-21 and Ordinance No. O-2122-10 to City Council, passed by a vote of 4-2.

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Item No. 14, being:

O-2122-13 – SKYRIDGE HOMES, INC. REQUESTS AMENDMENT OF THE EXISTING PUD, PLANNED UNIT DEVELOPMENT (O-0607-9) FOR APPROXIMATELY 24.80 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF E. LINDSEY STREET BETWEEN 24TH AVENUE S.E. AND 36TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative with Exhibits A-F

and

Item No. 15, being:

PP-2122-4 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SKYRIDGE HOMES, INC. (GRUBBS CONSULTING, L.L.C.) FOR SIENA SPRINGS ADDITION SECTION 2, A PLANNED UNIT DEVELOPMENT FOR 24.80 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF E. LINDSEY STREET BETWEEN 24TH AVENUE S.E. AND 36TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Site Development Plan
6. Pre-Development Summary

PRESENTATION BY STAFF:

1. Ms. Lora Hoggatt presented the staff report. Protests were received on this item, which represented 20.9% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Sean Rieger, representing the applicant
2. Mr. Todd McLellan, Development Engineer

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Ordinance No. O-2122-13 and PP-2122-4 to City Council. Michael Jablonski seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan
NAYES	Michael Jablonski
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-13 and PP-2122-4 to City Council, passed by a vote of 5-1.

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Item No. 16, being:

O-2122-8 – JIM HOLMES INVESTMENTS, L.L.C. REQUESTS REZONING FROM CCFBC, URBAN GENERAL FRONTAGE, TO CCPUD, CENTER CITY PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 0.22 ACRES OF PROPERTY LOCATED AT 453 W. GRAY STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. CCPUD Narrative with Exhibits A-D
4. Pre-Development Summary

PRESENTATION BY STAFF:

1. Ms. Anais Starr presented the staff report. Protests were received on this item, which represented 0.72% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Gunner Joyce, Rieger Law Group, representing the applicant
2. Mr. Chris Martin, prospective tenant
3. Ms. Elizabeth Muckala, Assistant City Attorney
4. Mr. Todd McLellan, Development Engineer

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

*Steven McDaniel moved to recommend adoption of Ordinance No. O-2122-8 to City Council.
Dave Boeck seconded the motion.*

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Dave Boeck, Michael Jablonski
NAYES	Lark Zink, Sandy Bahan
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-8 to City Council, passed by a vote of 4-2.

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RECESS
8:31 to 8:41

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Item No. 17, being:

O-2122-9 – EAST VILLAGE AT 12TH AVENUE, L.L.C. REQUESTS REZONING OF A PORTION OF THE EXISTING PUD, PLANNED UNIT DEVELOPMENT (O-0405-43), TO SPUD, SIMPLE PLANNED UNIT DEVELOPMENT, FOR 2.75 ACRES OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF E. LINDSEY STREET AND 12TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. SPUD Narrative with Exhibits A-C
4. Pre-Development Summary

PRESENTATION BY STAFF:

1. Mr. Logan Hubble presented the staff report. One protest was received on this item, which represented 7.27% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Gunner Joyce, Rieger Law Group, representing the applicant
2. Ms. Elizabeth Muckala, Assistant City Attorney

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Ordinance No. O-2122-9 to City Council. Steven McDaniel seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Dave Boeck, Michael Jablonski
NAYES	Lark Zink, Sandy Bahan
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-9 to City Council, passed by a vote of 4-2.

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Item No. 18, being:

O-2122-12 – SWEETGRASS PARTNERS, L.L.C. REQUESTS REZONING FROM R-1, SINGLE FAMILY DWELLING DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT, FOR 10.48 ACRES OF PROPERTY GENERALLY LOCATED ½ MILE SOUTH OF TECUMSEH ROAD ON THE EAST SIDE OF 12TH AVENUE N.W. (TRAILWOODS WEST ADDITION).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative with Exhibits A-C

PRESENTATION BY STAFF:

1. Mr. Logan Hubble presented the staff report. Three protest letters were received on this item which represented 0.72% of the notification area.

PRESENTATION BY THE APPLICANT:

1. Mr. Gunner Joyce, Rieger Law Group, representing the applicant
2. Mr. Zack Roach, Ideal Homes

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Steven McDaniel moved to recommend adoption of Ordinance No. O-2122-12 to City Council. Dave Boeck seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-12 to City Council, passed by a vote of 6-0.

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Item No. 19, being:

O-2122-6 – AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING CHAPTER 22 (ZONING ORDINANCE), SECTION 431.5, OFF-STREET PARKING REQUIREMENTS FOR RESIDENTIAL AND MULTI-FAMILY AND ALL OFFICE, COMMERCIAL AND INDUSTRIAL DISTRICTS, LESS C-3, INTENSIVE COMMERCIAL DISTRICT; AND PROVIDING FOR THE SEVERABILITY THEREOF.

ITEMS SUBMITTED FOR THE RECORD:

1. Staff Report with Exhibits A-E

PRESENTATION BY STAFF:

1. Ms. Jane Hudson presented the staff report.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Ordinance No. O-2122-6 to City Council. Sandy Bahan seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-6 to City Council, passed by a vote of 6-0.

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Item No. 20, being:

O-2122-7 – AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 22:431.2 (COMMUNICATION FACILITIES) OF ARTICLE XII OF CHAPTER 22 (ZONING ORDINANCE); TO ESTABLISH AND FURTHER DEFINE ADDITIONAL STANDARDS FOR SMALL CELL APPLICATIONS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

ITEMS SUBMITTED FOR THE RECORD:

1. Staff Report with Exhibits A-B

PRESENTATION BY STAFF:

1. Ms. Heather Poole presented the staff report.

AUDIENCE PARTICIPATION:

1. Mr. Jason Constable, AT&T, made comments

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Steven McDaniel moved to recommend adoption of Ordinance No. O-2122-7 to City Council. Michael Jablonski seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-7 to City Council, passed by a vote of 6-0.

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Item No. 21, being:

O-2122-16 – AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 13-108, IN ARTICLE I OF CHAPTER 13 (LICENSES AND OCCUPATIONS); AMENDING ARTICLE XXXIV, SECTION 13-3401, IN CHAPTER 13 (LICENSES AND OCCUPATIONS); AMENDING SECTION 424.1 (C-2, GENERAL COMMERCIAL DISTRICT), AND SECTION 426.1 (I-1, LIGHT INDUSTRIAL DISTRICT), BOTH IN ARTICLE XI OF CHAPTER 22 (ZONING ORDINANCE); AND AMENDING SECTION 450 (DEFINITIONS), IN ARTICLE XIV OF CHAPTER 22 (ZONING ORDINANCE); IN ORDER TO ADD PERMITTED AND SPECIAL USES FOR MEDICAL MARIJUANA WASTE FACILITIES, AND TO IMPLEMENT CHANGES AND RESOLVE INCONSISTENCIES RESULTING FROM 2021 STATE LAW UPDATES REGARDING MEDICAL MARIJUANA; AND PROVIDING FOR THE SEVERABILITY THEREOF.

ITEMS SUBMITTED FOR THE RECORD:

1. Staff Report
2. Annotated Ordinance No. O-2122-16

PRESENTATION BY STAFF:

1. Ms. Beth Muckala presented the staff report.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Dave Boeck moved to recommend adoption of Ordinance No. O-2122-16 to City Council. Steven McDaniel seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Steven McDaniel, Erica Bird, Lark Zink, Dave Boeck, Sandy Bahan, Michael Jablonski
NAYES	None
MEMBERS ABSENT	Erin Williford, Nouman Jan

The motion, to recommend adoption of Ordinance No. O-2122-16 to City Council, passed by a vote of 6-0.

* * *

Item No. 22, being:

RPT-2122-1 – PRESENTATION OF THE ANNUAL REPORT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN.

ITEMS SUBMITTED FOR THE RECORD:

1. Annual 2020 Status Report on Development and the NORMAN 2025 Plan

PRESENTATION BY STAFF:

1. Ms. Hudson presented highlights from the Annual Report.

* * *

Item No. 23, being:

O-2122-3 – COX BROTHERS HOLDINGS, L.L.C. REQUESTS SPECIAL USE FOR AN AGRI-WEDDING EVENT VENUE FOR APPROXIMATELY 68.8 ACRES OF PROPERTY ZONED A-2, RURAL AGRICULTURAL DISTRICT, GENERALLY LOCATED AT THE SOUTHWEST CORNER OF 72ND AVENUE N.E. AND TECUMSEH ROAD.

This item has been withdrawn by the applicant.

It appeared on this agenda only as information because it was postponed at a prior meeting.

* * *

Item No. 24, being:

MISCELLANEOUS COMMENTS OF PLANNING COMMISSION AND STAFF

None

* * *

Item No. 25, being:

ADJOURNMENT

There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 10:14 p.m.

Norman Planning Commission

File Attachments for Item:

2. R-2122-31 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request amendment of the NORMAN 2025 Land Use and Transportation Plan from Office Designation and Low Density Residential Designation to Commercial Designation for 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 & 1035 S. Berry Road).



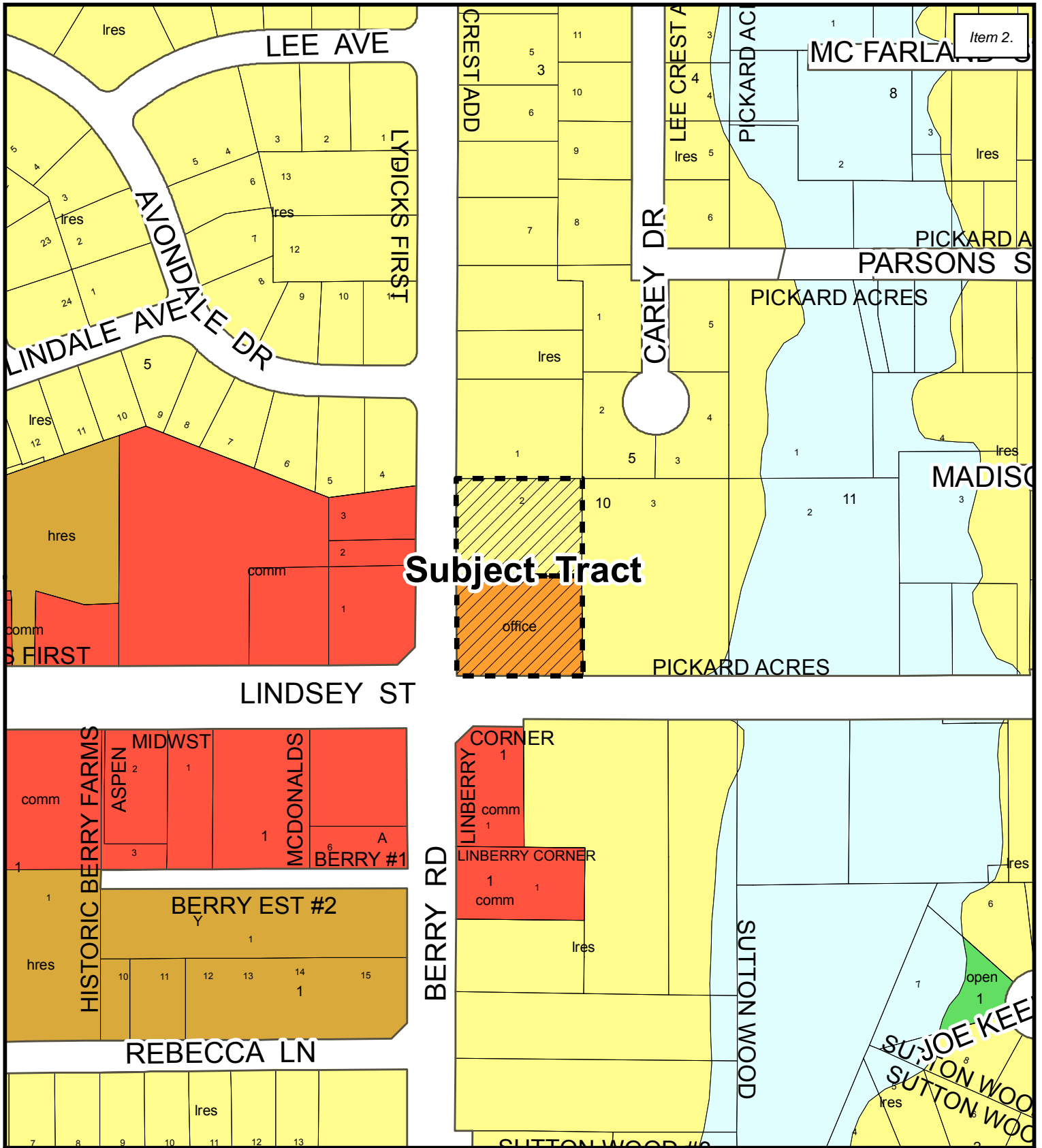
CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/14/2021

REQUESTER: Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C.

PRESENTER:

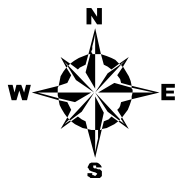
ITEM TITLE: R-2122-31 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request amendment of the NORMAN 2025 Land Use and Transportation Plan from Office Designation and Low Density Residential Designation to Commercial Designation for 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 & 1035 S. Berry Road).



Norman 2025 Land Use Plan



Map Produced by the City of Norman
Geographic Information System.
The City of Norman assumes no
responsibility for errors or omissions
in the information presented.

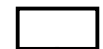


May 5, 2020

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Subject Tract



Zoning

RESOLUTION NO. R-2122-31

ITEM NO. 2

STAFF REPORT

ITEM: Sooner Traditions, L.L.C. & Hunter Miller Family, L.L.C. request amendment of the NORMAN 2025 Land Use & Transportation Plan from Office Designation and Low Density Residential Designation to Commercial Designation for 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 & 1035 S. Berry Road).

SUMMARY OF REQUEST: The applicant is proposing development of a commercial shopping center on a 1.33-acre parcel. This development proposal requires rezoning from R-1, Single Family Dwelling District, and CO, Suburban Office Commercial District, because of requested uses and a NORMAN 2025 Land Use and Transportation Plan amendment from Low Density Residential Designation and Office Designation to Commercial Designation.

STAFF ANALYSIS: For changes in classification under the NORMAN 2025 Land Use and Transportation Plan, the following information is forwarded for consideration.

The role of the NORMAN 2025 Plan in the City's ongoing and diverse planning activities states the document must be flexible, and that it is updated and amended periodically. The Plan defines the desired land use patterns for use and development of all private sector properties. This Plan will serve as a policy guide for zoning and planning requests as they are presented to the Planning Commission and City Council.

Has there been a change in circumstances resulting from development of the properties in the general vicinity which suggest that the proposed change will not be contrary to the public interest?

Public Works worked with Gateway Consulting and SAIC to develop a redesign of the streetscape on W. Lindsey Street from 24th Ave S.W. to just east of S. Berry Rd. Construction of the project was completed in 2017. The project was created to help spark redevelopment of W. Lindsey Street in this general area.

The lot to the south of the subject property, across W. Lindsey Street, 1150 W. Lindsey St., was redeveloped as a restaurant and a lot south of the restaurant was developed as an additional parking area. The lot for the parking area was rezoned from R-1, Single-Family Dwelling District, to CO, Suburban Office Commercial District, with Special Use for a parking lot with Ordinance O-1314-3. The Land Use designation was changed from Low Density Residential to Commercial on the NORMAN 2025 Land Use and Transportation Plan with Resolution R-1314-7.

With the exception of the subject property, the corners of the intersection of W. Lindsey St. and S. Berry Rd. are zoned and designated as commercial.

Is there a determination that the proposed change would not result in adverse land use or adverse traffic impacts to surrounding properties or the vicinity? The property is already platted so a Traffic Impact Analysis (TIA) is not required. However, a Traffic Impact Analysis was submitted by the applicant to the City Traffic Engineer for review. The study showed that there will be minimal impact on the traffic in the area. There are two access points proposed for this development, one located on S. Berry Rd. and one located on W. Lindsey St.

CONCLUSION: Staff forwards this request, Resolution No. R-2122-31, for Planning Commission's consideration.

Applicant: Sooner Traditions, LLC

Project Location: 1027 & 1035 S. Berry Road

Case Number: PD21-23

Time: 5:30 p.m.

Applicant/Representative

Gunner Joyce, Rieger Law, PLLC

Sean Rieger, Rieger Law, PLLC

Attendees

Robert Castleberry

John Cornwell

Michelle Nehrenz

Councilmember Hall

Dennis Yarbrow

Susan Meyer

Councilmember Nash

Stephen Maple

Dana Drury

James Akey

Elizabeth Gohl

Mindy Wood, Kevin Potts

City Staff

Brevin Ghoram, Planner I

Jane Hudson, Director, Planning & Community Development

Beth Muckala, Assistant City Attorney

Heather Poole, Assistant City Attorney

Ken Danner, Subdivision Development Manager

Application Summary

The applicant seeks to rezone the properties to facilitate the operation of a commercial development on the subject properties. The applicant seeks to rezone to a SPUD, Simple Planned Unit Development. The updated site plan is submitted with this application. The building is brought forward of the lot, 25' setback, increased north setback, created a buffer, lighting ordinance in place, photometric plan, access points away from corner and a single-story structure.

Neighbor's Comments/Concerns/Responses

- City denied access to the property on the west side of Berry, why?
 - (City staff responded – we will have to research as we are not familiar with that request.)
- This is the third time the application has been submitted - 2015, 2020 and 2021, why is this allowed to be submitted again?

- (City staff responded - an applicant has the right to submit an application to rezone/develop property. Council ultimately votes on the application.)
- Traffic backs up on Berry Road – this will create more traffic.
- Will there be a traffic study?
 - (Applicant's representative responded - a traffic consultant has been hired.)
- Concern with access on Lindsey or people turning into the site from Lindsey – this will create traffic congestion.
- Berry is a residential street.
- If the zoning is C-1, SPUD, then the uses can be anything.
- Neighbors fear commercial creep into neighborhood.
- Abundance of commercial property on Lindsey so go there – don't buy residential and convert to commercial.
- Will this SPUD be the same uses as previously submitted?
 - (Applicant's representative responded - possibly, not finalized at this point.)

File Attachments for Item:

3. O-2122-15 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request rezoning from R-1, Single Family Dwelling District, and CO, Suburban Office Commercial District, to SPUD, Simple Planned Unit Development, for approximately 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 and 1035 S. Berry Road).



CITY OF NORMAN, OK STAFF REPORT

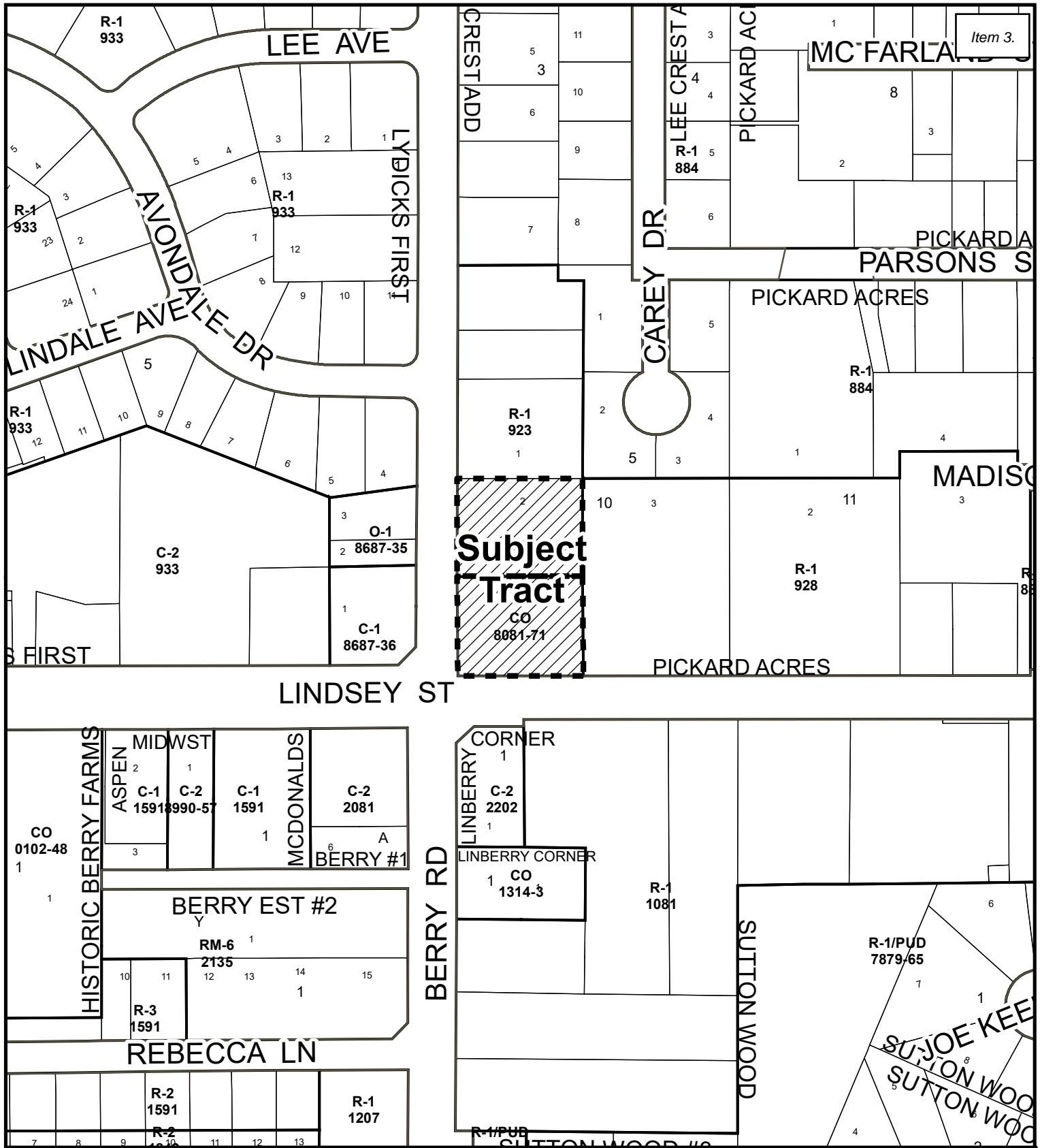
MEETING DATE: 10/14/2021

REQUESTER: Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C.

PRESENTER:

ITEM TITLE: O-2122-15 -- Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. request rezoning from R-1, Single Family Dwelling District, and CO, Suburban Office Commercial District, to SPUD, Simple Planned Unit Development, for approximately 1.33 acres of property located at the northeast corner of S. Berry Road and W. Lindsey Street (1027 and 1035 S. Berry Road).

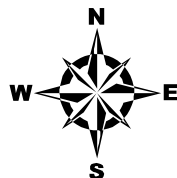
Action Needed: Recommend adoption, amendment, rejection and/or postponement of Resolution No. R-2122-31 and Ordinance No. O-2122-15 to City Council.



Location Map



Map Produced by the City of Norman
Geographic Information System.
The City of Norman assumes no
responsibility for errors or omissions
in the information presented.



June 8, 2021

0 100 200 Ft.



Subject Tract



Zoning

ORDINANCE NO. O-2122-15

ITEM NO. 3

STAFF REPORT**GENERAL INFORMATION**

APPLICANT	Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C.
REQUESTED ACTION	Rezoning to SPUD, Simple Planned Unit Development
EXISTING ZONING	R-1, Single Family Dwelling District, and CO, Suburban Office Commercial District
SURROUNDING ZONING	North: R-1, Single Family Dwelling District East: R-1, Single Family Dwelling District South: C-2, General Commercial District and R-1, Single Family Dwelling District West: O-1, Office Institutional District and C-1, Local Commercial District
LOCATION	1027 & 1035 South Berry Road
SIZE	1.33 acres, more or less
PURPOSE	Commercial Retail Center
EXISTING LAND USE	Vacant Residential and Office
SURROUNDING LAND USE	North: Residential East: Vacant South: Commercial and Residential West: Commercial

SYNOPSIS: The applicant, Sooner Traditions, L.L.C. is requesting to rezone the subject tract from R-1, Single Family Dwelling District (1027 S. Berry Rd.), and CO, Suburban Office Commercial District (1035 S. Berry Rd.), to SPUD, Simple Planned Unit Development District to allow for a commercial shopping center. The site consists of one lot on 1.33 acres. The proposed development will follow a site plan and a SPUD Narrative; see attached. The applicant is requesting a SPUD; the SPUD will establish limitations on building height and

requirements for tree replacement. The applicant is limiting the building height to no than one story and establishing replacement guidelines for removal of mature trees.

HISTORY: This site was subdivided by warranty deed many years ago; legally this area is one lot with two zonings. The north portion, 1027 S. Berry Rd., has been zoned R-1, Single-Family Dwelling District, since February 22, 1955. The south portion, 1035 S. Berry Rd. was rezoned to CO, Suburban Office Commercial, on July 7, 1981. The City has received applications to rezone/redevelopment this property previously, however, nothing has been approved to date.

ZONING ORDINANCE CITATION: SEC 420.05 – SIMPLE PLANNED UNIT DEVELOPMENTS

General Description. The Simple Planned Unit Development referred to as SPUD, is a special zoning district that provides an alternate approach to the conventional land use controls and to a PUD, Planned Unit Development to maximize the unique physical features of a particular site and produce unique, creative, progressive, or quality land developments.

The SPUD may be used for particular tracts or parcels of land that are to be developed, according to a SPUD Narrative and a Development Plan Map and contains less than five (5) acres.

The SPUD is subject to review procedures by Planning Commission and adoption by City Council.

Statement of Purpose. It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of comprehensive plan of record. In addition the SPUD provides for the following:

Encourage efficient, innovative use of land in the placement and/or clustering of buildings in a development and protect the health, safety and welfare of the community.

Contribute to the revitalization and/or redevelopment of areas where decline of any type has occurred. Promote infill development that is compatible and harmonious with adjacent uses and would otherwise not be an area that could physically be redeveloped under conventional zoning.

Maintain consistency with the City's Zoning Ordinance, and other applicable plans, policies, standards and regulations on record.

Approval of a zone change to a SPUD adopts the Master Plan prepared by the applicant and reviewed as a part of the application. The SPUD establishes new and specific requirements for the amount and type of land use, residential densities, if appropriate, development regulations and location of specific elements of the development, such as open space and screening.

EXISTING ZONING: The subject property currently has two zoning designations. The north portion, 1027 S. Berry Rd. is zoned R-1, Single Family Dwelling District. This district allows mainly for single family dwelling units with some accessory uses. The south portion, 1035 S. Berry Rd., is zoned CO, Suburban Office Commercial District. This district allows for institutional and commercial activities that require separate buildings surrounded by landscaped yards and

open area near residential neighborhoods. Neither of these zoning districts allow for retail or restaurant uses.

ANALYSIS: The particulars of this SPUD include:

USE: The property may be utilized for any of the uses listed in Exhibit B. The applicant intends to build a commercial retail center on the property.

OPEN SPACE/LANDSCAPING: The SPUD Narrative states the impervious area for the property will not exceed 65% of the lot, which is the maximum allowed for residential developments. The City's commercial zoning districts do not have maximum coverage allowance. The applicant is proposing a 10' landscape buffer along the south, east, and west property lines and a 20' landscape buffer along the north property line. The applicant is also proposing to use low impact development techniques (LIDs) and best management practices (BMPs) to develop the site. These are shown on the Stormwater Enhancement Diagram, Exhibit D. The SPUD Narrative discusses tree preservation and states the applicant will plant two trees, minimum two-inch caliper, should any one mature tree need to be removed.

PARKING: The submitted site plan shows 55 parking spaces. With the recently proposed change in the parking requirements from "Required" to "Recommended," there may be no parking requirements for this site. If the proposed change is adopted by City Council, the site should provide adequate parking for the proposed facility.

SITE PLAN/ACCESS: The applicant is proposing a building to be situated on the southwest corner of the property. The building is proposed at a 25' setback from the west and south property lines and a 90' setback from the north property line. The east side of the building will follow a 45' setback. The parking for the development is along the north and east sides of the property. The dumpster is located on the southeast side of the property, just west of the proposed access point off W. Lindsey St. There are two proposed access points – one off W. Lindsey St. on the southeast side of the property and one off S. Berry Rd. on the northwest side of the property. The W. Lindsey St. access point will be a right-in, right-out, as shown on the site plan. A 5' sidewalk is required along S. Berry Rd. There is an existing sidewalk along W. Lindsey St.

SIGNAGE: The SPUD Narrative states that all signage will be in conformance with the City's Sign Code as is applicable for district regulations of commercial zoning.

FENCING: The SPUD Narrative states there will be a 6' wood privacy fence along the northern and eastern boundaries of the property.

HEIGHT: The SPUD Narrative states the height of the proposed building is restricted to one story.

LIGHTING: All exterior lighting will conform to the City of Norman Commercial Outdoor Lighting Standards, which require full cut-off fixtures and any light poles installed within 25' of a residential property line or public right-of-way may not exceed 20' in height. The Commercial Outdoor Lighting Standards state, all applications for building permits subject to this section which exceed 7,500 square feet of new construction in an Office category, or 5,000 square feet of new construction for all other categories of use within this section, and involve the installation of new outdoor lighting shall include a photometric plan with estimated footcandles at ten feet beyond all property boundaries that are adjacent or across the street from single or two-family residential zones or uses.

OTHER AGENCY COMMENTS:**PREDEVELOPMENT: PD21-23, June 24, 2021**

Neighbors fear this development will create commercial creep into the existing neighborhoods. They are also concerned about increased traffic. Please see the attached Predevelopment summary for all concerns and comments.

PUBLIC WORKS: The property is platted and all rights-of-way and easements have been dedicated. All public improvements are installed and accepted. Stormwater will continue to sheet flow to the south and west across the site as it has historically. Low Impact Development Techniques such as bioretention swales, rain gardens, flow through planters, and tree wells will be utilized to increase storm water infiltration and water quality.

TRAFFIC: Please see the Traffic Engineer's analysis of this proposal in the agenda packet.

CONCLUSION: Staff forwards this request and Ordinance No. O-2122-15 for the Planning Commission's consideration.

**1027 AND 1035 S. BERRY ROAD
NORMAN OK**

SIMPLE PLANNED UNIT DEVELOPMENT

APPLICANT:

SOONER TRADITIONS L.L.C.

APPLICATION FOR:

SIMPLE PLANNED UNIT DEVELOPMENT

Submitted August 2, 2021

Revised October 7, 2021

PREPARED BY:

RIEGER LAW GROUP PLLC
136 Thompson Drive
Norman, Oklahoma 73069

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- F. Traffic Circulation and Access
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- D. Traffic Access, Circulation, Sidewalks
- E. Landscaping/Tree Preservation
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- H. Fencing
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- A. Site Development Plan
- B. Allowable Uses
- C. Open Space Diagram
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I. **INTRODUCTION**

This Simple Planned Unit Development (the “**SPUD**”) is being submitted for the property located at the Northeast corner of the South Berry Road and West Lindsey Street intersection, which is commonly known as 1027 and 1035 S. Berry Road, Norman, OK (the “**Property**”). The Property consists of one platted lot that was subdivided through different zoning requests over time. This request seeks to return the zoning classification and use of the Property back to a one single platted lot. Currently, the south half of the Property is zoned CO, Suburban Office Commercial District, and the north half is zoned R-1, Single-Family Dwelling District. However, the properties on all three other corners of the Lindsey Street and Berry Road intersection are all NORMAN 2025 Planned Commercial, and zoned C-1 or C-2 Commercial districts. The Applicant seeks to develop a small-scale commercial center that incorporates C-1 Local Commercial District allowable uses as more particularly detailed on **Exhibit B**. In keeping with the intent and spirit of the City of Norman’s C-1 Zoning Ordinance, this request is intended to provide zoning for the conduct of uses that meet the regular needs and for the convenience of the people of adjacent residential areas.

II. **PROPERTY DESCRIPTIONS; EXISTING CONDITIONS**

A. **Location**

The Property is located at the Northeast corner of the South Berry Road and West Lindsey Street intersection, which is commonly known as 1027 and 1035 S. Berry Road, Norman, Oklahoma. The Berry Road and Lindsey Street intersection is a section line intersection featuring a combined daily traffic count (per ACOG) of almost 27,000 vehicles per day.

B. **Existing Land Use and Zoning**

The south half of the Property is currently zoned CO, Suburban Office Commercial District and the north half of the Property is zoned R-1, Single-Family Dwelling District. The south half of the Property is currently designated on NORMAN 2025 as Office and the north half of the Property is designated Low Density Residential. As noted above, all other corners of the Lindsey Street and Berry Road intersection are NORMAN 2025 Planned Commercial, and zoned C-1, Local Commercial or C-2, General Commercial.

C. **Elevation and Topography; Drainage**

The Property is developed with two older residential structures and gently slopes southwest. No portion of the Property is in the FEMA 100-year flood plain or the WQPZ. A drainage report has been conducted for the Property and provided to City Staff for review.

D. **Utility Services**

The necessary utility services for this project are already located on or near the Property as this is an already developed location.

E. Fire Protection Services

Fire protection services are as provided by the City of Norman Fire Department and per the City of Norman regulations for such. If required, fire hydrants will be installed on or near the Property in compliance with the applicable provisions of Norman's fire and building codes.

F. Traffic Circulation and Access

There are currently three access points on South Berry Road for the Property.

G. Fencing

The Property currently has no boundary fencing.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

The Property shall be developed as depicted on the Site Development Plan, attached hereto as **Exhibit A**. The exhibits attached hereto are incorporated herein by reference. The Property shall be developed in conformance with the Site Development Plan, subject to final design development and the changes allowed by Section 22.420.05(11) of the City of Norman's SPUD Ordinance, as may be amended from time to time.

A. Uses Permitted

It is the intent of this SPUD to allow the Property to incorporate in, and provide for, the allowable uses provided under the City of Norman's C-1, Local Commercial District. An exhaustive list of the allowable uses for the Property is attached hereto as **EXHIBIT B**.

B. Area Regulations

North Setback: There shall be a ninety (90') foot building setback from the North property line.

South Setback: There shall be a twenty-five (25') foot building setback from the South property line.

East Setback: There shall be a forty-five (45') foot building setback from the East property line.

West Setback. There shall be a twenty-five (25') foot building setback from the West property line.

The building setbacks enumerated herein shall be applicable to vertical habitable or occupiable structures.

C. Open space and green space

The development of the Property will feature open space and green space areas, as illustrated on the Open Space Diagram, attached hereto as **Exhibit C**. The impervious area for the Property shall not exceed 65%. There shall be a minimum ten (10') foot landscaping buffer along the South, East, and West property lines. There shall be a minimum twenty (20') foot landscape buffer along the North property line. Additionally, the Applicant will utilize low impact development techniques ("LIDs") and best management practices ("BMPs") in the development of the Property. Examples of potential LIDs and BMPs that may be utilized on the Property are indicated on the Stormwater Enhancement Diagram, attached hereto as **Exhibit D**. The locations and types of LIDs and BMPs are subject to modification during final site development.

D. Traffic access/circulation/sidewalks

There are currently three access points on South Berry Road for the Property, which as noted above is currently being used as if it were two separate lots. The Applicant proposes removing two of those access points, relocating one of them farther north, and providing a new access point on Lindsey Street. New sidewalks would be installed along Berry Road frontage. The access point from Lindsey Street shall be restricted access of right in, right out only. The Applicant has provided a Traffic Impact Analysis discussing the proposed development to City Staff.

E. Landscaping/Tree Preservation

Trees shall be preserved by the Applicant, when possible, to fit the proposed site plan. If the Applicant needs to remove a mature tree in order to facilitate the development of the Property per the site plan, the Applicant shall plant two (2) trees, minimum two-inch caliper, on the Property, in a location to be determined by the Applicant. Additionally, no trees located within the public right of ways, will be removed by the Applicant unless one or more of the following circumstances apply: (i) a tree needs to be removed or altered in order to comply with Norman's City Ordinances, as amended from time to time; (ii) a tree(s) needs to be removed to allow for installation of the new sidewalk and entry drive approaches, utility installation, bus stop changes, or other infrastructure modifications; or (iii) a tree is a dangerous tree or diseased or infected tree as defined in Article X of Chapter 10 of the City of Norman's Code of Ordinances, as amended from time to time.

F. Signage

Signage will comply with the City of Norman's commercial signage ordinances applicable to Norman's C-1, Local Commercial District, as may be amended from time to time.

G. Lighting

The Applicant shall meet the City of Norman's Commercial Outdoor Lighting Standards, as amended from time to time.

H. Fencing

The Property currently has no boundary fencing. The Property will feature a six (6') foot wood privacy boundary fence along the North and East boundaries of the Property, provided that the fence may commence at the South setback line on the East boundary of the Property.

I. Height

Height shall be restricted to no more than one (1) story for all building structures.

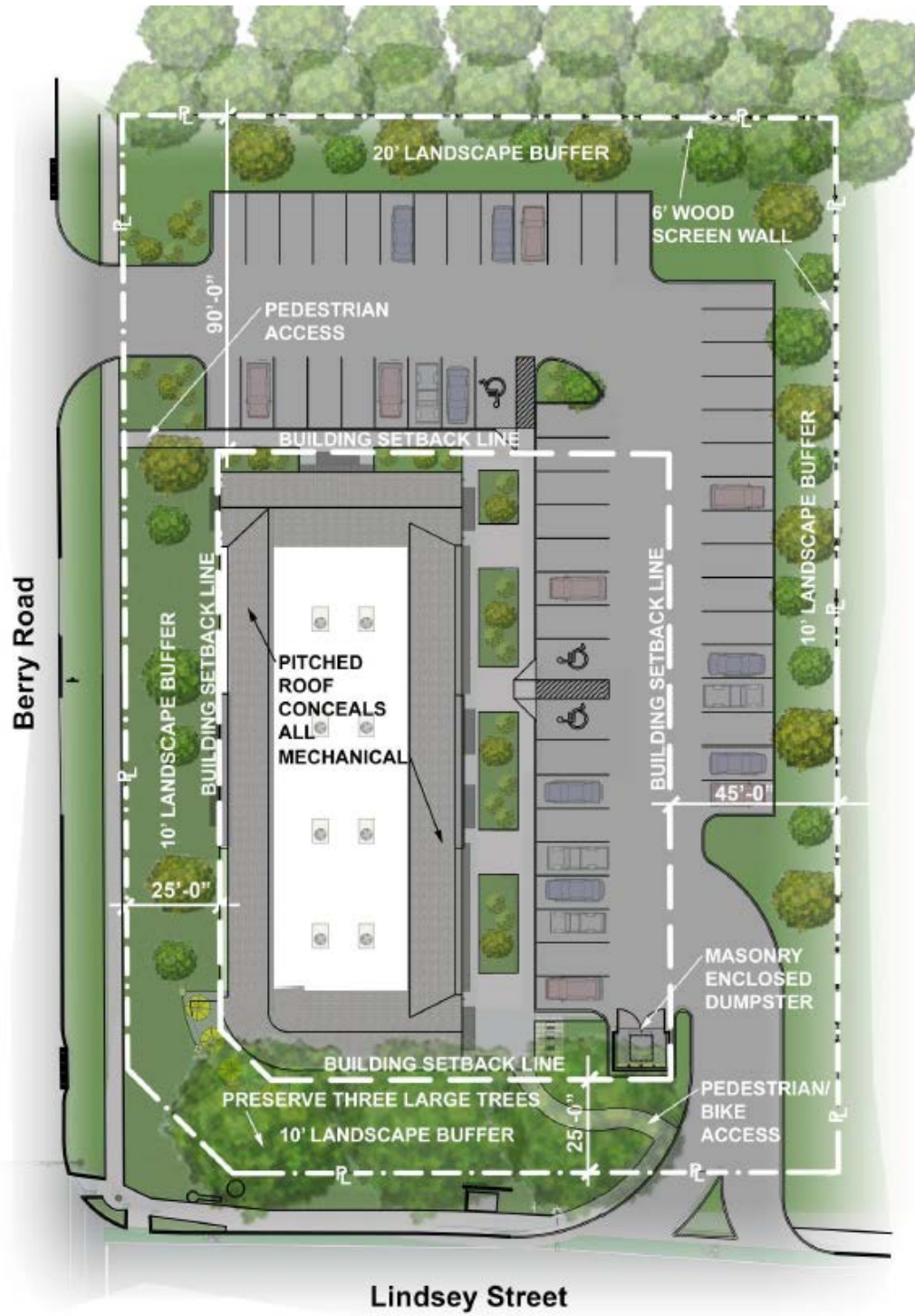
J. Parking

The Property shall comply with Norman's applicable parking ordinances, as amended from time to time. Additionally, bike racks will be provided on the Property to encourage and support multi-modal transportation to and from the development.

K. Exterior Materials

The exterior materials of the building to be constructed on the Property may be brick, glass, stone, synthetic stone, stucco, EIFS, masonry, metal accents, composition shingles, and any combination thereof.

EXHIBIT A
Site Development Plan



Preliminary Site Development Plan

EXHIBIT B

Allowable Uses

Commercial Uses:

(for purposes of familiarity, this list is based on the City of Norman's C-1, Local Commercial District. In the event of any ambiguity or conflict between the City of Norman's C-1, Local Commercial District Ordinance and this list, this list shall control)

- Apartment Hotel.
- Antique shop.
- Appliance Store.
- Art Gallery.
- Artist materials supply or studio.
- Assembly Halls of non-profit corporations.
- Automobile parking lots.
- Automobile supply store.
- Baby store.
- Bakery goods store.
- Bank.
- Barber shop, or beauty parlor.
- Book or stationery store.
- Camera shop.
- Candy store.
- Catering establishment.
- Child care establishment.
- Churches.
- Clothing or apparel store.
- Dairy products or ice cream store.
- Delicatessen store.
- Dress shop.
- Drug store or fountain.
- Dry Cleaning and/or Laundry Plant with no more than three (3) dry cleaning machines and/or Laundry Pick-up Station.
- Dry goods store.
- Fabric or notion store.
- Florist.
- Furniture Store.
- Gift Shop.
- Grocery or supermarket.
- Hardware store.
- Hotel or motel.
- Interior decorating store.
- Jewelry shop.

- Key shop.
- Leathergoods shop.
- Libraries.
- Medical Marijuana Dispensary, as allowed by state law.
- Museums.
- Music Conservatories.
- Messenger or telegraph service.
- Office business.
- Painting and decorating shop.
- Pet shop.
- Pharmacy.
- Photographer's studio.
- Radio and television sales and service.
- Restaurant. A restaurant may include live entertainment and/or a dance floor, (all such activity fully within an enclosed building) provided the kitchen remains open with full food service whenever live entertainment is offered.
- Retail spirits store.
- Self service laundry.
- Sewing machine sales.
- Sporting goods sales.
- Shoe store or repair shop.
- Tailor Shop.
- Trade schools and schools for vocational training.
- Theaters (excluding drive-in theaters), including one that sells alcoholic beverages in compliance with state law.
- Tier I Medical Marijuana Processor, as allowed by state law.
- Tier II Medical Marijuana Processor, as allowed by state law.
- Toy store.

EXHIBIT C

OPEN SPACE DIAGRAM



Open Space Diagram

EXHIBIT D

STORMWATER ENHANCEMENT DIAGRAM



Stormwater Enhancements



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: October 5, 2021

CONDUCTED BY: Jami L. Short, P.E.
City Traffic Engineer

PROJECT NAME: Sooner Traditions SPUD

PROJECT TYPE: Commercial SPUD

Owner: Sooner Traditions LLC & Hunter Miller Family, LLC

Developer's Representative: Rieger Law Group PLLC

Developer's Traffic Engineer: Traffic Engineering Consultants, Inc. (TEC)

SURROUNDING ENVIRONMENT (Streets, Developments)

The areas surrounding this site are generally commercial to the west and south and low density residential to the north and floodplain to the east. The development will connect to Berry Road to the west and Lindsey Street to the south.

ALLOWABLE ACCESS:

The access will be in accordance with Section 4018 of the City's Engineering Design Criteria.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

Berry Road: 2 lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No median.

Lindsey Street: Transitions from 2 lanes to 4 lanes with 2 bike lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No median, but median exists further west of Berry Road.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ☒ NO ☐

Proposed access for the development will comply with what is allowed in the subdivision regulations.

TRIP GENERATION

	Total	In	Out
Weekday	404	202	202
A.M. Peak Hour	10	6	4
P.M. Peak Hour	41	20	21

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☐ NO ☒

The development is proposed for location at the northeast corner of the intersection of Lindsey Street and Berry Road with an access drive to Berry Road to the west and an access drive to Lindsey Street to the south. Even though being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this SPUD due to the concerns expressed by nearby residents that this development will have on traffic volumes on Berry Road and Lindsey Street. The traffic data was obtained in September of 2021 when schools were in session. The impact from the development to the delay at the signalized intersection of Berry Road and Lindsey Street is anticipated to be 4 to 6 seconds. Queuing at the signal during the PM peak hour is expected to extend to the development's proposed access driveways on Berry Road north of the signal and on Lindsey Street east of the signal. However queuing from the development will not impact the through movements on either Berry Road or Lindsey Street, as the queuing will be contained within the development. No traffic operational issues are anticipated during the AM peak hour or throughout the remainder of the day.

RECOMMENDATION: APPROVAL ☒ DENIAL ☐ N/A ☐ **STIPULATIONS** ☐

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The proposed development will access Berry Road from the east by the proposed access drive located approximately 255 feet north of Lindsey Street and will access Lindsey Street from the north by the proposed access driveway located approximately 180 feet east of Berry Road. The proposed driveway on Lindsey Street will be designed for right turns in and right turns out only. Such a design will impact the current bus stop on Lindsey Street just east of Berry Road. The developer is willing to relocate this existing bus stop to just west of its current location. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated.



TEC

REVISED TRAFFIC IMPACT ANALYSIS

**Sooner Traditions Development
Lindsey Street and Berry Road
Norman, Oklahoma**

**Prepared for:
Shops at Berry, LLC.
October 2021**

**Prepared by:
Traffic Engineering Consultants, Inc.**



**B.J. Hawkins, P.E., PTOE
Oklahoma P.E. # 25164
CA # 1160**

10 / 4 / 2021

Date

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1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained by Shops at Berry, LLC. to conduct a traffic impact analysis (TIA) for a proposed commercial development to be constructed in Norman, Oklahoma. The study was requested to determine the effects the proposed development would have on the adjacent street system, to review the available access to the development, and to provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the development.

2.0 BACKGROUND

2.1 PROPOSED DEVELOPMENT

The site of the proposed development is located north of Lindsey Street and east of Berry Road as shown in **Figure 1**. The proposed development would be an approximate 10,700 square foot retail strip center. Access to the new development, as shown in **Figure 2**, is proposed via one full-access driveway on Berry Road and one right-in/right-out driveway on Lindsey Street. To properly design the proposed right-in/right-out driveway on Lindsey Street, the developer is willing to relocate the existing bus stop just to the west of its current location. The developer will coordinate with the City of Norman to determine the proper relocation of the bus stop.

2.2 EXISTING ROADWAY NETWORK

Lindsey Street is a four-lane divided east/west principal urban arterial west of Berry Road and a two-lane minor urban arterial east of Berry Road. It has a posted speed limit of 30 mph and carries an approximate average daily traffic (ADT) of 22,300 vehicles per day (vpd) west of Berry Road and a posted speed limit of 25 mph and carried an approximate ADT of 20,300 vpd east of Berry Road. Berry Road is a two-lane north/south minor urban arterial. It has a posted speed limit of 30 mph and carries an approximate ADT of 8,400 vpd north of Lindsey Street and 5,200 vpd south of Lindsey Street.

The intersection of Lindsey Street and Berry Road is a signalized intersection with protected/permissive "flashing yellow arrow" left turn movements on each approach and an eastbound right turn lane with a protected overlap.



FIGURE 1. Project Location Map
Lindsey Street and Berry Road
Norman, Oklahoma

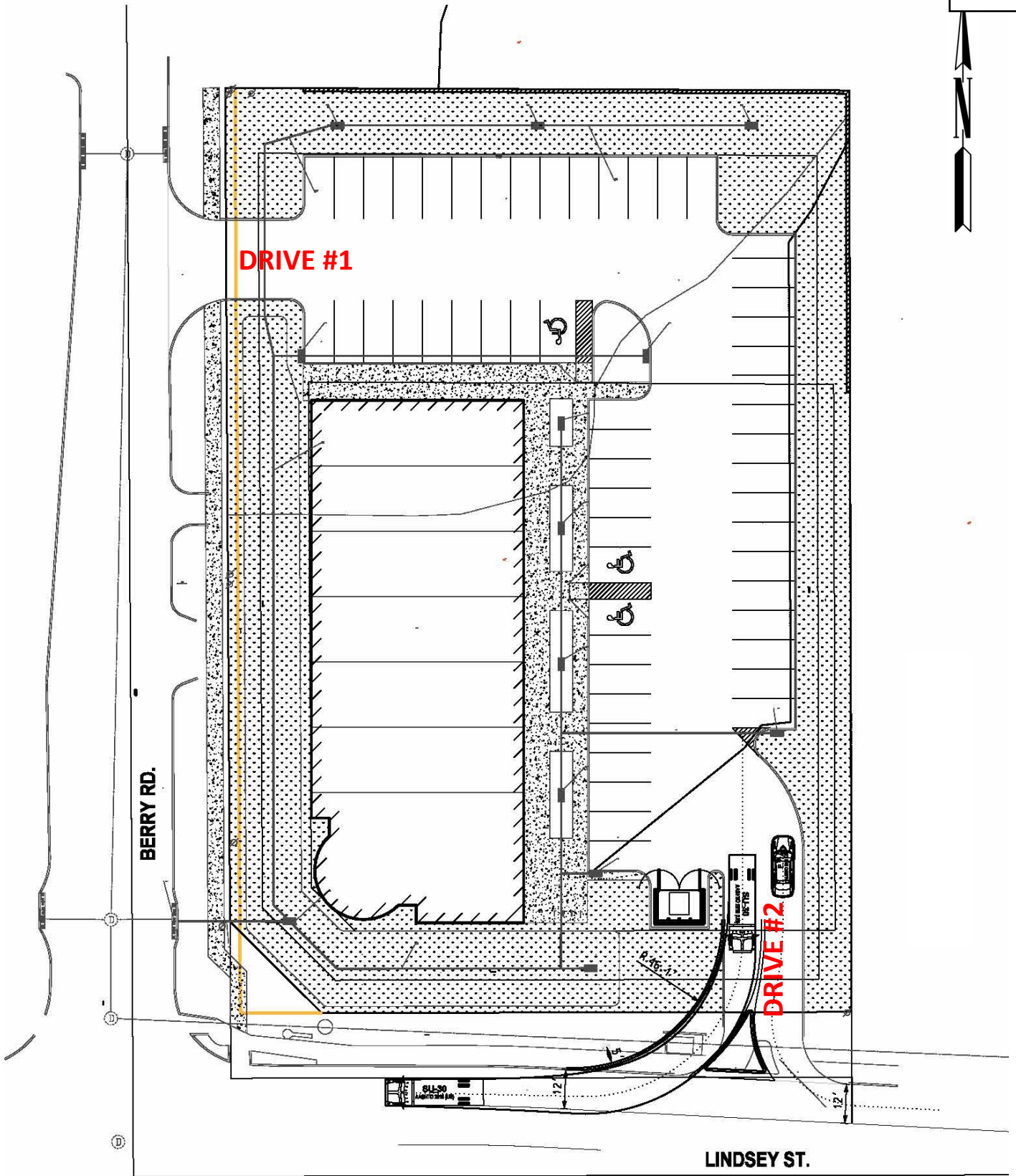


FIGURE 2. Proposed Site Plan

3.0 TRAFFIC DATA

3.1 EXISTING TRAFFIC

Existing traffic volume data was collected adjacent to the proposed development in September of 2021 when school was in session. Twenty-four hour turning movement volumes were collected at the intersection of Lindsey Street and Berry Road which was utilized to determine the peak hour turning movement volumes as well as daily bi-directional traffic volumes on each approach of the intersection. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday peak periods would represent a “worst-case scenario” with regards to traffic impact on the surrounding roadway network. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day and week. The 2021 existing traffic is summarized in **Figure 3** and detailed printouts of all the traffic count data are included in the appendix.

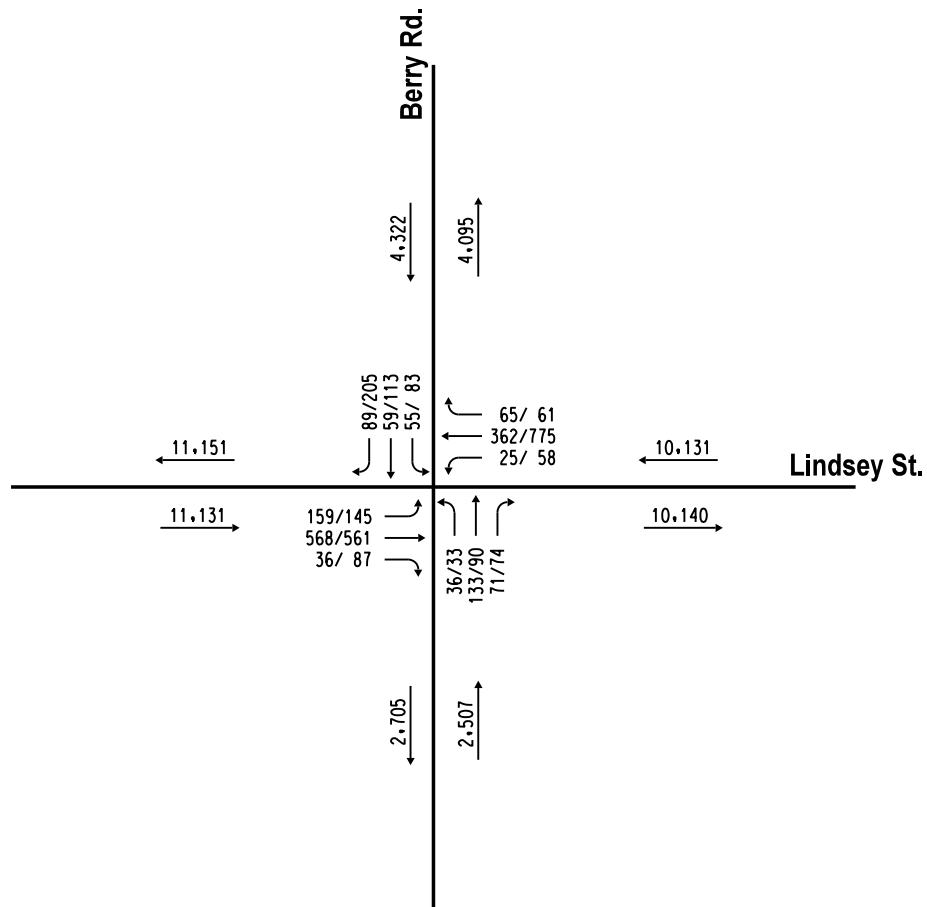
3.2 FUTURE BACKGROUND TRAFFIC

The 2021 existing traffic volumes were utilized to determine the background traffic for 2023. The 2023 year was selected as a future design year the development is estimated to be completed. The background traffic was determined for the 2023 future design year by applying an average annual growth rate of 2.5% to the 2021 existing traffic volumes. The annual growth rate was provided by the City of Norman staff and represents the assumed traffic growth in addition to the projected development traffic. The 2023 future background traffic is summarized in **Figure 4**.

4.0 DEVELOPMENT TRAFFIC

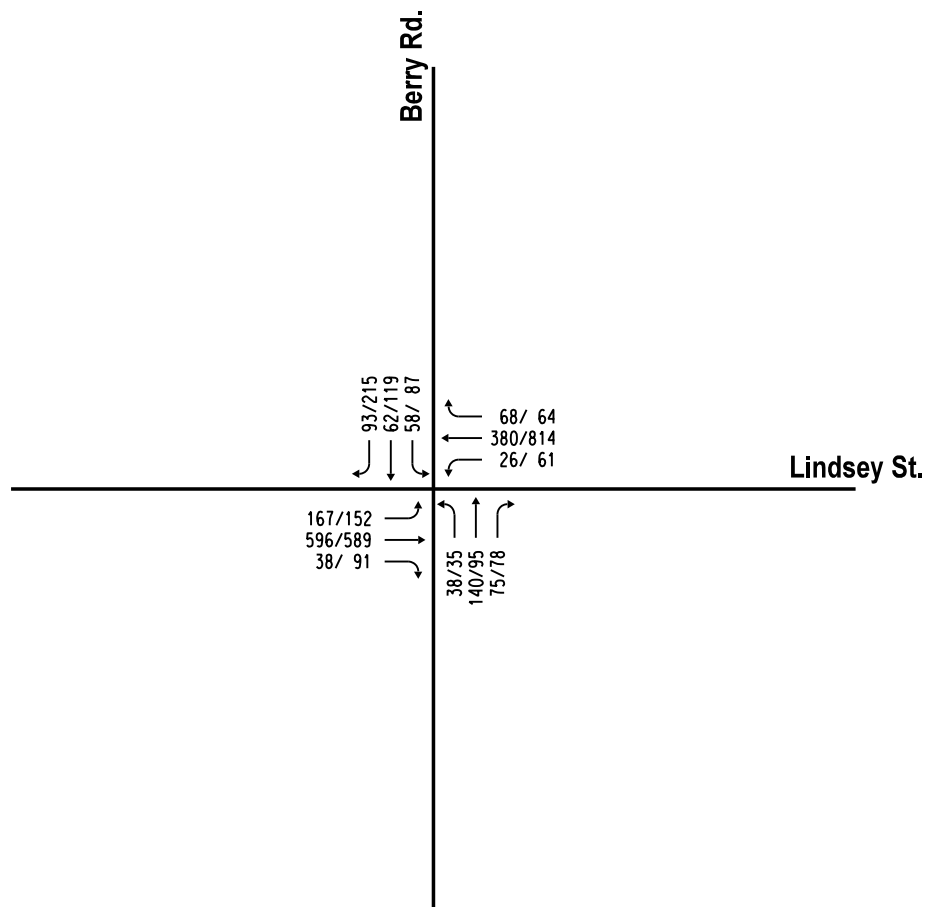
4.1 PROPOSED DEVELOPMENT TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.



LEGEND	
xxx/xxx	P.M. PEAK HOUR
xxx/xxx	A.M. PEAK HOUR
xxxx	= 24 HOUR VOL

FIGURE 3. 2021 Existing Traffic



LEGEND	
xxx/xxx	P.M. PEAK HOUR
xxx/xxx	A.M. PEAK HOUR

FIGURE 4. 2023 Future Background Traffic

Available information was utilized regarding the anticipated land use to determine the site generated traffic. The *Shopping Center* land use category was selected to determine the trip generation for the proposed development. The exact tenant(s) for the retail strip center is currently unknown. For the purpose of this analysis, the *Shopping Center* land use category was selected to represent the retail property and encompasses a wide variety of land uses including retail, restaurants, office, and more and will appropriately represent any possible retail businesses which may develop on that property. The resulting traffic volumes projected to be generated by the proposed development once fully constructed and occupied are indicated in **Table 1**.

TABLE 1
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Average Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Trip Rate* Shopping Center	820	(sf) 10,700	37.75 404	0.94 10	3.81 41	0.62	0.38	6	4	0.48	0.52	20	21

* Trip Rates from "TRIP GENERATION MANUAL", 10th Ed., Volume 2: Data, Institute of Transportation Engineers.

The proposed development would be expected to generate 404 vehicle trips per day with 6 entering and 4 exiting vehicles during the a.m. peak hour and 20 entering and 21 exiting vehicles during the p.m. peak hour.

4.2 DISTRIBUTION OF PROPOSED DEVELOPMENT TRAFFIC

The traffic expected to be generated by the proposed development was then distributed among the point of access and surrounding roadway network for the a.m. and p.m. peak hours. The distribution of the proposed development traffic was based on anticipated usage of the site and traffic patterns in the area which were obtained from the traffic data that was collected for this study. The directional distribution of the site generated traffic for the adjacent future development is expected to be:

- 39% to/from Lindsey Street west of the development
- 35% to/from Lindsey Street east of the development
- 16% to/from Berry Road north of the development
- 11% to/from Berry Road south of the development

The traffic expected to be generated from the proposed development is summarized in **Figure 5**.

4.3 PROJECTED COMBINED TRAFFIC

The proposed development traffic was then added to the future background traffic for the 2023 design year. The 2023 projected combined traffic (2023 future background traffic + proposed development traffic) for each access point to the proposed development as well as the surrounding roadway network are summarized in **Figure 6**.

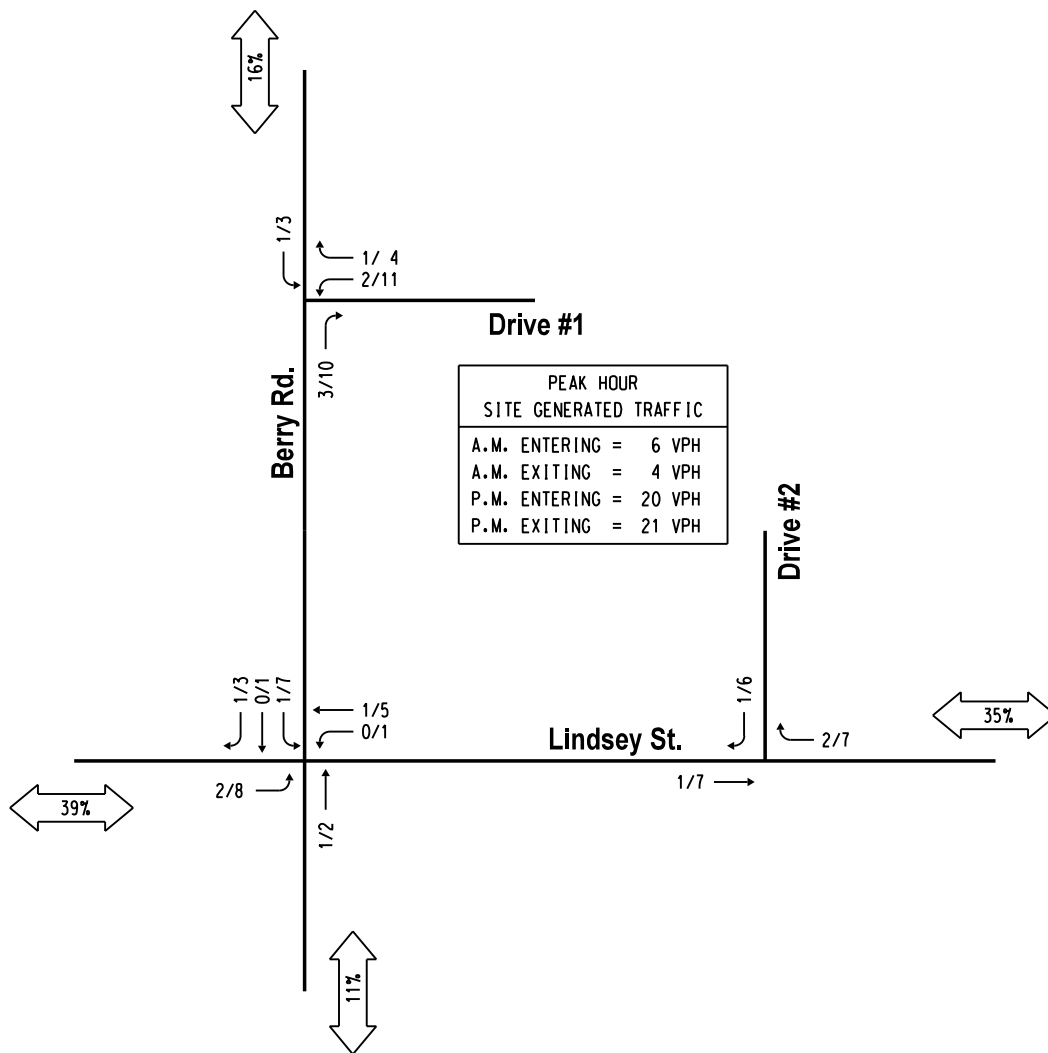
5.0 CAPACITY ANALYSIS

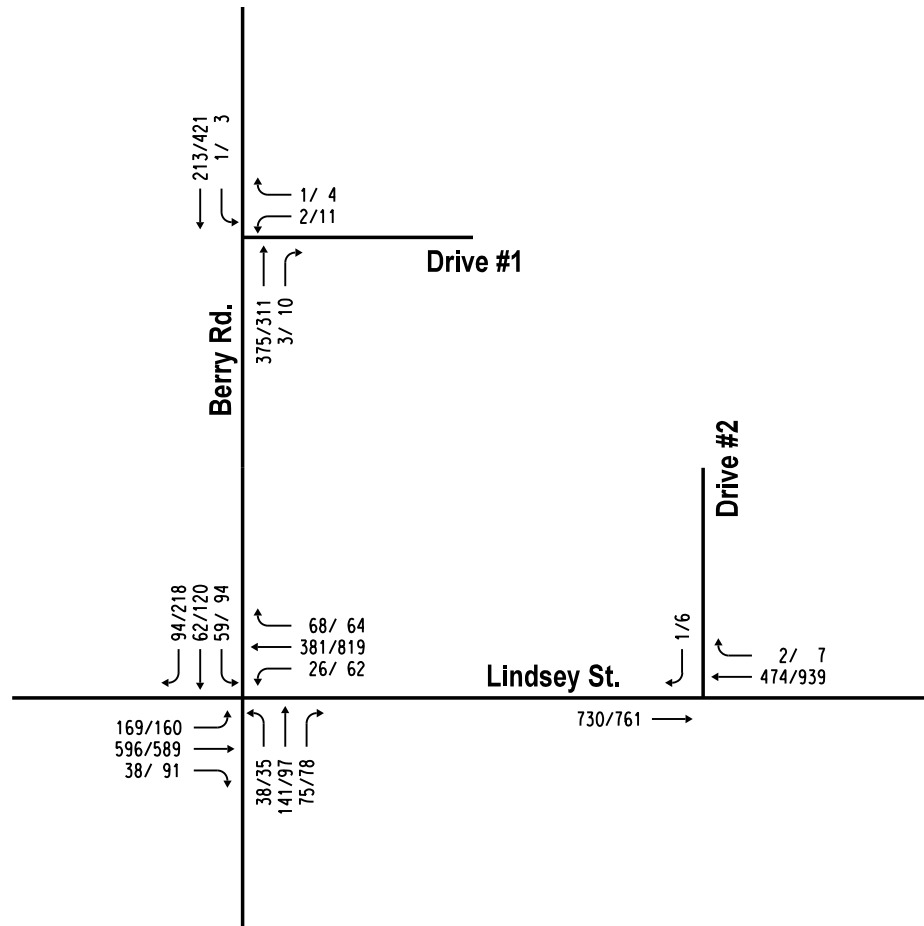
5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 11*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual*. The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council, Washington, D.C. The information has been widely accepted throughout the U.S. as a guide for defining and solving transportation challenges. The information is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is





LEGEND	
XXX/XXX	P.M. PEAK HOUR
XXX/XXX	A.M. PEAK HOUR

FIGURE 6. 2023 Projected Combined Traffic

directly related to the control delay value. The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. The level-of-service criteria are summarized in **Table 2**. For purposes of this report an overall intersection level-of-service “D” or better and a critical approach (approach with the lowest level-of-service) level-of-service “E” or better was considered an acceptable level-of-service.

TABLE 2
Level-of-Service Criteria

Level of Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤10	≤10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

5.2 SCENARIOS

Capacity analyses were conducted for the a.m. and p.m. peak hours at each access point to the proposed development as well as the study intersection of Lindsey Street and Berry Road. The intersections were analyzed and reviewed under the 2021 existing traffic, 2023 future background traffic, and 2023 projected combined traffic. The existing traffic signal timing parameters were obtained from the City of Norman and utilized in the analyses to accurately model existing conditions. The results of the capacity analyses conducted are summarized in **Table 3** and the raw data sheets have been included in the appendix.

TABLE 3
Intersection Capacity Analysis Results

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Critical Approach			Intersection		Critical Approach			Intersection	
		Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing Traffic											
Lindsey Street and Berry Road	Signalized	NB	54.4	D	43.8	D	SB	67.9	E	42.4	D
2023 Future Background Traffic											
Lindsey Street and Berry Road	Signalized	EB	60.8	E	47.7	D	SB	72.9	E	45.8	D
2023 Projected Combined Traffic											
Lindsey Street and Berry Road	Signalized	EB	60.8	E	47.7	D	SB	74.7	E	46.9	D
Berry Road and Drive #1	Unsignalized/WB Stop	WB	12.4	B	0.1	A	WB	14.3	B	0.3	A
Lindsey Street and Drive #2	Unsignalized/SB Stop	SB	11.5	B	0.0	A	SB	17.9	C	0.1	A

5.2.1 2021 EXISTING TRAFFIC

The analyses conducted under the 2021 existing traffic indicated that the critical approach at the intersection of Lindsey Street and Berry Road currently operates at level-of-service “D” during the a.m. peak hour and level-of-service “E” during the p.m. peak hour. The intersection currently operates at an overall level-of-service “D” during the peak hours.

5.2.2 2023 FUTURE BACKGROUND TRAFFIC

Under the 2023 future background traffic, the intersection would be expected to continue operating at acceptable levels-of-service during the peak hours.

5.2.3 2023 PROJECTED COMBINED TRAFFIC

Once the proposed development traffic was added to the 2023 future background traffic, the intersection and each development drive would be expected to operate at acceptable levels-of-service during the peak hours and throughout the remainder of the day and week.

6.0 DRIVEWAY SPACING

In accordance with *“City of Norman Engineering Criteria for Streets, Storm Drainage, Waterlines and Sanitary Sewers”, July 11, 2006* the following types of driveway criteria were evaluated:

- 1) Minimum spacing requirements for driveways along arterial roadways.
- 2) Corner clearance for driveways next to public road intersections

6.1 MINIMUM SPACING

According to the above-mentioned publication, the minimum spacing requirements for a driveway along an arterial roadway is based on the amount of traffic the development is expected to generate and the posted speed limit on the adjacent roadway which the driveways intersect. The proposed development is considered a small generator (0 to 100 peak hour trips) and Lindsey Street and Berry Road both have

posted speed limits less than 40 mph. Based on these criteria, the minimum spacing between driveways is 220 feet centerline to centerline.

Drive #1 on Berry Road has three private residential driveways within 220 feet. One driveway is the secondary access to the rear of a single-family residence and the other two driveways form a circular drive for one single-family residence. Drive #2 on Lindsey Street has two driveways spaced within 220 feet. One of the driveways is an exit-only driveway for Penny Hill Deli and the other driveway accesses a single-family residence. Due to the specific types of the existing driveways, traffic operational issues would not be anticipated as a result of the close driveway spacing.

6.2 CORNER CLEARANCE

According to the above-mentioned publication, the corner clearance for a driveway next to a public road intersection is based on the posted speed limit of the adjacent street which the driveway intersects and the traffic control at the intersection. The intersection of Lindsey Street and Berry Road is signalized and the posted speed limit on Lindsey Street and Berry Road is less than 40 miles per hour. Based on these criteria, the minimum required corner clearance from the edge of pavement of the intersecting street to the centerline of driveway 175 feet on Lindsey Street and Berry Road.

The centerline of Drive #1 on Berry Road is proposed to be constructed approximately 255 feet north of the edge of road of Lindsey Street. The centerline of Drive #2 on Lindsey Street is proposed to be constructed approximately 180 feet east of the edge of road of Berry Road. Therefore, both development driveways satisfy the City's minimum corner clearance requirement.

7.0 QUEUING ANALYSIS

Development Drive #1 is proposed to be located approximately 240 feet north of the southbound stop bar and development Drive #2 is proposed to be located approximately 160 feet east of the westbound stop bar at the intersection of Lindsey Street and Berry Road. The southbound and westbound queue lengths at the intersection of Lindsey Street and Berry Road were evaluated to determine the 95th percentile queue length to determine if the through traffic on Lindsey Street and Berry Road would queue beyond the development driveways. The 95th percentile queue is defined as the queue length of vehicles

which has only a five percent probability of being exceeded during the analysis periods and is commonly used to determine the appropriate storage length for turn lanes. The queuing analyses were conducted in Synchro SimTraffic and the results were based on the average of five sixty-minute traffic models. The results of the queuing analyses have been included in the appendix.

The queuing analysis of the southbound approach indicated the 95th percentile queue length would be 223 feet during the a.m. peak hour and 274 feet during the p.m. peak hour under the 2023 projected combined traffic scenario. Based on the results of the analyses, the southbound movement on Berry Road would not be expected to queue to or beyond Drive #1 except for a brief period during the p.m. peak hour. Drive #1 would not impact traffic operations of the through traffic on Berry Road, but the southbound queuing may increase vehicular delay of left turning vehicles exiting Drive #1 during the p.m. peak hour. The additional vehicular queuing would be contained within the development. There would be no traffic operational issues during the a.m. peak hour or throughout the remainder of the day and week.

The queuing analysis of the westbound approach indicated the 95th percentile queue length would be 156 feet during the a.m. peak hour and 178 feet during the p.m. peak hour. Based on the results of the analyses, the westbound movement on Lindsey Street would not be expected to queue to or beyond Drive #2 except for a brief period during the p.m. peak hour. Drive #2 would not impact traffic operations of the through traffic on Lindsey Street, but the westbound queuing may increase vehicular delay of right turning vehicles exiting Drive #2 during the p.m. peak hour. The additional vehicular queuing would be contained within the development. There would be no traffic operational issues during the a.m. peak hour or throughout the remainder of the day and week.

8.0 CONCLUSIONS

8.1 SUMMARY

TEC was requested to conduct a traffic impact analysis on a proposed commercial development in Norman, Oklahoma. Existing traffic volume data was collected adjacent to the proposed development. The existing traffic was utilized to determine the background traffic for 2023 by applying an average annual growth rate of 2.5% to the 2021 existing traffic volumes. The 2023 design period was selected as

the year the development is projected to be completed. The proposed development traffic was then determined and added to the 2023 future background traffic for conducting the reviews and analyses.

The analyses conducted under the 2021 existing traffic and 2023 future background traffic indicated that the intersection of Lindsey Street and Berry Road currently operates and would be expected to continue operating at acceptable levels-of-service during the a.m. and p.m. peak hours. Once the proposed development traffic was added to the 2023 future background traffic, each study intersection and the development driveway would be expected to continue operating at an acceptable level-of-service during the peak hours and throughout the remainder of the day and week.

8.2 RECOMMENDATIONS

The small amount of traffic projected to be generated by the development would have minimal effects on the surrounding roadway network. The analyses indicate the additional development traffic would not increase vehicle delay during the a.m. peak hour, when retail shops are typically closed, and would only increase vehicle delay by less than two seconds during the p.m. peak hour. Based on the results of the analyses conducted, no traffic control or geometric roadway improvements are necessary as a result of the proposed development for traffic to operate at an acceptable level-of-service through 2023 when the proposed development is estimated to be completed.

APPENDIX

TRAFFIC DATA

Lindsey St. & Berry Rd. - TMC

Wed Sep 1, 2021

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 868249, Location: 35.203926, -97.459005



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-09-01 12:00AM	2	5	3	0	10	0	13	2	0	15	1	4	3	0	8	5	24	0	0	29	62
12:15AM	2	1	0	0	3	3	21	3	0	27	3	0	2	0	5	2	27	2	0	31	66
12:30AM	2	3	0	0	5	0	17	0	0	17	1	2	0	0	3	2	28	0	0	30	55
12:45AM	0	1	3	0	4	0	12	2	0	14	0	0	1	0	1	5	20	1	0	26	45
Hourly Total	6	10	6	0	22	3	63	7	0	73	5	6	6	0	17	14	99	3	0	116	228
1:00AM	1	2	1	0	4	0	8	0	0	8	0	1	1	0	2	2	10	0	0	12	26
1:15AM	1	0	2	0	3	0	13	1	0	14	0	0	0	0	0	1	13	0	0	14	31
1:30AM	0	0	1	0	1	1	8	0	0	9	0	0	2	0	2	1	12	0	0	13	25
1:45AM	1	3	0	0	4	0	10	0	0	10	1	0	0	0	1	0	5	1	0	6	21
Hourly Total	3	5	4	0	12	1	39	1	0	41	1	1	3	0	5	4	40	1	0	45	103
2:00AM	0	2	3	0	5	0	4	0	0	4	0	1	0	0	1	4	9	0	0	13	23
2:15AM	0	0	2	0	2	0	6	3	0	9	0	0	0	0	0	1	9	1	0	11	22
2:30AM	0	1	3	0	4	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	16
2:45AM	0	0	2	0	2	0	3	2	0	5	0	0	0	0	0	0	4	2	0	6	13
Hourly Total	0	3	10	0	13	0	17	5	0	22	0	1	0	0	1	6	29	3	0	38	74
3:00AM	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	1	5	0	0	6	15
3:15AM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	2	0	0	2	13
3:30AM	0	1	1	0	2	0	4	0	0	4	1	1	0	0	2	0	3	0	0	3	11
3:45AM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	1	6	0	0	7	13
Hourly Total	1	2	4	0	7	0	23	1	0	24	1	1	1	0	3	2	16	0	0	18	52
4:00AM	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	14
4:15AM	1	0	2	0	3	1	12	0	0	13	0	1	1	0	2	0	10	0	0	10	28
4:30AM	4	0	1	0	5	0	10	0	0	10	0	0	5	0	5	0	9	0	0	9	29
4:45AM	1	1	3	0	5	0	16	2	0	18	0	0	2	0	2	0	7	0	0	7	32
Hourly Total	7	1	6	0	14	1	45	2	0	48	0	1	9	0	10	0	31	0	0	31	103
5:00AM	1	0	1	0	2	0	15	0	0	15	0	0	2	0	2	2	11	1	0	14	33
5:15AM	4	1	0	0	5	0	13	2	0	15	0	2	2	0	4	2	25	0	0	27	51
5:30AM	3	0	3	0	6	0	24	2	0	26	3	3	1	0	7	4	25	0	0	29	68
5:45AM	5	2	5	0	12	0	38	4	0	42	3	2	0	0	5	4	26	1	0	31	90
Hourly Total	13	3	9	0	25	0	90	8	0	98	6	7	5	0	18	12	87	2	0	101	242
6:00AM	3	2	5	0	10	0	32	3	0	35	2	5	4	0	11	6	30	2	0	38	94
6:15AM	3	2	3	0	8	0	44	1	0	45	1	6	5	0	12	2	36	2	0	40	105
6:30AM	5	3	4	0	12	3	67	3	0	73	3	10	0	0	13	5	31	5	0	41	139
6:45AM	9	4	14	0	27	2	75	5	0	82	5	16	2	0	23	16	67	3	0	86	218
Hourly Total	20	11	26	0	57	5	218	12	0	235	11	37	11	0	59	29	164	12	0	205	556
7:00AM	9	3	11	0	23	2	85	13	0	100	11	20	6	0	37	18	65	6	0	89	249
7:15AM	5	14	13	0	32	1	86	10	0	97	6	24	8	0	38	31	73	3	1	108	275
7:30AM	22	11	35	1	69	5	118	18	0	141	12	23	5	0	40	40	115	9	0	164	62

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Item 3.
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
7:45AM	21	14	24	2	61	6	87	16	0	109	9	26	17	0	52	52	152	6	0	210	432
Hourly Total	57	42	83	3	185	14	376	57	0	447	38	93	36	0	167	141	405	24	1	571	1370
8:00AM	10	11	19	1	41	5	119	18	0	142	9	29	21	0	59	32	124	11	0	167	409
8:15AM	11	13	22	1	47	6	74	12	0	92	9	34	11	0	54	33	145	10	0	188	381
8:30AM	13	21	24	0	58	8	82	19	0	109	9	44	22	0	75	42	147	9	0	198	440
8:45AM	29	30	33	0	92	5	91	12	0	108	4	41	13	0	58	32	117	11	0	160	418
Hourly Total	63	75	98	2	238	24	366	61	0	451	31	148	67	0	246	139	533	41	0	713	1648
9:00AM	16	10	30	0	56	3	69	10	0	82	9	25	17	0	51	31	148	7	0	186	375
9:15AM	11	10	26	0	47	3	105	19	0	127	7	19	16	0	42	28	94	4	0	126	342
9:30AM	7	9	27	0	43	6	128	14	0	148	4	12	9	0	25	30	105	7	0	142	358
9:45AM	13	21	30	0	64	6	93	11	0	110	4	18	8	0	30	31	114	10	0	155	359
Hourly Total	47	50	113	0	210	18	395	54	0	467	24	74	50	0	148	120	461	28	0	609	1434
10:00AM	11	9	20	0	40	7	93	18	0	118	5	13	12	0	30	44	116	4	0	164	352
10:15AM	13	9	30	0	52	12	91	14	0	117	8	21	10	0	39	28	106	11	0	145	353
10:30AM	16	23	24	0	63	10	133	19	0	162	5	16	6	0	27	29	97	12	0	138	390
10:45AM	12	17	23	1	53	4	115	14	1	134	6	19	12	0	37	29	96	7	0	132	356
Hourly Total	52	58	97	1	208	33	432	65	1	531	24	69	40	0	133	130	415	34	0	579	1451
11:00AM	22	19	24	1	66	3	101	11	0	115	5	17	10	0	32	24	114	10	0	148	361
11:15AM	10	11	30	0	51	8	106	12	0	126	7	22	12	0	41	39	102	15	0	156	374
11:30AM	19	32	27	0	78	9	148	13	0	170	20	25	7	0	52	35	105	16	0	156	456
11:45AM	19	19	41	1	80	8	145	21	0	174	11	25	10	0	46	41	102	17	0	160	460
Hourly Total	70	81	122	2	275	28	500	57	0	585	43	89	39	0	171	139	423	58	0	620	1651
12:00PM	15	26	54	0	95	10	142	16	0	168	10	21	18	0	49	39	134	19	0	192	504
12:15PM	16	18	37	0	71	9	125	9	0	143	11	18	16	0	45	43	145	21	0	209	468
12:30PM	17	25	40	0	82	14	178	16	0	208	9	21	19	0	49	53	124	24	0	201	540
12:45PM	23	22	40	0	85	11	123	17	0	151	8	20	19	0	47	45	140	18	0	203	486
Hourly Total	71	91	171	0	333	44	568	58	0	670	38	80	72	0	190	180	543	82	0	805	1998
1:00PM	29	22	44	0	95	0	101	13	1	115	7	17	7	0	31	44	140	7	0	191	432
1:15PM	21	17	45	0	83	11	121	23	0	155	8	15	17	0	40	31	109	13	0	153	431
1:30PM	6	27	38	0	71	12	177	19	1	209	13	11	12	0	36	26	110	13	0	149	465
1:45PM	17	17	32	0	66	7	175	19	0	201	7	14	10	0	31	38	128	12	0	178	476
Hourly Total	73	83	159	0	315	30	574	74	2	680	35	57	46	0	138	139	487	45	0	671	1804
2:00PM	14	18	31	1	64	7	113	12	1	133	10	12	8	0	30	26	115	14	0	155	382
2:15PM	18	27	29	0	74	7	126	16	1	150	8	15	11	0	34	44	125	16	0	185	443
2:30PM	18	24	44	0	86	11	150	14	1	176	9	17	13	0	39	43	129	13	0	185	486
2:45PM	19	25	46	0	90	8	179	16	0	203	10	22	16	0	48	30	118	16	0	164	505
Hourly Total	69	94	150	1	314	33	568	58	3	662	37	66	48	0	151	143	487	59	0	689	1816
3:00PM	26	30	49	0	105	15	202	17	1	235	4	13	8	0	25	30	108	9	0	147	512
3:15PM	15	27	36	0	78	13	164	15	0	192	11	19	4	0	34	27	138	12	0	177	481
3:30PM	12	21	44	1	78	14	165	17	0	196	16	26	15	0	57	35	124	16	0	175	506
3:45PM	31	18	30	1	80	11	157	22	0	190	13	30	14	0	57	40	139	16	0	195	522
Hourly Total	84	96	159	2	341	53	688	71	1	813	44	88	41	0	173	132	509	53	0	694	2021
4:00PM	31	37	31	0	99	7	148	18	0	173	5	24	18	0	47	32	132	20	0	184	503
4:15PM	23	37	57	1	118	18	142	8	1	169	4	15	16	0	35	34	130	14	0	178	500
4:30PM	22	26	53	0	101	12	196	18	0	226	11	23	12	0	46	33	140	26	0	199	500

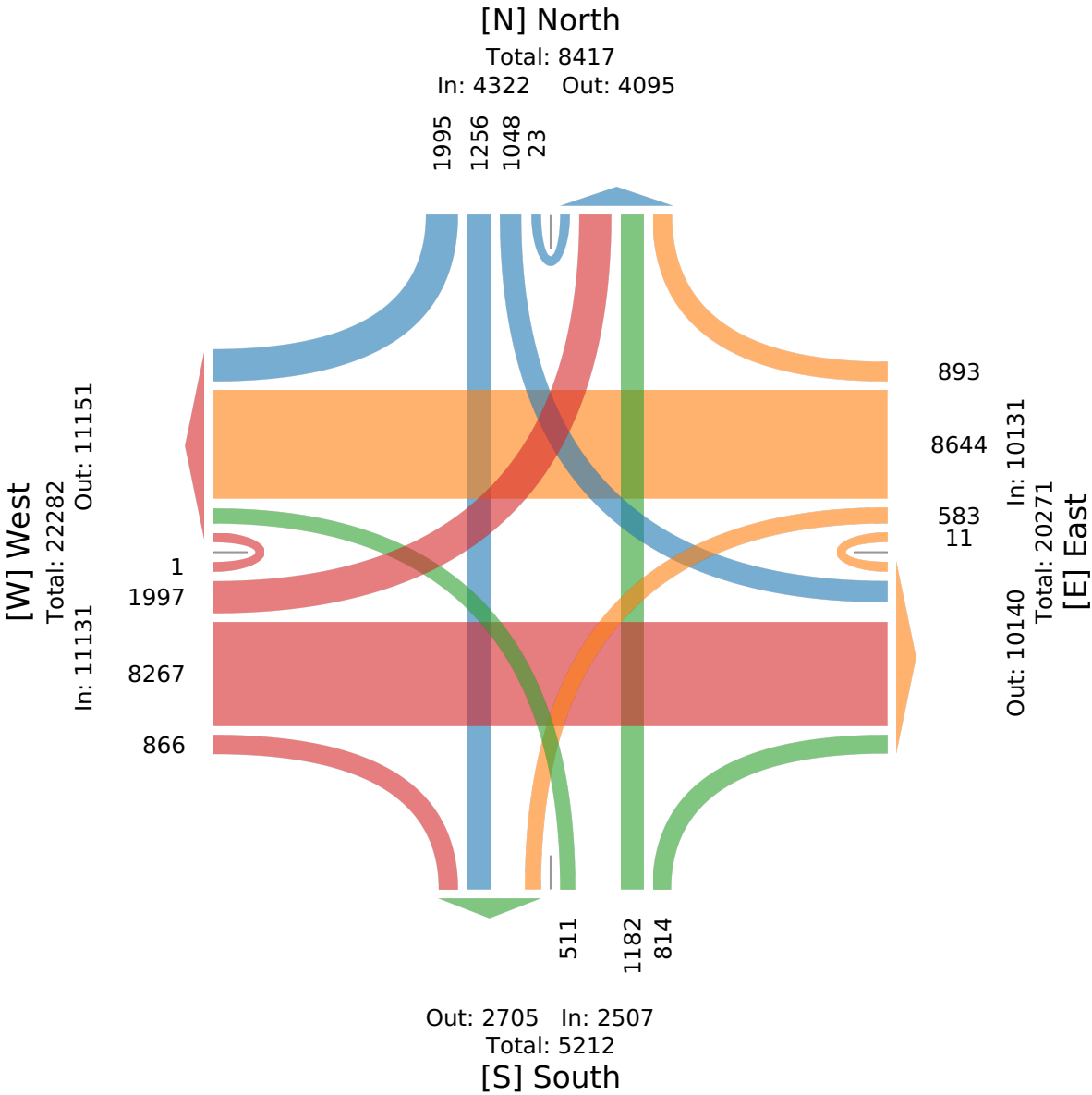
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Item 3.
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
4:45PM	20	28	60	0	108	23	188	13	1	225	9	28	22	0	59	37	136	23	0	196	588
Hourly Total	96	128	201	1	426	60	674	57	2	793	29	90	68	0	187	136	538	83	0	757	2163
5:00PM	23	33	40	3	99	11	200	20	0	231	6	19	24	0	49	43	134	17	0	194	573
5:15PM	18	26	52	0	96	12	191	10	0	213	7	20	16	0	43	32	151	21	0	204	556
5:30PM	27	31	32	1	91	16	191	7	0	214	10	16	15	0	41	31	147	27	0	205	551
5:45PM	9	36	40	0	85	13	166	11	1	191	4	24	20	0	48	38	147	21	0	206	530
Hourly Total	77	126	164	4	371	52	748	48	1	849	27	79	75	0	181	144	579	86	0	809	2210
6:00PM	11	17	40	2	70	23	185	20	0	228	10	16	21	0	47	35	133	27	0	195	540
6:15PM	15	32	34	1	82	10	143	12	0	165	14	17	19	0	50	21	152	23	0	196	493
6:30PM	10	27	25	1	63	10	137	18	0	165	5	9	8	0	22	34	137	20	0	191	441
6:45PM	14	15	34	0	63	7	131	9	0	147	10	20	13	0	43	35	150	18	0	203	456
Hourly Total	50	91	133	4	278	50	596	59	0	705	39	62	61	0	162	125	572	88	0	785	1930
7:00PM	10	21	19	0	50	11	153	8	0	172	6	12	12	0	30	21	136	17	0	174	426
7:15PM	8	14	21	0	43	7	129	4	0	140	7	11	18	0	36	20	149	9	0	178	397
7:30PM	15	21	26	1	63	11	112	5	0	128	7	11	13	0	31	21	118	21	0	160	382
7:45PM	14	20	29	1	64	10	112	8	0	130	10	18	10	0	38	24	105	13	0	142	374
Hourly Total	47	76	95	2	220	39	506	25	0	570	30	52	53	0	135	86	508	60	0	654	1579
8:00PM	13	18	25	0	56	12	116	14	0	142	6	6	13	0	25	30	122	8	0	160	383
8:15PM	12	12	20	0	44	9	122	15	0	146	9	20	13	0	42	16	136	15	0	167	399
8:30PM	13	18	18	0	49	8	105	10	1	124	4	10	4	0	18	24	113	15	0	152	343
8:45PM	8	19	14	0	41	12	107	15	0	134	7	10	7	0	24	19	138	13	0	170	369
Hourly Total	46	67	77	0	190	41	450	54	1	546	26	46	37	0	109	89	509	51	0	649	1494
9:00PM	15	10	16	0	41	10	105	12	0	127	6	10	7	0	23	14	105	10	0	129	320
9:15PM	15	14	19	1	49	11	98	7	0	116	6	4	8	0	18	11	103	7	0	121	304
9:30PM	9	10	12	0	31	5	96	8	0	109	2	4	3	0	9	10	97	10	0	117	266
9:45PM	10	7	15	0	32	2	66	4	0	72	0	3	8	0	11	8	85	6	0	99	214
Hourly Total	49	41	62	1	153	28	365	31	0	424	14	21	26	0	61	43	390	33	0	466	1104
10:00PM	7	7	9	0	23	6	68	5	0	79	0	3	2	0	5	6	72	5	0	83	190
10:15PM	9	3	9	0	21	3	35	3	0	41	2	3	2	0	7	9	81	4	0	94	163
10:30PM	3	1	4	0	8	4	49	5	0	58	2	2	3	0	7	5	70	3	0	78	151
10:45PM	6	1	11	0	18	3	56	7	0	66	0	3	5	0	8	9	55	0	0	64	156
Hourly Total	25	12	33	0	70	16	208	20	0	244	4	11	12	0	27	29	278	12	0	319	660
11:00PM	6	3	2	0	11	5	51	2	0	58	0	1	2	0	3	4	43	0	0	47	119
11:15PM	8	3	4	0	15	1	26	2	0	29	2	1	2	0	5	6	55	0	0	61	110
11:30PM	5	3	3	0	11	3	39	2	0	44	2	0	2	0	4	3	38	5	0	46	105
11:45PM	3	1	4	0	8	1	19	2	0	22	0	1	2	0	3	2	28	3	0	33	66
Hourly Total	22	10	13	0	45	10	135	8	0	153	4	3	8	0	15	15	164	8	0	187	400
Total	1048	1256	1995	23	4322	583	8644	893	11	10131	511	1182	814	0	2507	1997	8267	866	1	11131	28091
% Approach	24.2%	29.1%	46.2%	0.5%	-	5.8%	85.3%	8.8%	0.1%	-	20.4%	47.1%	32.5%	0%	-	17.9%	74.3%	7.8%	0%	-	-
% Total	3.7%	4.5%	7.1%	0.1%	15.4%	2.1%	30.8%	3.2%	0%	36.1%	1.8%	4.2%	2.9%	0%	8.9%	7.1%	29.4%	3.1%	0%	39.6%	-
Lights	1041	1248	1971	23	4283	577	8534	889	11	10011	503	1165	803	0	2471	1969	8152	857	1	10979	27744
% Lights	99.3%	99.4%	98.8%	100%	99.1%	99.0%	98.7%	99.6%	100%	98.8%	98.4%	98.6%	98.6%	0%	98.6%	98.6%	98.6%	99.0%	100%	98.6%	98.8%
Articulated Trucks	0	0	0	0	0	2	18	1	0	21	0	0	2	0	2	2	25	0	0	27	50
% Articulated Trucks	0%	0%	0%	0%	0%	0.3%	0.2%	0.1%	0%	0.2%	0%	0%	0.2%	0%	0.1%	0.1%	0.3%	0%	0%	0.2%	0
Buses and Single-Unit Trucks	7	8	24	0	39	4	92	3	0	99	8	17	9	0	34	26	90	9	0	125	64

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Item 3.	
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int	
% Buses and Single-Unit Trucks		0.7%	0.6%	1.2%	0%	0.9%	0.7%	1.1%	0.3%	0%	1.0%	1.6%	1.4%	1.1%	0%	1.4%	1.3%	1.1%	1.0%	0%	1.1%	1.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Lindsey St. & Berry Rd. - TMC
Wed Sep 1, 2021
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 868249, Location: 35.203926, -97.459005

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Lindsey St. & Berry Rd. - TMC

Wed Sep 1, 2021

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 868249, Location: 35.203926, -97.459005



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

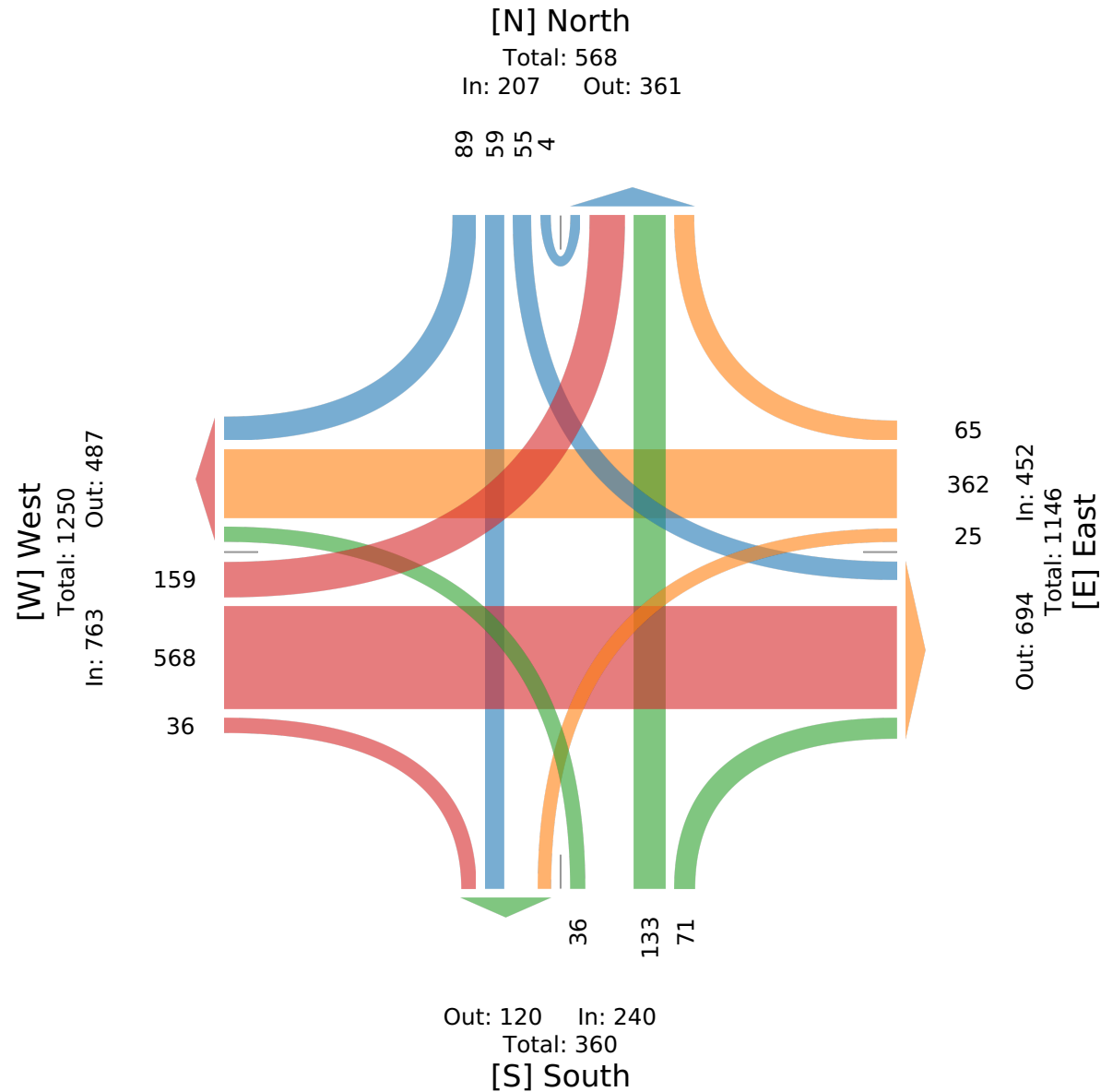
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-09-01 7:45AM	21	14	24	2	61	6	87	16	0	109	9	26	17	0	52	52	152	6	0	210	432
8:00AM	10	11	19	1	41	5	119	18	0	142	9	29	21	0	59	32	124	11	0	167	409
8:15AM	11	13	22	1	47	6	74	12	0	92	9	34	11	0	54	33	145	10	0	188	381
8:30AM	13	21	24	0	58	8	82	19	0	109	9	44	22	0	75	42	147	9	0	198	440
Total	55	59	89	4	207	25	362	65	0	452	36	133	71	0	240	159	568	36	0	763	1662
% Approach	26.6%	28.5%	43.0%	1.9%	-	5.5%	80.1%	14.4%	0%	-	15.0%	55.4%	29.6%	0%	-	20.8%	74.4%	4.7%	0%	-	-
% Total	3.3%	3.5%	5.4%	0.2%	12.5%	1.5%	21.8%	3.9%	0%	27.2%	2.2%	8.0%	4.3%	0%	14.4%	9.6%	34.2%	2.2%	0%	45.9%	-
PHF	0.655	0.702	0.927	0.500	0.848	0.781	0.761	0.855	-	0.796	1.000	0.756	0.807	-	0.800	0.764	0.934	0.818	-	0.908	0.944
Lights	55	59	89	4	207	24	355	64	0	443	36	133	71	0	240	157	553	36	0	746	1636
% Lights	100%	100%	100%	100%	100%	96.0%	98.1%	98.5%	0%	98.0%	100%	100%	100%	0%	100%	98.7%	97.4%	100%	0%	97.8%	98.4%
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	2	12	0	0	14	22
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	4.0%	1.7%	1.5%	0%	1.8%	0%	0%	0%	0%	0%	1.3%	2.1%	0%	0%	1.8%	1.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Lindsey St. & Berry Rd. - TMC
Wed Sep 1, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 868249, Location: 35.203926, -97.459005



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Lindsey St. & Berry Rd. - TMC

Wed Sep 1, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 868249, Location: 35.203926, -97.459005



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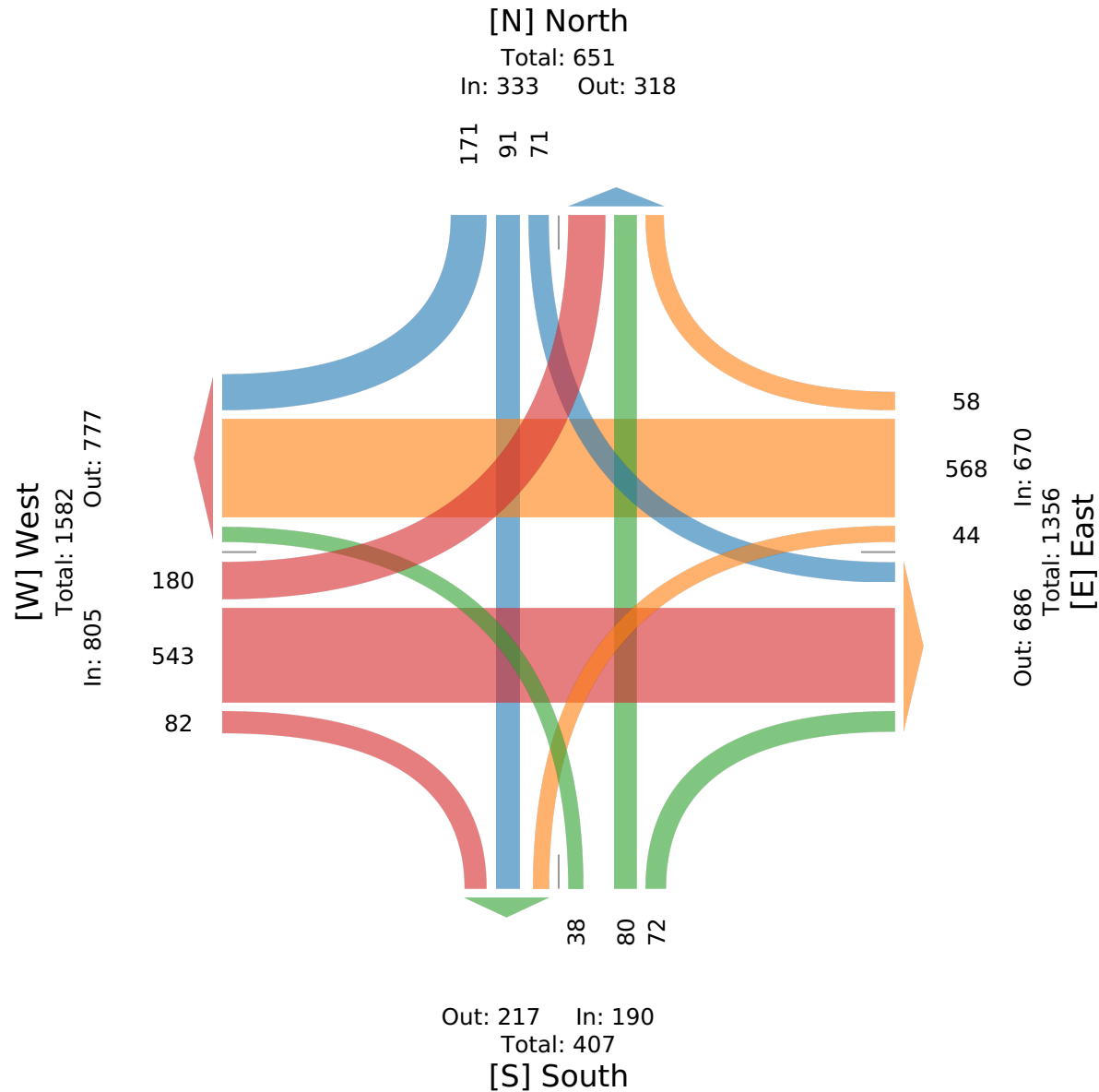
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-09-01 12:00PM	15	26	54	0	95	10	142	16	0	168	10	21	18	0	49	39	134	19	0	192	504
12:15PM	16	18	37	0	71	9	125	9	0	143	11	18	16	0	45	43	145	21	0	209	468
12:30PM	17	25	40	0	82	14	178	16	0	208	9	21	19	0	49	53	124	24	0	201	540
12:45PM	23	22	40	0	85	11	123	17	0	151	8	20	19	0	47	45	140	18	0	203	486
Total	71	91	171	0	333	44	568	58	0	670	38	80	72	0	190	180	543	82	0	805	1998
% Approach	21.3%	27.3%	51.4%	0%	-	6.6%	84.8%	8.7%	0%	-	20.0%	42.1%	37.9%	0%	-	22.4%	67.5%	10.2%	0%	-	-
% Total	3.6%	4.6%	8.6%	0%	16.7%	2.2%	28.4%	2.9%	0%	33.5%	1.9%	4.0%	3.6%	0%	9.5%	9.0%	27.2%	4.1%	0%	40.3%	-
PHF	0.772	0.875	0.792	-	0.876	0.786	0.798	0.853	-	0.805	0.864	0.952	0.947	-	0.969	0.849	0.936	0.854	-	0.963	0.925
Lights	71	90	168	0	329	43	559	58	0	660	37	79	70	0	186	178	536	80	0	794	1969
% Lights	100%	98.9%	98.2%	0%	98.8%	97.7%	98.4%	100%	0%	98.5%	97.4%	98.8%	97.2%	0%	97.9%	98.9%	98.7%	97.6%	0%	98.6%	98.5%
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	0	1	3	0	4	1	8	0	0	9	1	1	2	0	4	2	6	2	0	10	27
% Buses and Single-Unit Trucks	0%	1.1%	1.8%	0%	1.2%	2.3%	1.4%	0%	0%	1.3%	2.6%	1.3%	2.8%	0%	2.1%	1.1%	1.1%	2.4%	0%	1.2%	1.4%

* L: Left, R: Right, T: Thru, U: U-Turn

Lindsey St. & Berry Rd. - TMC
Wed Sep 1, 2021
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 868249, Location: 35.203926, -97.459005



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6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Lindsey St. & Berry Rd. - TMC

Wed Sep 1, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 868249, Location: 35.203926, -97.459005



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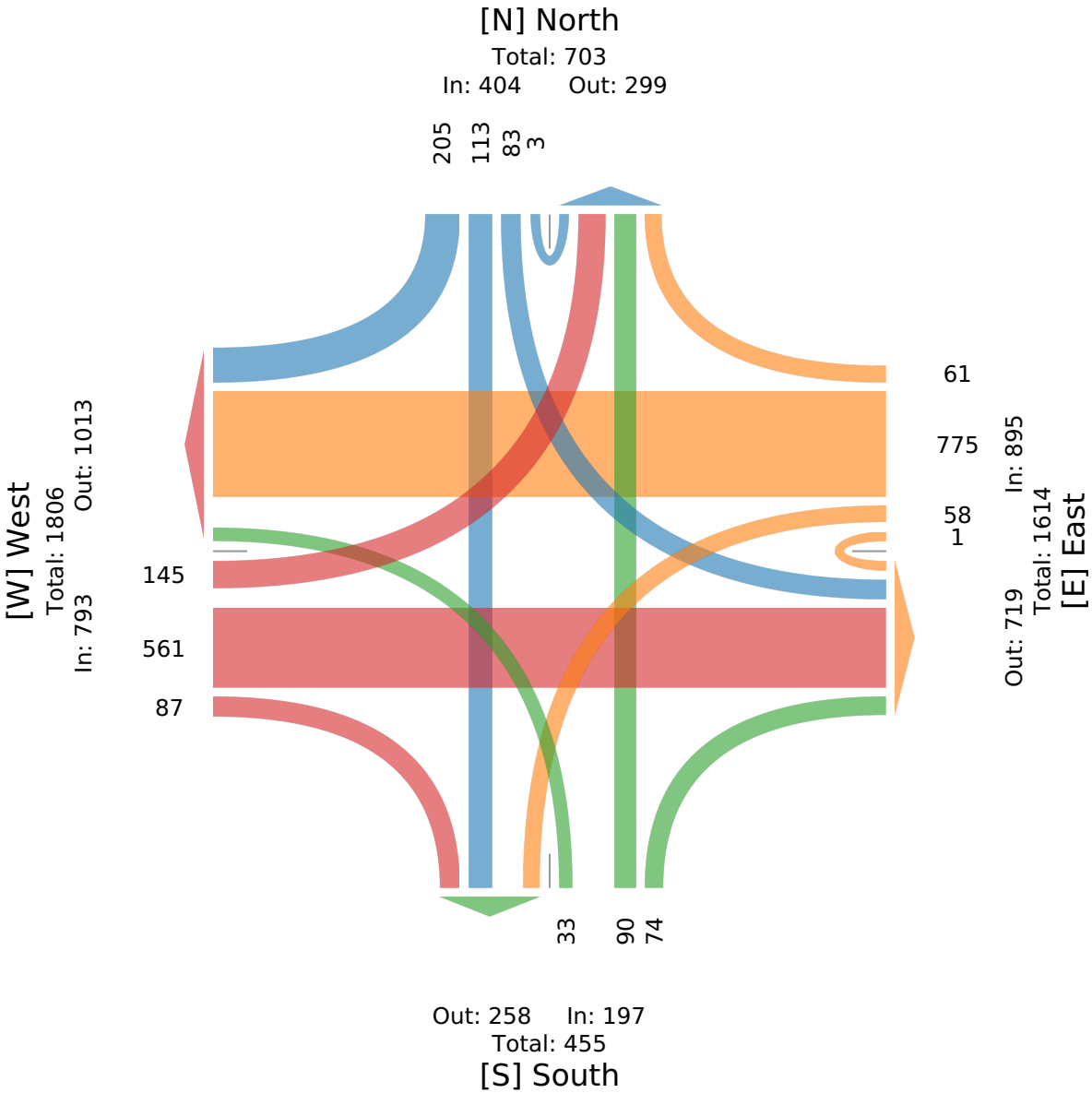
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-09-01 4:30PM	22	26	53	0	101	12	196	18	0	226	11	23	12	0	46	33	140	26	0	199	572
4:45PM	20	28	60	0	108	23	188	13	1	225	9	28	22	0	59	37	136	23	0	196	588
5:00PM	23	33	40	3	99	11	200	20	0	231	6	19	24	0	49	43	134	17	0	194	573
5:15PM	18	26	52	0	96	12	191	10	0	213	7	20	16	0	43	32	151	21	0	204	556
Total	83	113	205	3	404	58	775	61	1	895	33	90	74	0	197	145	561	87	0	793	2289
% Approach	20.5%	28.0%	50.7%	0.7%	-	6.5%	86.6%	6.8%	0.1%	-	16.8%	45.7%	37.6%	0%	-	18.3%	70.7%	11.0%	0%	-	-
% Total	3.6%	4.9%	9.0%	0.1%	17.6%	2.5%	33.9%	2.7%	0%	39.1%	1.4%	3.9%	3.2%	0%	8.6%	6.3%	24.5%	3.8%	0%	34.6%	-
PHF	0.902	0.856	0.854	0.250	0.935	0.630	0.969	0.763	0.250	0.969	0.750	0.804	0.771	-	0.835	0.843	0.929	0.837	-	0.972	0.973
Lights	82	113	204	3	402	58	769	61	1	889	33	89	73	0	195	143	555	87	0	785	2271
% Lights	98.8%	100%	99.5%	100%	99.5%	100%	99.2%	100%	100%	99.3%	100%	98.9%	98.6%	0%	99.0%	98.6%	98.9%	100%	0%	99.0%	99.2%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	0	1	0	2	0	6	0	0	6	0	1	1	0	2	2	6	0	0	8	18
% Buses and Single-Unit Trucks	1.2%	0%	0.5%	0%	0.5%	0%	0.8%	0%	0%	0.7%	0%	1.1%	1.4%	0%	1.0%	1.4%	1.1%	0%	0%	1.0%	0.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Lindsey St. & Berry Rd. - TMC
Wed Sep 1, 2021
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 868249, Location: 35.203926, -97.459005



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



CAPACITY ANALYSIS

Volumes

09/16/2021
























2021 Existing Traffic
A.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	568	36	25	362	65	36	133	71	55	59	89
Future Volume (veh/h)	159	568	36	25	362	65	36	133	71	55	59	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	617	39	27	393	71	39	145	77	60	64	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	655	603	452	1425	255	195	169	90	157	104	158
Arrive On Green	0.09	0.35	0.35	0.21	0.47	0.47	0.03	0.15	0.15	0.04	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	3011	539	1781	1150	611	1781	671	1017
Grp Volume(v), veh/h	173	617	39	27	231	233	39	0	222	60	0	161
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1773	1781	0	1760	1781	0	1687
Q Serve(g_s), s	8.9	38.4	0.7	0.0	9.4	9.6	2.2	0.0	14.8	3.4	0.0	10.7
Cycle Q Clear(g_c), s	8.9	38.4	0.7	0.0	9.4	9.6	2.2	0.0	14.8	3.4	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.35	1.00		0.60
Lane Grp Cap(c), veh/h	334	655	603	452	841	840	195	0	258	157	0	262
V/C Ratio(X)	0.52	0.94	0.06	0.06	0.27	0.28	0.20	0.00	0.86	0.38	0.00	0.61
Avail Cap(c_a), veh/h	336	655	603	452	841	840	245	0	440	191	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	37.8	7.6	36.7	19.1	19.2	41.9	0.0	50.0	42.1	0.0	47.3
Incr Delay (d2), s/veh	1.1	23.6	0.2	0.0	0.8	0.8	0.4	0.0	6.5	1.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	21.6	0.4	0.6	4.1	4.2	1.0	0.0	7.0	1.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	61.4	7.8	36.8	19.9	20.0	42.3	0.0	56.5	43.3	0.0	49.0
LnGrp LOS	C	E	A	D	B	B	D	A	E	D	A	D
Approach Vol, veh/h		829			491			261			221	
Approach Delay, s/veh		53.1			20.9			54.4			47.5	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	63.8	12.7	25.6	32.7	49.0	11.6	26.7				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	11.0	42.0	7.0	30.0	11.0	42.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s	10.9	11.6	5.4	16.8	2.0	40.4	4.2	12.7				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.8	0.0	0.6	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			43.8									
HCM 6th LOS			D									

Volumes

09/16/2021
























2021 Existing Traffic
P.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	561	87	58	775	61	33	90	74	83	113	205
Future Volume (veh/h)	145	561	87	58	775	61	33	90	74	83	113	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	610	95	63	842	66	36	98	80	90	123	223
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	701	641	325	1448	113	130	187	152	281	131	238
Arrive On Green	0.07	0.38	0.38	0.13	0.43	0.43	0.03	0.20	0.20	0.05	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3338	262	1781	953	778	1781	596	1080
Grp Volume(v), veh/h	158	610	95	63	448	460	36	0	178	90	0	346
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1823	1781	0	1730	1781	0	1676
Q Serve(g_s), s	7.8	36.3	2.2	0.0	22.9	22.9	1.9	0.0	11.1	4.8	0.0	24.3
Cycle Q Clear(g_c), s	7.8	36.3	2.2	0.0	22.9	22.9	1.9	0.0	11.1	4.8	0.0	24.3
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.45	1.00		0.64
Lane Grp Cap(c), veh/h	215	701	641	325	771	791	130	0	339	281	0	370
V/C Ratio(X)	0.73	0.87	0.15	0.19	0.58	0.58	0.28	0.00	0.53	0.32	0.00	0.94
Avail Cap(c_a), veh/h	215	701	641	325	771	791	182	0	389	289	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	34.8	7.4	43.7	25.7	25.7	38.8	0.0	43.2	36.1	0.0	45.9
Incr Delay (d2), s/veh	11.7	13.9	0.5	0.2	3.2	3.1	0.8	0.0	0.9	0.5	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	18.9	1.2	1.7	10.4	10.6	0.9	0.0	4.8	2.1	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	48.6	7.9	43.9	28.9	28.8	39.6	0.0	44.2	36.6	0.0	76.0
LnGrp LOS	D	D	A	D	C	C	D	A	D	D	A	E
Approach Vol, veh/h		863			971			214			436	
Approach Delay, s/veh		43.4			29.9			43.4			67.9	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	59.0	14.5	31.5	22.0	52.0	11.5	34.5				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	8.0	48.0	7.0	27.0	11.0	45.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	9.8	24.9	6.8	13.1	2.0	38.3	3.9	26.3				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.7	0.1	2.1	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

Volumes

09/16/2021
























2023 Future Background Traffic
A.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	596	38	26	380	68	38	140	75	58	62	93
Future Volume (veh/h)	167	596	38	26	380	68	38	140	75	58	62	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	648	41	28	413	74	41	152	82	63	67	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	655	604	426	1399	249	201	176	95	160	110	166
Arrive On Green	0.09	0.35	0.35	0.21	0.46	0.46	0.03	0.15	0.15	0.04	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	3015	536	1781	1143	617	1781	673	1015
Grp Volume(v), veh/h	182	648	41	28	242	245	41	0	234	63	0	168
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1774	1781	0	1759	1781	0	1688
Q Serve(g_s), s	9.4	41.3	0.7	0.0	10.1	10.3	2.3	0.0	15.6	3.5	0.0	11.1
Cycle Q Clear(g_c), s	9.4	41.3	0.7	0.0	10.1	10.3	2.3	0.0	15.6	3.5	0.0	11.1
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.35	1.00		0.60
Lane Grp Cap(c), veh/h	327	655	604	426	825	823	201	0	270	160	0	275
V/C Ratio(X)	0.56	0.99	0.07	0.07	0.29	0.30	0.20	0.00	0.87	0.39	0.00	0.61
Avail Cap(c_a), veh/h	327	655	604	426	825	823	250	0	440	191	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	38.8	7.6	37.9	20.0	20.0	41.2	0.0	49.6	41.4	0.0	46.7
Incr Delay (d2), s/veh	1.7	32.8	0.2	0.0	0.9	0.9	0.4	0.0	8.1	1.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	24.6	0.4	0.7	4.5	4.5	1.0	0.0	7.4	1.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	71.6	7.8	37.9	20.9	20.9	41.6	0.0	57.7	42.6	0.0	48.3
LnGrp LOS	C	E	A	D	C	C	D	A	E	D	A	D
Approach Vol, veh/h		871			515			275			231	
Approach Delay, s/veh		60.8			21.8			55.3			46.7	
Approach LOS		E			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	62.7	12.9	26.4	31.7	49.0	11.7	27.6				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	11.0	42.0	7.0	30.0	11.0	42.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s	11.4	12.3	5.5	17.6	2.0	43.3	4.3	13.1				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.9	0.0	0.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			47.7									
HCM 6th LOS			D									

Volumes

09/16/2021
























2023 Future Background Traffic
P.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	589	91	61	814	64	35	95	78	87	119	215
Future Volume (veh/h)	152	589	91	61	814	64	35	95	78	87	119	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	640	99	66	885	70	38	103	85	95	129	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	701	642	298	1429	113	124	188	155	281	134	243
Arrive On Green	0.07	0.38	0.38	0.12	0.43	0.43	0.03	0.20	0.20	0.06	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3336	264	1781	948	782	1781	596	1080
Grp Volume(v), veh/h	165	640	99	66	471	484	38	0	188	95	0	363
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1823	1781	0	1730	1781	0	1676
Q Serve(g_s), s	8.0	39.0	2.3	0.0	24.8	24.8	2.0	0.0	11.7	5.0	0.0	25.7
Cycle Q Clear(g_c), s	8.0	39.0	2.3	0.0	24.8	24.8	2.0	0.0	11.7	5.0	0.0	25.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.45	1.00		0.64
Lane Grp Cap(c), veh/h	204	701	642	298	761	781	124	0	344	281	0	377
V/C Ratio(X)	0.81	0.91	0.15	0.22	0.62	0.62	0.31	0.00	0.55	0.34	0.00	0.96
Avail Cap(c_a), veh/h	204	701	642	298	761	781	175	0	389	285	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	35.6	7.5	45.7	26.7	26.7	38.7	0.0	43.2	35.8	0.0	46.0
Incr Delay (d2), s/veh	20.2	18.3	0.5	0.3	3.8	3.7	1.0	0.0	1.0	0.5	0.0	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	21.0	1.2	1.8	11.3	11.6	0.9	0.0	5.1	2.2	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	53.9	8.0	46.0	30.4	30.4	39.7	0.0	44.2	36.3	0.0	82.4
LnGrp LOS	D	D	A	D	C	C	D	A	D	D	A	F
Approach Vol, veh/h		904			1021			226			458	
Approach Delay, s/veh		48.9			31.4			43.5			72.9	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	58.4	14.7	31.9	21.4	52.0	11.6	35.0				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	8.0	48.0	7.0	27.0	11.0	45.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	10.0	26.8	7.0	13.7	2.0	41.0	4.0	27.7				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.7	0.1	1.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.8									
HCM 6th LOS			D									

Volumes

09/16/2021
























2023 Projected Combined Traffic
A.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	596	38	26	381	68	38	141	75	59	62	94
Future Volume (veh/h)	169	596	38	26	381	68	38	141	75	59	62	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	648	41	28	414	74	41	153	82	64	67	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	655	604	424	1396	248	202	177	95	161	110	167
Arrive On Green	0.09	0.35	0.35	0.20	0.46	0.46	0.03	0.15	0.15	0.04	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	3016	535	1781	1146	614	1781	669	1018
Grp Volume(v), veh/h	184	648	41	28	243	245	41	0	235	64	0	169
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1774	1781	0	1760	1781	0	1687
Q Serve(g_s), s	9.6	41.3	0.7	0.0	10.2	10.3	2.3	0.0	15.6	3.6	0.0	11.2
Cycle Q Clear(g_c), s	9.6	41.3	0.7	0.0	10.2	10.3	2.3	0.0	15.6	3.6	0.0	11.2
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.35	1.00		0.60
Lane Grp Cap(c), veh/h	327	655	604	424	823	821	202	0	271	161	0	277
V/C Ratio(X)	0.56	0.99	0.07	0.07	0.29	0.30	0.20	0.00	0.87	0.40	0.00	0.61
Avail Cap(c_a), veh/h	327	655	604	424	823	821	251	0	440	191	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	38.8	7.5	38.0	20.0	20.1	41.2	0.0	49.5	41.4	0.0	46.6
Incr Delay (d2), s/veh	1.9	32.8	0.2	0.0	0.9	0.9	0.4	0.0	8.2	1.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	24.6	0.4	0.7	4.5	4.6	1.0	0.0	7.5	1.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	71.6	7.8	38.0	21.0	21.0	41.6	0.0	57.8	42.6	0.0	48.2
LnGrp LOS	C	E	A	D	C	C	D	A	E	D	A	D
Approach Vol, veh/h		873			516			276			233	
Approach Delay, s/veh		60.8			21.9			55.3			46.6	
Approach LOS		E			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	62.6	12.9	26.5	31.6	49.0	11.7	27.7				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	11.0	42.0	7.0	30.0	11.0	42.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s	11.6	12.3	5.6	17.6	2.0	43.3	4.3	13.2				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.9	0.0	0.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			47.7									
HCM 6th LOS			D									

HCM 6th TWSC
6: Lindsey St & Drive #2

Item 3.

09/16/2021

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	730	474	2	0	1
Future Vol, veh/h	0	730	474	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	793	515	2	0	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 516
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 559
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 559
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	559
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0




HCM 6th TWSC

7: Berry Rd & Drive #1

09/16/2021

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	375	3	1	213
Future Vol, veh/h	2	1	375	3	1	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	408	3	1	232

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	644	410	0
Stage 1	410	-	-
Stage 2	234	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	437	642	-
Stage 1	670	-	-
Stage 2	805	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	437	642	-
Mov Cap-2 Maneuver	437	-	-
Stage 1	670	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1148
HCM Lane V/C Ratio	-	-	0.007	0.001
HCM Control Delay (s)	-	-	12.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Volumes

09/16/2021
























2023 Future Background Traffic
P.M. Peak Hour

Traffic Engineering Consultants, Inc.

HCM 6th Signalized Intersection Summary

3: Berry Rd & Lindsey St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	589	91	62	819	64	35	97	78	94	120	218
Future Volume (veh/h)	160	589	91	62	819	64	35	97	78	94	120	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	640	99	67	890	70	38	105	85	102	130	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	701	642	298	1430	112	121	188	152	280	134	243
Arrive On Green	0.07	0.38	0.38	0.12	0.43	0.43	0.03	0.20	0.20	0.06	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3337	262	1781	957	774	1781	594	1082
Grp Volume(v), veh/h	174	640	99	67	474	486	38	0	190	102	0	367
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1823	1781	0	1731	1781	0	1676
Q Serve(g_s), s	8.0	39.0	2.3	0.0	24.9	24.9	2.0	0.0	11.9	5.4	0.0	26.1
Cycle Q Clear(g_c), s	8.0	39.0	2.3	0.0	24.9	24.9	2.0	0.0	11.9	5.4	0.0	26.1
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.45	1.00		0.65
Lane Grp Cap(c), veh/h	203	701	642	298	761	781	121	0	340	280	0	377
V/C Ratio(X)	0.86	0.91	0.15	0.22	0.62	0.62	0.31	0.00	0.56	0.36	0.00	0.97
Avail Cap(c_a), veh/h	203	701	642	298	761	781	172	0	389	280	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	35.6	7.5	45.7	26.7	26.7	38.9	0.0	43.5	36.0	0.0	46.1
Incr Delay (d2), s/veh	27.8	18.3	0.5	0.3	3.8	3.7	1.1	0.0	1.1	0.6	0.0	39.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	21.0	1.2	1.8	11.4	11.7	0.9	0.0	5.2	2.4	0.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	53.9	8.0	46.0	30.5	30.5	40.0	0.0	44.6	36.6	0.0	85.3
LnGrp LOS	E	D	A	D	C	C	D	A	D	D	A	F
Approach Vol, veh/h		913			1027			228			469	
Approach Delay, s/veh		50.6			31.5			43.8			74.7	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	58.4	15.0	31.6	21.4	52.0	11.6	35.0				
Change Period (Y+Rc), s	7.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0				
Max Green Setting (Gmax), s	8.0	48.0	7.0	27.0	11.0	45.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	10.0	26.9	7.4	13.9	2.0	41.0	4.0	28.1				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.7	0.1	1.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

HCM 6th TWSC
6: Lindsey St & Drive #2

Item 3.

09/16/2021

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	761	939	7	0	6
Future Vol, veh/h	0	761	939	7	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	827	1021	8	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1025
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 285
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 285
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	285
HCM Lane V/C Ratio	-	-	-	0.023
HCM Control Delay (s)	-	-	-	17.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1




HCM 6th TWSC
7: Berry Rd & Drive #1

Item 3.

09/16/2021

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	311	10	3	421
Future Vol, veh/h	11	4	311	10	3	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	4	338	11	3	458

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	808	344	0
Stage 1	344	-	-
Stage 2	464	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	350	699	-
Stage 1	718	-	-
Stage 2	633	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	349	699	-
Mov Cap-2 Maneuver	349	-	-
Stage 1	718	-	-
Stage 2	631	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	1210
HCM Lane V/C Ratio	-	-	0.04	0.003
HCM Control Delay (s)	-	-	14.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

QUEUEING ANALYSIS

Queuing and Blocking Report

A.M. Peak Hour

Item 3.

10/04/2021

Intersection: 3: Berry Rd & Lindsey St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	274	409	108	89	163	153	124	300	124	200
Average Queue (ft)	84	234	13	28	99	98	38	135	49	88
95th Queue (ft)	201	396	70	72	156	151	108	238	105	167
Link Distance (ft)		402	402		147	147		336		223
Upstream Blk Time (%)		1	0		2	1		0		0
Queuing Penalty (veh)		0	0		4	3		0		0
Storage Bay Dist (ft)	250			65			100		100	
Storage Blk Time (%)		5		0	18		0	23	1	13
Queuing Penalty (veh)		9		1	5		0	9	2	7

Intersection: 6: Lindsey St & Drive #2

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	69	22
Average Queue (ft)	7	1
95th Queue (ft)	45	11
Link Distance (ft)	150	57
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Berry Rd & Drive #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	12
Average Queue (ft)	2	1
95th Queue (ft)	16	7
Link Distance (ft)	123	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 40

Queuing and Blocking Report

P.M. Peak Hour

Item 3.

10/04/2021

Intersection: 3: Berry Rd & Lindsey St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	275	428	412	89	185	179	124	224	125	233
Average Queue (ft)	137	288	59	47	159	156	30	93	81	182
95th Queue (ft)	279	454	234	92	175	178	82	179	149	274
Link Distance (ft)		402	402		147	147		336		223
Upstream Blk Time (%)		8	1		30	24				12
Queuing Penalty (veh)		0	0		140	116				51
Storage Bay Dist (ft)	250			65			100		100	
Storage Blk Time (%)		13		4	46			11	5	41
Queuing Penalty (veh)		22		15	28			4	16	38

Intersection: 6: Lindsey St & Drive #2

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	184	31
Average Queue (ft)	151	7
95th Queue (ft)	220	25
Link Distance (ft)	150	57
Upstream Blk Time (%)	26	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Berry Rd & Drive #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	159
Average Queue (ft)	11	44
95th Queue (ft)	35	142
Link Distance (ft)	123	140
Upstream Blk Time (%)		5
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 429

Applicant: Sooner Traditions, LLC

Project Location: 1027 & 1035 S. Berry Road

Case Number: PD21-23

Time: 5:30 p.m.

Applicant/Representative

Gunner Joyce, Rieger Law, PLLC

Sean Rieger, Rieger Law, PLLC

Attendees

Robert Castleberry

John Cornwell

Michelle Nehrenz

Councilmember Hall

Dennis Yarbrow

Susan Meyer

Councilmember Nash

Stephen Maple

Dana Drury

James Akey

Elizabeth Gohl

Mindy Wood, Kevin Potts

City Staff

Brevin Ghoram, Planner I

Jane Hudson, Director, Planning & Community Development

Beth Muckala, Assistant City Attorney

Heather Poole, Assistant City Attorney

Ken Danner, Subdivision Development Manager

Application Summary

The applicant seeks to rezone the properties to facilitate the operation of a commercial development on the subject properties. The applicant seeks to rezone to a SPUD, Simple Planned Unit Development. The updated site plan is submitted with this application. The building is brought forward of the lot, 25' setback, increased north setback, created a buffer, lighting ordinance in place, photometric plan, access points away from corner and a single-story structure.

Neighbor's Comments/Concerns/Responses

- City denied access to the property on the west side of Berry, why?
 - (City staff responded – we will have to research as we are not familiar with that request.)
- This is the third time the application has been submitted - 2015, 2020 and 2021, why is this allowed to be submitted again?

- (City staff responded - an applicant has the right to submit an application to rezone/develop property. Council ultimately votes on the application.)
- Traffic backs up on Berry Road – this will create more traffic.
- Will there be a traffic study?
 - (Applicant's representative responded - a traffic consultant has been hired.)
- Concern with access on Lindsey or people turning into the site from Lindsey – this will create traffic congestion.
- Berry is a residential street.
- If the zoning is C-1, SPUD, then the uses can be anything.
- Neighbors fear commercial creep into neighborhood.
- Abundance of commercial property on Lindsey so go there – don't buy residential and convert to commercial.
- Will this SPUD be the same uses as previously submitted?
 - (Applicant's representative responded - possibly, not finalized at this point.)

PROTESTS & SUPPORTS
Map & Letters

Sooner Traditions, L.L.C. & Hunter Miller Family, L.L.C.
2025 Amendment & Rezoning from R-1 and CO to SPUD
1027 & 1035 S. Berry Road

We will update the map with any additional letters received prior to the meeting.

Protest & Support Map

8.3% Protest Within Notification Area

17.8% Support Within Notification Area



Map Produced by the City of Norman
Geographic Information System.
The City of Norman assumes no
responsibility for errors or omissions
in the information presented.



0 100 200 Feet

October 6, 2021



Subject Tract



Notification Area



Protest



Support

STATEMENT OF SUPPORT

TO: Norman City Council
TO: City of Norman Planning Commission
TO: City of Norman Planning Department

I am familiar with the proposed rezoning request by Sooner Traditions, LLC, for the property situated to the northeast of the intersection at W Lindsey Street and Berry Road. I understand that the proposal is to change the zoning of that property to a Planned Unit Development that will mostly allow uses similar to C-1, Local Commercial. I support the development of a high-quality commercial building that will feature landscaping buffers and a privacy fence to nearby residential such as my house to the north. This will be better than the existing vacant residential and office that are in need of updating and replacement. As an owner of nearby property that is within the notification radius, I hereby sign below in full support of the proposed project, and respectfully request of you to adopt the proposal. Thank you very much for your consideration.

Signature: Printed Name: Craig GrahamDate: 8/18, 2021

Address of all the Property(s) we own near the proposed development:

1150 W. Lindsey

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10/6/21-Len

STATEMENT OF SUPPORT

TO: Norman City Council
TO: City of Norman Planning Commission
TO: City of Norman Planning Department

I am familiar with the proposed rezoning request by Sooner Traditions, LLC, for the property situated to the northeast of the intersection at W Lindsey Street and Berry Road. I understand that the proposal is to change the zoning of that property to a Planned Unit Development that will mostly allow uses similar to C-1, Local Commercial. I support the development of a high-quality commercial building that will feature landscaping buffers and a privacy fence to nearby residential such as my house to the north. This will be better than the existing vacant residential and office that are in need of updating and replacement. As an owner of nearby property that is within the notification radius, I hereby sign below in full support of the proposed project, and respectfully request of you to adopt the proposal. Thank you very much for your consideration.

Signature: _____

Printed Name: _____

Date: _____

, 2021

Address of all the Property(s) we own near the proposed development:

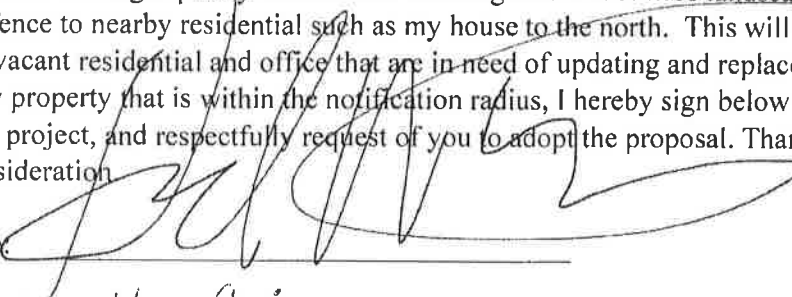
1104 W. LINDSEY STREET

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10/6/21-Lew

STATEMENT OF SUPPORT

TO: Norman City Council
TO: City of Norman Planning Commission
TO: City of Norman Planning Department

I am familiar with the proposed rezoning request by Sooner Traditions, LLC, for the property situated to the northeast of the intersection at W Lindsey Street and Berry Road. I understand that the proposal is to change the zoning of that property to a Planned Unit Development that will mostly allow uses similar to C-1, Local Commercial. I support the development of a high-quality commercial building that will feature landscaping buffers and a privacy fence to nearby residential such as my house to the north. This will be better than the existing vacant residential and office that are in need of updating and replacement. As an owner of nearby property that is within the notification radius, I hereby sign below in full support of the proposed project, and respectfully request of you to adopt the proposal. Thank you very much for your consideration.

Signature: Printed Name: HAL SMITHDate: 08-18-2021, 2021

Address of all the Property(s) we own near the proposed development:

1424 W. LINDSEY STREET

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10/6/21 - PW

STATEMENT OF SUPPORT

TO: Norman City Council
TO: City of Norman Planning Commission
TO: City of Norman Planning Department

I am familiar with the proposed rezoning request by Sooner Traditions, LLC, for the property situated to the northeast of the intersection at W Lindsey Street and Berry Road. I understand that the proposal is to change the zoning of that property to a Planned Unit Development that will mostly allow uses similar to C-1, Local Commercial. I support the development of a high-quality commercial building that will feature landscaping buffers and a privacy fence to nearby residential such as my house to the north. This will be better than the existing vacant residential and office that are in need of updating and replacement. As an owner of nearby property that is within the notification radius, I hereby sign below in full support of the proposed project, and respectfully request of you to adopt the proposal. Thank you very much for your consideration.

Signature: Carol West

Printed Name: CAROL WEST

Date: JUNE 28th, 2021

Address of all the Property(s) we own near the proposed development:

1017 S. BERRY ROAD

FILED IN THE OFFICE
OF THE CITY CLERK
ON 10/6/21-LW

The City of Norman
 Planning and Community Development
 201 West Gray, Bldg. A
 Norman, OK 73069

Re: PD21-23

Dear Planning Commission:

I have read the Notice for Norman 2025 Land Use and Transportation Plan Amendment and Rezoning notice dated 18 August, 2021 and have developed the following opinion in regard to changing the zoning from CO (Suburban Office Commercial) to SPUD for the property located at 1035 South Berry Road and the change from R-1 (Single Family Dwelling) to SPUD for the property located at 1027 South Berry Road.

I, AUSE OSIS & DANIEL MAINS (printed name)

Own or reside at the property located

1128 W. BROOKS ST.
NORMAN, OK 73069

Am (check the one that applies)

 Approve of the rezoning

X Oppose the rezoning

 Do not have an opinion about the rezoning

FILED IN THE OFFICE
 OF THE CITY CLERK
 ON 9/9/21-LW

Sincerely,

  (signature)

9/2/21 (date)

Reasons for Opposition to Rezoning

1. The proposed rezoning will be a major nuisance to current residents who purchased their property with the understanding that they would be in a residential neighborhood. A commercial building will bring increased light and noise, disrupting the sleep and mental health of current residents. Additional vehicle exhaust will also undermine the health of current residents.
2. There is no need for commercial development on these lots. There is plenty of unused space in Norman that is already designated for commercial development. The city should first fill in this unused space before tearing down existing homes to make space for more businesses. At last year's planning commission meeting the attorney for the developers suggested that this new development would attract new businesses to Lindsey Street. There is no evidence that this would occur in Norman. Attorneys should be discouraged from making such statements without evidence that is specific to Norman. The city needs to invest in revitalizing and building up existing commercial districts rather than rezoning residential neighborhoods.
3. This new development will generate large volumes of additional storm water in Imhoff Creek. Although city regulations require new developments to not increase rates of flow, volume of flow will increase. Imhoff Creek is already extremely stressed due to development in the watershed, as evidenced by the recent closure of the Imhoff Road bridge – a problem that will cost close to \$1 million to repair. A sixty car parking lot will place great stress on the city's stormwater system, leading to more expenses that must be covered by Norman residents.

August 26, 2021

Protest Letter

Item 3.

TO: City of Norman Department of Planning and Community Development

FORMER CASE NUMBER: PD21-23

APPLICANT: Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C.

Location: 1027 and 1035 S. Berry Rd.

Ward: 4

FROM:

David and Kathy Nehrenz

902 Carey Dr.

Norman, OK. 73069

We received the letter about this re-zoning request. Our property in Ward 4 is within the 350-foot boundary and we have lived here since 1988.

We are opposed to the applicant's request that this property be re-zoned from CO/R-1 to SPUD and Commercial Designation, so that an office and commercial business complex can be built right next to our residential neighborhood.

Our house at 902 Carey Dr. and the house next door, in which our daughter lives at 906 Carey Dr., are the properties whose backyards will back up to those properties at 1027 and 1035 S. Berry Rd.

The reasons for our opposition are as follows:

1. The proposed plan to put a commercial building with 60 parking spaces right up against our residential neighborhood should be rejected now. It is an affront to all the people who live in the houses around these properties. The planning commission should not allow the applicant to have the SPUD zoning. We do not need another commercial property at that intersection. This has always been and should remain a residential area. There are vacant commercial properties all over Norman. We do not need more of them.
2. We request that a traffic study and a light-pollution study be ordered and paid for by the applicant, since a commercial building with 60 spaces would drastically impact the neighborhood. The increased traffic at the Berry and Lindsey intersection and the commercial lighting would ruin the residential atmosphere of all the houses around it. It is disconcerting that this request has been made again and is actually being reconsidered by the city. The traffic backup is already bad and will become even worse with a commercial building there.
3. Your decision about this request does not have to be based upon hypotheticals. Every one of you on the planning commission needs to go over to those two houses on Berry Rd. Walk up to the sides and backyards of those properties to see that over 11 large mature trees were clear cut and removed. Do we really want a strip mall with 6 businesses and 60 parking spots on that corner? The applicant is assuming that it will be approved for this re-zoning. Why else would all the large trees already have been cut down? It is presently being prepared and groomed to be developed, before the case has even been considered by you.

FILED IN THE OFFICE
OF THE CITY CLERK
ON 8/30/21 - 2W

4. We do not want a parking lot with 60 cars, the automobile exhaust, with noise and light pollution Item 3.
backyards. We already have problems with transients coming off of Berry Rd., going through the properties without permission, and cutting through our back yards to come over to Carey Dr. This will increase if that becomes a commercial development with a parking lot and dumpsters by our properties.

5. The decision is actually a simple one: Does the planning commission want to see those two houses removed so that it becomes a further extension east of the Lindsey St. commercial zone? Or do you want those two properties to remain an extension of the residential properties extending down Berry Rd. to Lindsey St.? Placing another commercial development near our houses will decrease their resale values and adversely affect all the houses located on Berry Rd.

6. On a positive note, the applicant should withdraw the application for this commercial development on Berry Rd. by our neighborhood. The two houses could be improved and increase the value of our adjacent homes. Then the applicant would be showing us that they want to be happy and good neighbors to all of us. This would be the best outcome for everyone.

Please hear the concerns of neighbors like us, **reject this re-zoning application.**

Sincerely,

David and Kathy Nehrenz

davenehrenz@aol.com

405-306-8464

David Nehrenz
Kathy Nehrenz

P.S. Here are photos of the back-sides of the Carey Dr. and Berry Rd properties.



June 21, 2021

TO: City of Norman Department of Planning and Community Development

CASE NUMBER: PD21-23

APPLICANT: Sooner Traditions, L.L.C.

Location: 1027 and 1035 S. Berry Rd.

Ward: 4

FILED IN THE OFFICE
OF THE CITY CLERK
ON 6-22-21

FROM INTERESTED NEIGHBORS:

David and Kathy Nehrenz

902 Carey Dr.

Norman, OK. 73069

We received the letter about this re-zoning request. Our property in Ward 4 is within the 350-foot boundary and we have lived here since 1988.

We are opposed to the applicant's request that this property be re-zoned from R-1 to SPUD, so that an office and commercial business complex can be built right next to our residential neighborhood.

Our house at 902 Carey Dr. and the house next door, in which our daughter lives at 906 Carey Dr., are the properties whose backyards will back up to those properties at 1027 and 1035 S. Berry Rd.

The reasons for our opposition are as follows:

1. The proposed plan to put a commercial building with 60 parking spaces right up against our residential neighborhood should be rejected now. It is an affront to all the people who live in the houses around these properties. The planning commission should not allow the applicant to have the SPUD zoning. We do not need another commercial property at that intersection. This has always been and should remain a residential area. There are vacant commercial properties all over Norman. We do not need more of them.
2. We request that a traffic study and a light-pollution study be ordered and paid for by the applicant, since a commercial building with 60 spaces would drastically impact the neighborhood. The increased traffic at the Berry and Lindsey intersection and the commercial lighting would ruin the residential atmosphere of all the houses around it. It is disconcerting that this request has been made and is actually being considered by the city.
3. Your decision about this request does not have to be based upon hypotheticals. Every one of you on the planning commission needs to go over to those two houses on Berry Rd. Walk up to the sides and backyards of those properties to see that over 11 large mature trees were clear cut and removed. Do we really want a strip mall with 6 businesses and 60 parking spots on that corner? The applicant is assuming that it will be approved for this re-zoning. Why else would all the large trees already have been cut down? It is presently being prepared and groomed to be developed, before the case has even been considered by you!
4. We do not want a parking lot with 60 cars, the automobile exhaust, with noise and light pollution in our backyards. We already have problems with transients coming off of Berry Rd., going through the properties without permission, and cutting through our back yards to come over to Carey Dr. This will increase if that becomes a commercial development with a parking lot and dumpsters by our properties.

5. The decision is actually a simple one: Does the planning commission want to see those two houses removed so that it becomes a further extension east of the Lindsey St. commercial zone? Or do you want those two properties to remain an extension of the residential properties extending down Berry Rd. to Lindsey St.?

6. On a positive note, the applicant should withdraw the application for this commercial development on Berry Rd. by our neighborhood. The two houses could be improved and increase the value of our adjacent homes. Then the applicant would be showing us that they want to be happy and good neighbors to all of us. This would be the best outcome for everyone.

Please hear the concerns of neighbors like us, reject this re-zoning application.

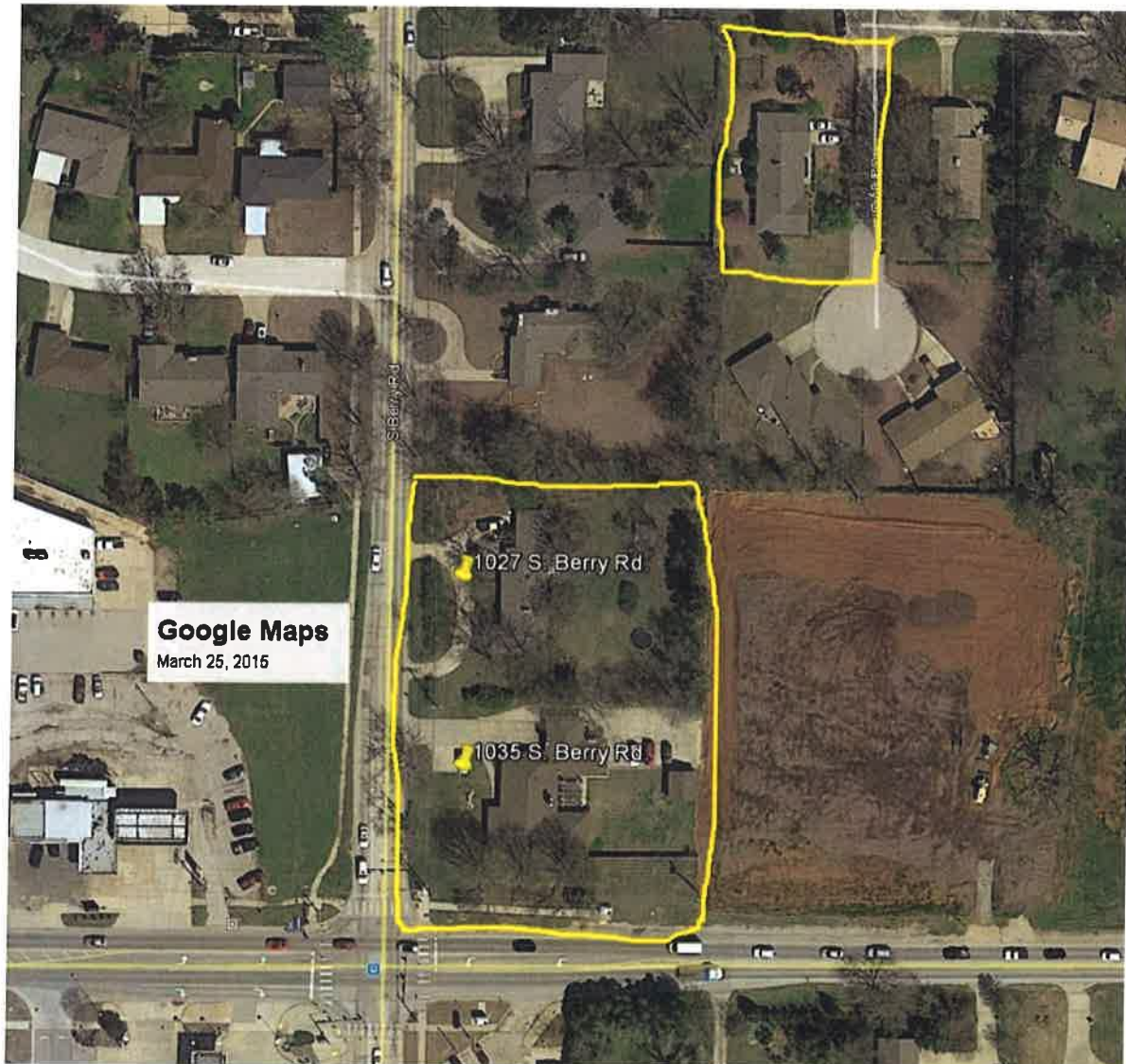
Sincerely,

David and Kathy Nehrenz

davenehrenz@aol.com

405-306-8464

P.S. Here are photos of the back-sides of the Carey Dr. and Berry Rd properties.





TO:

City of Norman Department of Planning and Community Development

FORMER CASE NUMBER: PD21-23

APPLICANT: Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C.

Location: 1027 and 1035 South Berry Road

Ward: 4

FROM:

Michelle Nehrenz

906 Carey Drive

Norman, OK 73069

I am writing in regards to the letter I received about the rezoning request for the properties at 1027 and 1035 South Berry Road. The property I reside in is in Ward 4 within the 350-foot boundary of those locations. I am adamantly **opposed** to the applicant's request that these properties should be rezoned from CO/R-1 to SPUD and Commercial Designation.

My house is at 906 Carey Drive, which comes right to the corner of the 1035 South Berry Road property. The house next door to me, 902 Carey Drive, is where my parents reside and the house where I grew up. Carey Drive is a wonderful, quiet, clean street that any family in Norman would be proud to live on. I know how fortunate I am to live in a neighborhood where we take care of each other and genuinely enjoy life. The request to rezone the properties that back up to this spectacular street will ruin that atmosphere. The proposed plan for a commercial development with parking spaces that back up to my house and encroach on our residential neighborhood should be rejected.

I am opposed to this rezoning request because of the following:

1. The traffic at Lindsey and Berry Road is already a nightmare. On a daily basis the stoplights are packed and with college students back in full force the cars back up for blocks. This intersection is completely unique. There is no other intersection in Norman which leads into the university taking the road from 4 lanes down to 2 with turn lanes and a bike lane in the mix. A traffic study **of this specific intersection** needs to be conducted as adding a commercial space with ingress and egress on both Lindsey and Berry will drastically impact the already congested traffic. The increased traffic at this intersection will ruin the residential feel of the surrounding neighborhoods and make it difficult for us to get in and out of our own driveways and streets. I'm very concerned that this request to rezone has been made without due diligence and consideration for how it will affect our streets.
2. The commercial lighting which would be installed will completely ruin the atmosphere of the houses around it. My property line backs up to the property which would contain the lighting and parking for the proposed plan. I do not want my entire back yard being illuminated by bright lights spilling over from the parking lot. A light-pollution and environmental study also needs to be conducted for this area to determine how much spillover the proposed lighting solution would have.

FILED IN THE OFFICE
OF THE CITY CLERK
ON 9/3/21 - *RW*

3. We do not need more commercial real estate space in Norman. There are countless vacant buildings in this town where businesses could reside. Adding more commercial space that will end up sitting empty and eventually deteriorate is irresponsible, pointless, and not warranted at this intersection. This has always been a residential area and that is how it should remain.
4. Allowing this proposed project near our homes will decrease their resale values and negatively affect all surrounding properties. No one wants to live next to a commercial building with the smell of dumpsters in the parking lot, car exhaust from people coming and going, and trash blowing into their yards.

The representatives of the applicant have stated in previous city meetings that they want to better the Norman community, but trying to place a commercial development at this intersection does exactly the opposite. It does nothing to support our neighborhood and causes more problems that we, the actual residents of the area, will have to deal with on a daily basis.

Please listen to our concerns. This directly affects our lives and I ask that you **reject the rezoning application.**

Sincerely,

Michelle Nehrenz
michellenehrenz@gmail.com
405-570-7188



Gabrielle Mandeville
905 Carey Drive
Norman, OK 73069

The City of Norman
Planning and Community Development
City Clerk
201 W. Gray, Bldg. A
Norman, OK 73069

August 30, 2021

Re: Case PD20-10 / O-1920-58 & R-1920-115
Re-zoning from R-1 to SPUD

It is incredible that we have to object to this request once again. This neighborhood's unified protest last year appears to have been ignored by the City and an apparently influential developer is able to yet make another attempt to encroach our purely residential neighborhood, requesting re-zoning to establish a strip-mall – practically in my and my neighbors backyard.

This is simply outrageous.

I strongly protest this request, as it is based on greed and certainly not need. There are many other properties available. That particular part of Berry Road/Lindsey has a traffic congestion problem already, because the City of Norman failed to establish a right-turn lane from Berry unto Lindsey Street when that street was “improved”. That oversight not only created a serious traffic jam at peak hours, but it is virtually impossible for an emergency vehicle to turn from Berry unto Lindsey Street (heading South from Berry) now. A strip-mall would make any emergency approach impossible in that area.

There are serious security, sanitary and noise issues to be addressed as well. My house is within 200 feet of those properties requested for re-zoning. I hope the City of Norman shows that they care about their citizens in this neighborhood and understands our concerns and uses common sense in their decision.



FILED IN THE OFFICE
OF THE CITY CLERK
ON 8-31-21

The City of Norman
 Planning and Community Development
 201 West Gray, Bldg. A
 Norman, OK 73069

Re: PD21-23

Dear Planning Commission:

I have read the Notice for Norman 2025 Land Use and Transportation Plan Amendment and Rezoning notice dated 18 August, 2021 and have developed the following opinion in regard to changing the zoning from CO (Suburban Office Commercial) to SPUD for the property located at 1035 South Berry Road and the change from R-1 (Single Family Dwelling) to SPUD for the property located at 1027 South Berry Road.

I, Cynthia Brnx Mills (printed name)

Own or reside at the property located

1119 W. Brooks

FILED IN THE OFFICE
 OF THE CITY CLERK
 ON 9/2/21-RW

Am (check the one that applies)

☐ Approve of the rezoning

☒ Oppose the rezoning -Please do not! My house

☐ Do not have an opinion about the rezoning

Sincerely,

Cynthia Brnx Mills (signature)

8/30/21 (date)

is at the end of Carey Dr. and I can see the cars go by on Lindsay
Please no more!!!

The City of Norman
 Planning and Community Development
 201 West Gray, Bldg. A
 Norman, OK 73069

Re: PD21-23

Dear Planning Commission:

I have read the Notice for Norman 2025 Land Use and Transportation Plan Amendment and Rezoning notice dated 18 August, 2021 and have developed the following opinion in regard to changing the zoning from CO (Suburban Office Commercial) to SPUD for the property located at 1035 South Berry Road and the change from R-1 (Single Family Dwelling) to SPUD for the property located at 1027 South Berry Road.

I, Delbert L. Mills (printed name)

Own or reside at the property located

1119 W Brook St
Norman, OK
73069

Am (check the one that applies)

☐ Approve of the rezoning

☒ Oppose the rezoning

☐ Do not have an opinion about the rezoning

FILED IN THE OFFICE
 OF THE CITY CLERK
 ON 9/2/21-RW

Sincerely,

Delbert L. Mills (signature)

8-30-2021 (date)

The City of Norman
 Planning and Community Development
 201 West Gray, Bldg. A
 Norman, OK 73069

Re: PD21-23

Dear Planning Commission:

I have read the Notice for Norman 2025 Land Use and Transportation Plan Amendment and Rezoning notice dated 18 August, 2021 and have developed the following opinion in regard to changing the zoning from CO (Suburban Office Commercial) to SPUD for the property located at 1035 South Berry Road and the change from R-1 (Single Family Dwelling) to SPUD for the property located at 1027 South Berry Road.

I, GARY KRUK (printed name)

Own or reside at the property located

816 CAREY Dr.
NORMAN, OK 73069

Am (check the one that applies)

☐ Approve of the rezoning

☒ Oppose the rezoning STRONGLY OPPOSE! Please don't allow this to happen to our neighborhood.

☐ Do not have an opinion about the rezoning

Sincerely,

Gary Kruk (signature)

August 30, 2021 (date)

FILED IN THE OFFICE
 OF THE CITY CLERK
 ON 9/2/21-LW

MICAH ALCORN, CCIM

906 Carey Drive
Norman, OK 73069
mail@micahalcorn.com
405.818.2257

August 28, 2021

City of Norman
City Clerk
P.O. Box 370
201 West Gray
Norman, OK 73070

Re: Cases No. O-1920-58 & R-1920-115

To Whom It May Concern:

Please accept this letter as my protest in the matter of the Norman 2025 Land Use and Transportation Plan Amendment and Rezoning request by Sooner Traditions, L.L.C. and Hunter Miller Family, L.L.C. in regard to the properties commonly known as 1027 S. Berry and 1035 S. Berry as described in the letter from the Norman Planning Commission dated August 18, 2021. The subject property touches my property at the subject's northeast corner and I do not support an encroachment of commercial uses further into an established residential neighborhood. I would encourage members of the Planning Commission and City Council to vote to deny the request.

Sincerely,



Micah Alcorn

FILED IN THE OFFICE
OF THE CITY CLERK
ON 9/2/21

Dana Drury and Stephen Maple
951 South Berry Road
Norman, OK 73069

Norman Planning Commission
201-A West Gray Street (PO Box 370)
Norman, OK 73069

FILED IN THE OFFICE
OF THE CITY CLERK
ON 9/3/21 - EW

RE: 1027 and 1035 South Berry Road

Dear Commissioners,

We are once again protesting the Sooner Traditions proposal to change the zoning from R-1/C0 to commercial for the subject parcels at the northeast corner of Berry Road and Lindsay.

- Berry Road north of Lindsay is essentially a residential street: narrow, two-lane, single family houses, nice trees, with deteriorating sidewalk on only the west side of Berry. At night the area is poorly lit.
- Proximity to the university and west Lindsay commerce results in frequent bicycle, skateboard, scooter and pedestrian traffic on Berry at all hours of the day and night.
- Southbound traffic on Berry already backs up to Lee daily during lunch and evening commutes. In the 20 years we have lived here, we have seen it back up to Brooks, especially when students are in town. Adding a commercial center requiring left turn from southbound Berry will likely increase traffic backups throughout the day, beyond just the current high traffic times.
- To accommodate the additional traffic entering and exiting a commercial property, the Lindsay/Berry intersection could be widened. Who will pay for that? And is that even the answer? Seems like a “build it and they will come” ... a nice wide, modern intersection that eases traffic flow would of course increase traffic ... which will only make things worse farther north on Berry, which — like the area just north of Lindsay — is residential, narrow two lane, lots of pedestrian/bicycle/scooter traffic, with a deteriorating sidewalk on only the west side until north of the Berry/Brooks intersection.
- There is plenty of unoccupied and empty commercial space in the area. Assuming there is an actual legitimate business



File Attachments for Item:

4. O-2122-21 – Johnson & Associates, on behalf of University North Park, requests amendment of the existing PUD, Planned Unit Development (O-1415-45), to amend the allowable uses for approximately 1.37 acres of property located on the east side of 24th Avenue N.W. south of Tecumseh Road.

Action Needed: *Postpone Ordinance No. O-2122-21 to the November 18, 2021 Planning Commission meeting.*



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/14/2021

REQUESTER: Johnson & Associates, on behalf of University North Park

PRESENTER:

ITEM TITLE: O-2122-21 – Johnson & Associates, on behalf of University North Park, requests amendment of the existing PUD, Planned Unit Development (O-1415-45), to amend the allowable uses for approximately 1.37 acres of property located on the east side of 24th Avenue N.W. south of Tecumseh Road.

RECOMMENDATION:

Action Needed: Postpone Ordinance No. O-2122-21 to the November 18, 2021 Planning Commission meeting.



Date: October 7, 2021

To: Chairperson and Members
Norman Planning Commission

From: Lora Hoggatt, Planning Services Manager

Subject: Planning Commission, October 14, 2021
Regarding Agenda Item No. 4, Ordinance O-2122-21
Amending PUD

The applicant for the Rezoning Request to amend the PUD for approximately 1.37 acres of property located on the east side of 24th Avenue N.W. south of Tecumseh Road has requested postponement to the November 18, 2021 Planning Commission meeting.

cc: Jane Hudson, Planning Director

office memorandum