



CITY OF NORMAN, OK CITY COUNCIL STUDY SESSION

Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069

Tuesday, July 20, 2021 at 5:30 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.

AGENDA ITEMS

1. DISCUSSION REGARDING PROPOSED AMENDMENTS TO SMALL CELL FACILITIES
2. DISCUSSION REGARDING POTENTIAL CHANGES IN MINIMUM PARKING REQUIREMENTS

Small Cell Wireless Facilities

City Council Study Session

July 20, 2021



Background

- New technology proposed for the rights-of-way for enhanced cellular network and data download speeds
- Cities and cell service providers worked together on a bill (SBI 388) to address right of way issues
 - Sought a balanced approach to protect assets in the ROW
- FCC favors 5G expansion through small cell facilities.



Small Cell Technology

Item 1.



Small Cell Technology

Item 1.



CITY OF NORMAN



Small Cell Technology

- Less flexibility for placement locations
 - small cell facilities have a 1500 ft. range
- Better able to blend into surroundings
- Improves capacity in dense areas
- Paves the way for 5G technology



Small Cell Technology

FEDERAL LAW



Small Cell Technology

- Federal law expresses a strong preference to grow cellular network capacity
- Cities still have some ability to regulate specific aspects but companies are complaining that cities are slowing expansion down and the FCC is listening



Small Cell Technology

Item 1.

- What can the City do?
 - Regulate placement, construction and modification of wireless facilities
 - Charge fair and reasonable compensation
 - Manage the public rights of way



Small Cell Technology

Item 1.

- What can't the City do?
 - The City can't prohibit small cells on OG&E light poles
 - Investor owned utilities must provide access to their poles unless there are capacity, safety or reliability issues caused by the attachment
 - The City can't require too much documentation (must be reasonably related to determining whether the request meets the Code requirements)
 - Cannot use regulations to prohibit the provision of wireless service
 - The City can't discriminate between providers



Small Cell Technology

SENATE BILL 1388



SB 1388

Item 1.

adopted in 2018, effective Nov. 1, 2018

- Created the Oklahoma Small Wireless Facilities Deployment Act, codified in Title 11, Section 36-501 et. seq.
- Applies to:
 - Collocation of small wireless facilities by a wireless provider in the ROW and
 - Deployment of utility poles to support small wireless facilities



Small Cell Technology

- Permitting
 - Can require permit if generally applicable to requests for ROW access by other entities
 - Must determine whether application is complete within 20 days
 - After receipt of completed application, City has 75 days to approve or deny
 - Consolidated applications allowed for collocation of up to 25 small cell facilities
 - Approved work must be completed in one year
 - Permit valid for 10 years



Small Cell Technology

Item 1.

- Evaluation of Permit Applications
 - Can only require information needed to demonstrate compliance with the Act
 - Cannot dictate placement on a particular pole or require multiple systems on one pole
 - Cannot require quid pro quo
 - Must follow all applicable safety codes
 - Denial of application only if certain conditions are met (height, safety issues, etc)



Small Cell Technology

Item 1.

- Aesthetics
 - New or modified poles cannot be more than 10 feet taller than the tallest existing pole within 500 feet; or 50 feet above ground level
 - Size limitations – small cell antenna must fit in enclosure of no more than 6 cubic feet in volume; associated equipment cannot exceed 28 cubic feet in volume
 - Must follow reasonable and objective criteria for concealment of small wireless facilities in designated areas and on decorative poles
 - Cities may adopt reasonable and nondiscriminatory spacing requirements for new poles and ground-mounted equipment
 - As long as the equipment doesn't interfere with another companies equipment, more than one small cell facility can be placed on the same pole



Small Cell Technology

- Permit Fees
 - Must be required of similar types of construction
 - Must treat wireless providers the same as nonpublic entities
 - Collocation only - Cannot exceed \$200 each for the first 5 small cell facilities on the same application and \$100 for each additional facility on same application
 - Collocation and pole replacement/installation– cannot exceed \$350 per pole.
- Occupancy Fee
 - Cannot exceed \$20 per pole (if locating on a City owned pole) and \$20 per small cell facility



Small Cell Technology

AMENDMENTS TO ORDINANCE O-1819-18



City's Small Cell Regulations

Item 1.

- Strikes balance between FCC ruling and State law to ensure compliance with both
- Small Cell Ordinance under Section 431.2 of the Zoning Ordinance
- Small cells are a permitted use in all zoning categories
- Small cells must comply with applicable building codes, FAA regulations, etc.
- Two types of installations – collocation on existing pole or new poles – each requires engineering analysis
- Vendor must provide affidavit for why collocation will not work and new pole needs to be installed



Ordinance No. O-1819-18

Item 1.

- Permit Applications
 - Up to 25 facilities on one permit
 - If collocation on existing pole - \$200 for first five facilities and \$100 for each additional on same application
 - If modified, replacement or new pole required - \$350 per pole
 - Shot clock
 - Must determine application is complete within 20 days
 - Collocation applications must be considered within 60 days of complete application
 - New, modified or replacement pole applications must be considered within 75 days of complete application
 - Denials – deficiencies can be cured within 30 days or appeal to BOA



Ordinance No. O-1819-18

Item 1.

- Siting and Aesthetics
 - New or modified poles cannot be more than the greater of 10 feet taller than the tallest existing pole within 500 feet as of Nov. 1, 2018 or 50 feet above ground level (per State law)
 - New small cell facilities cannot exceed 10 feet above existing utility pole.
 - New facilities and related poles cannot interfere with vehicular access to adjacent property or be placed in location that would interfere with an existing individual tree canopy, **or block or encroach on sidewalks or walkways.**
 - Size limitations – small cell antenna must fit in enclosure of no more than 6 cubic feet in volume; associated equipment cannot exceed 28 cubic feet in volume
 - Concealment – must be designed to blend in as much as possible; facilities affixed to decorative light poles must be concealed within the pole to maximum extent possible
 - **No new pole for small cell facility if located within 500 foot radius of an existing wireless support structure located on same side of street.**

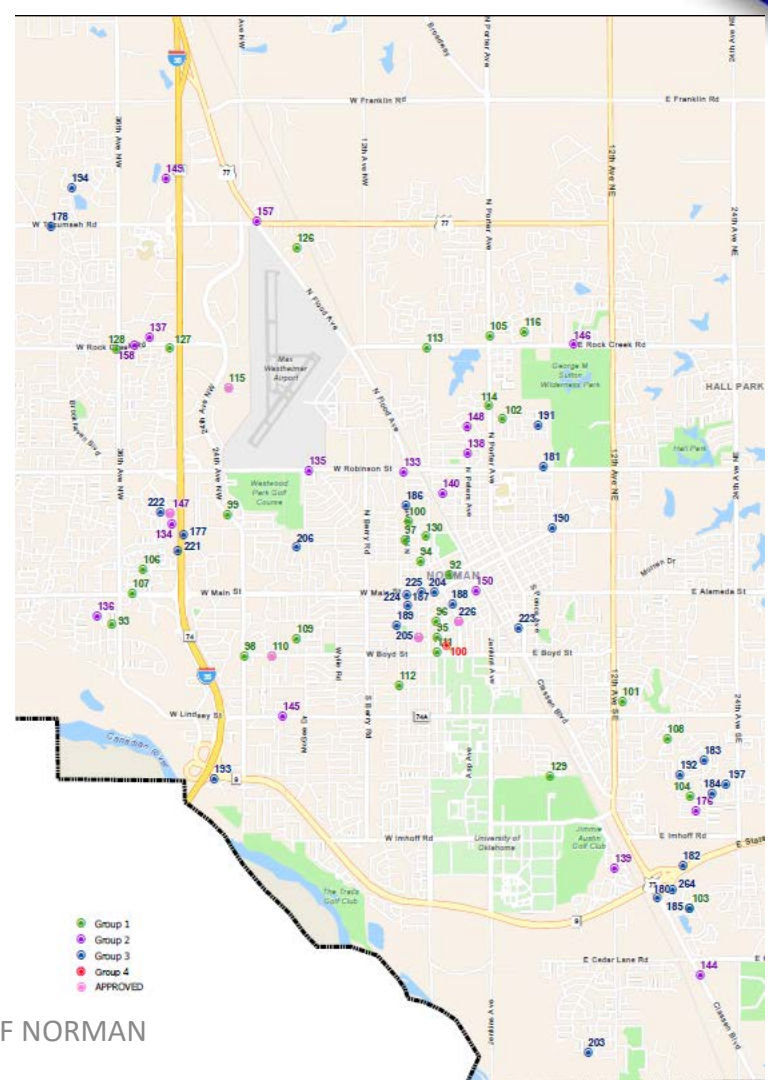


Application Status

78 applications received through
March 2021

4 approved

Primary issue is pole spacing
requirements



CITY OF NORMAN



Example – Commercial Corridor

Within the 500 foot buffer area –

- 19 existing street lights
- 8 existing utility poles



Item 1.

22

Example – Residential Area

Within the 500 foot buffer area –

- 19 existing street lights

This would be the 3rd pole along the frontage of the residence



Item 1.



Example – Residential Area

Item 1.



Example – Residential Area

Within the 500 foot buffer area –

- 4 existing street lights

Item 1.



City of Norman Amendments Borrowed From Other Cities

Item 1.

- OML proposed language
- Bixby's Ordinance
- Reviewed Little Rock, Owasso, Broken Arrow Ordinances for similar language



QUESTIONS?

NormanOK.gov





TO: Mayor and City Council

FROM: Jane Hudson, Director, Planning and Community Development

DATE: July 22, 2021

RE: Parking Regulations – “Recommended” v. Maximum

Over the last several years Planning staff has presented to Community Planning and Transportation Committee (CPTC) various options for parking regulations; both minimum and maximum requirement discussions have occurred. There are and have been many opinions of how to develop (pervious/impervious/bio-swales) and how many parking spaces should be required for specific uses within the City of Norman.

Included in these discussions, most recently, was the discussion of establishing LID (Low Impact Development)/green building codes, regulations/guidelines for developing parking areas that can be more environmentally friendly while still providing adequate parking for the associated businesses. Since we have a few new Councilmembers I attached as Exhibit A the summary of the continued work of staff regarding the “green building codes”. At the April 22, 2021 Community Planning and Transportation meeting staff briefed Council on the current status of their work on this proposal. The LID discussion and presentation will be forwarded to Council at a later date. The minutes from that meeting are attached as Exhibit B.

WHAT/WHO DETERMINES PARKING NEEDS FOR A USE?

Use. Different types of buildings require different parking levels. A restaurant with tightly packed tables needs more parking than a warehouse that is filled with boxes and very few employees. Offices tend to fall in the middle of industrial and dense retail uses.

Local regulations. Most building and zoning codes specify parking ratios. Before a developer can construct a building, they have to submit plans that describe the size of the building and of its parking lot. If the two do not align with local regulations, the property can't be built.

Market reality. Finally, the needs of the market also determine how much parking a building may need. If you are in an automobile driver heavy city -- like many suburbs -- or an area with limited public transportation options tenants will demand ample parking, even if it's in excess of what the local code requires.

BACKGROUND.

Staff presented information to Community Planning and Transportation Committee Members on April 22, 2021 and August 16, 2019, regarding parking regulations - for commercial businesses, more specifically, the discussion of larger retail/commercial establishments having excessively large parking lots -- and typically utilized only a few times a year/seasonally, as well as other non-residential uses.

As stated, the Zoning Ordinance establishes the minimum number of parking spaces required as determined by specific uses, this is the standard for many cities. Off-street parking standards are an attempt to minimize spillover parking on public streets,

residential neighborhoods and ensure safe and efficient movement of traffic by requiring the supply of parking at the site of the development is adequate to meet demand.

While parking minimums require a certain number of parking spaces for a specific use there can be other alternatives to the traditional minimum parking requirement. Some developments do not need the required minimum parking established/determined by the Z.O. so they are “over-parked”. In other cases, some uses need what is designated as a minimum in the Z.O. and even more in some cases.

The parking requirements adopted by cities over the years are one of, if not the most significant impacts on city form. In some cases, but not all, the adopted parking requirements can limit or restrict what an individual can do on the lot they are planning to develop. Money is tight, we all know and recognize this but so is the supply of land. We can all drive around Norman and see large, underutilized parking lots. So what can Council do to alleviate the requirements on businesses/developers to construct large parking facilities?

PARKING “RECOMMENDATION” V. REQUIRED.

An opportunity the City has is to amend the current Zoning Ordinance to convert the existing “required” parking ratio regulation to a “recommended” parking ratio on a lot. This option will not only offer flexibility to smaller developers but also benefit the city with storm water runoff concerns.

A recommended parking ratio allows the developer to customize the development to their specific needs for the use, while not negatively impacting the community with additional run-off – i.e., creating a large parking lot only to remain vacant the majority of the year.

Moving forward, after changing from “required to recommended”, another option still may be to actually change the parking ratios across the board for all uses currently listed in the Z.O. and create maximum parking ratios, following suit with the EDC. However, at this point, with the EDC still in review, staff would like to give the EDC the opportunity to establish guidelines so that any Zoning Ordinance amendments will coordinate with the newly-adopted EDCs.

It is possible establishing a “parking maximum” may be useful. Establishing parking maximums has been used most extensively in central business districts where there is an existing built environment. Establishing a maximum parking standard can be an effective tool for communities interested in maximizing green space, managing stormwater runoff, increasing densities and utilizing sustainable land development management tools while meeting transportation and parking demand throughout the community. Again, this possibility will be discussed/reviewed after the EDC is completed and adopted by City Council.

CLOSING.

Several cities across the nation have already removed minimum parking requirements and many more are looking at removing the minimum requirements. Locally, the City of Edmond and City of Guthrie are reviewing possible changes to their parking requirements.

A variety of stakeholders may wish to be involved in the discussions leading to decisions about off-street parking requirements. Those include local developers, business owners and their employees and patrons, community residents and the general public, all of whom have an interest in many development aspects: providing adequate parking to keep their business successful, mobility within the city and in developing an attractive physical environment where automobile traffic is not overwhelming.

Parking literature argues that excessive parking supply discourages alternative modes of transportation, reduces density, increases the cost of development, creates an uninviting built environment, and degrades the natural environment. Sources that are commonly used to determine off-street parking requirements include the Institute of Transportation Engineers (ITE) and often zoning ordinances from other cities.

Parking is an important component to zoning and land use decisions. Parking availability affects trip generation, mode of transportation, urban form, as well as economic development. For decades, parking regulations in ordinances have made generous allowances for automobiles, as car ownership, driving and parking have become essential elements of the transportation system. A 2011 study conducted by the University of California estimated there is an average 3.4 parking spaces per vehicle and around 800 million parking spaces existing in the United States, covering approximately 25,000 square miles of land.

In addition, modes of transportation are changing and are expected to continue to change in years to come; evidence of these changing trends has never been more apparent than with the recent 2020/COVID year. The nation saw an increase in changes of modes of transportation; ride share, Uber, Lyft, scooters, buses, and bicycles; as well as shopping trends. With the recent shift to on-line shopping, with delivery or quick-stop pickup of orders, not all businesses need the amount of parking we have seen historically. Many communities will be in a stage of transition until transportation behaviors level off at some point in the future. After transportation behaviors become more consistent the parking ratios can be further studied and the minimum parking ratios in the Z.O. may be revised. The proposed amendment to go from “minimum required” to “recommended” is intended to provide an opportunity for discussion to determine what Council wants to see amended as an interim solution, providing more flexibility during this period of transition.

Ultimately, business owners know their needs; if a business does not have adequate parking they may lose business and the community may lose a business. In addition, we never want spillover parking to negatively impact the adjacent residential neighborhoods; therefore, further assessment may be a point of discussion.

Allowing a recommended parking count will undoubtedly reduce a great number of parking spaces. While setting the maximum parking count allowed with the existing requirement will allow businesses to develop to their needs while not allowing them to go over the City’s already established parking requirements. Determining new maximum ratios across the board would prove a hefty endeavor at this time, and city staff recommends that implementation of such a change is best undertaken upon completion of the amended EDCs, receipt of stakeholder input, and professional study of industry mechanisms for these newer theories of parking controls and guidelines.

Attached as Exhibit D is the proposed amendments to the parking regulations, going from “required minimums” to “recommended” parking ratios. Attached as Exhibit C is

copy of the current required parking requirements. Staff is available to discuss this amendment and Council's goals and suggestions to work toward minimizing over-parked commercial developments.

CC:

Beth Muckala, Assistant City Attorney
Brenda Hall, City Clerk

Attachments:

Exhibit A – Green Building Code Update
Exhibit B - CPTC Meeting Minutes, April 22, 2021
Exhibit C – Existing Zoning Code - Parking
Exhibit D – Annotated Zoning Code - Parking

Exhibit C – Existing Zoning Code – Parking (4 Pages)

SEC. 431.5 - OFF-STREET PARKING REQUIREMENTS

(As amended by Ord. No. O-7576-60 -- March 1, 1977; O-8687-48 -- March 24, 1987; O-9596-28 -- March 26, 1996; O-9697-51 -- June 10, 1997; O-0405-30 -- January 24, 2006; O-1213-17 -- November 27, 2012)

1. Duty to Provide and Maintain Off-Street Parking. The duty to provide and maintain the off-street parking spaces herein required shall be the joint and several responsibility of the operator and owner of the use and the operator and owner of the land on which, or the structure or structures in which, is located the use or uses for which off-street parking space is required to be provided and maintained. Each parking space shall have minimum dimensions of eight and one-half (8-1/2) feet by nineteen (19) feet plus adequate space for ingress and egress. No land shall be used or occupied, no structure shall be designed, erected, altered, used, or occupied, and no use shall be operated unless the off-street parking space herein required is provided in at least the amount specified, and maintained in the manner herein set forth; provided, however, that where off-street parking space is not provided or maintained for land, structures, or uses actually used, occupied, and operated as of July, 1966 it shall not be required under this ordinance. (O-0405-30)
2. Number of Off-Street Parking Spaces Required. Except for lots in the C-3, Intensive Commercial District, off-street parking spaces for motor vehicles shall be provided in at least the amount shown in the following list:

<u>USE</u>	<u>SPACES REQUIRED</u>
<u>DWELLINGS & LODGINGS</u>	
Single & two-family dwellings	2 per dwelling unit (du)
Apartments & apartment hotels	1.8 per du
Boarding or rooming houses	1.8 per boarding or rooming unit
Fraternity or sorority houses	1 for each accommodation
Hotels or motels	1.2 each room in addition to spaces required for restaurant facilities
Mobile homes (park/subdivision)	2 per mobile home
<u>RETAIL TRADE</u>	
Department & variety stores	1 per 200 sq. ft. customer service area (CSA) ¹
Food & drug stores	6 + 1 per 200 sq. ft. CSA over 1,000 sq. ft.
Furniture store, motor vehicle sales	1 per 500 sq. ft. gross floor area (GFA)
Liquor stores	3 + 1 per 300 sq. ft. GFA over 500 sq. ft.

Exhibit C – Existing Zoning Code - Parking

Item 2.

Night club or tavern	1 per 50 sq. ft. CSA
Radio & television sales and/or repair	1 per 200 sq. ft. CSA or 1 per 175 sq. ft. GFA, whichever is greater
Restaurants, drive-in & fast-food takeout	1 per 100 sq. ft. GFA
Restaurants (except above)	1 per 50 sq. ft. CSA
Shopping Centers: (including up to 10% office use)	
(a) 25,000 - 400,000 Gross Leasable Area (GLA)	4 spaces per 1,000 sq. ft. GLA
(b) 400,000 - 600,000 GLA	4.5 spaces per 1,000 sq. ft. GLA
(c) over 600,000 GLA	5.0 spaces per 1,000 sq. ft. GLA
In addition to the base ratio, for Theaters - when in conjunction with a shopping center:	
(a) Less than 100,000 GLA	3 per 100 seats
(b) 100,000 - 200,000 GLA	3 per 100 seats (over 450)
(c) over 200,000 GLA	3 per 100 seats (over 750)
In addition to the basic ratio, for Food Services when in conjunction with a shopping center (but not more than 10% of GLA). Food Services does not include grocery stores:	
(a) 25,000 - 100,000	10 per 1,000 sq. ft. of food service tenant
(b) 100,000 - 200,000	6 per 1,000 gross sq. ft. of food service tenant
(c) 200,000 - 600,000	no additional parking (other than basic index)
(d) over 600,000	reduction of 4 spaces per 11,000 gross sq. ft. of food service tenant
Various Specialty shops (camera, gifts, jewelry, etc.	3 + 1 per 200 sq. ft. CSA over 500, or 1 per 275 sq. ft. GFA over 400, whichever is greater.

SERVICES

Amusement establishments	1 per ea. 4 patrons (capacity)
Automobile service stations	2 per service bay and 1 each service vehicle and 1 each 2 employees
Banks or savings & loan companies	1 per 150 sq. ft. CSA

Exhibit C – Existing Zoning Code - Parking

Item 2.

Barber shops	1.5 per chair and 1 per each 2 employees
Beauty parlor	2 per operator station & 1 per each 2 employees
Bowling alleys	5 per lane and spaces required for affiliated uses
Churches	1 per 4 seats in sanctuary
Clubs or lodges (private, nonprofit)	1 per 50 sq. ft. of assembly area
Crematorium	1 per 1,000 sq. ft. of floor area or portion thereof (O-1213-17)
Funeral parlors or mortuaries	5 and 1 per 5 seats in largest chapel
Hospitals and Sanitariums	1 per 1 bed, 1 per hospital or staff doctor, and 1 per each employee at maximum shift (O-9697-51)
Medical or dental clinics or offices	3 per treatment room and 1 each doctor or dentist
Nursing, convalescent, or rest homes	1 per 4 beds and 1 per each 2 employees
Offices, business or professional	1 per 300 sq. ft. GFA
Private Schools:	
Nursery school, day care center, or elementary school	1 per employee and adequate off-street area for pick-up and delivery of children
Nonboarding Junior & Senior high schools	1 per employee and 1 per each 8 students

USE

SPACES REQUIRED

SERVICES

Self-service laundries, dry cleaning	.5 per machine
Theaters, auditoriums	1 per 4 seats

MANUFACTURING, STORAGE, & WHOLESALE

Manufacturing	2 + 1 per 3 employees and 1 per company vehicle*
Printing & publishing	1 per 2 employees

Exhibit C – Existing Zoning Code - Parking

Item 2.

Warehousing (mini-storage)	1 per 8 rental units
Warehousing (general)	10% GFA
Wholesale establishments	2 + 1 per 3 employees and 1 per company vehicle

**NOTE: Spaces required for company vehicles shall vary as to size so as to adequately accommodate the vehicle usually occupying the spaces.*

FOR USES NOT COVERED ABOVE, THE REQUIREMENTS LISTED BELOW ARE APPLICABLE:

<u>USE</u>	<u>SPACES REQUIRED</u>
Retail stores and service establishments	1 per 200 sq. ft. CSA or 1 per 275 sq. ft. GFA, whichever is greater
Other commercial and industrial	.75 x maximum number of employees on premises at any one time.

3. Other Factors Determining Off-Street Parking Requirements.

- (a) Fractional Spaces. When determination of the number of spaces required by this ordinance results in a requirement of a fractional space, any fraction less than 1/2 shall be disregarded and any fraction of 1/2 or more shall require one space.
- (b) Enlarged/Changed Use.
 - (1) Residential Uses: Whenever there occurs a change in residential use, by either an increase or a decrease in the number of units or by a change in the type of residential use, all the required off-street parking, including the parking provided for the existing use, shall conform to the requirements herein established.
 - (2) Non-residential Use: Whenever non-residential land, structures, or uses are enlarged, expanded, or changed there shall be provided for the increment only of such land, structures, and uses enlarged, expanded or changed and maintained as herein required, at least the amount of off-street parking space that would be required hereunder if the increment were a separate land, structure, or use. However, where a lot with an existing structure is cleared and a new structure is erected thereon, there shall be provided and maintained off-street parking space as required herein.
- (c) Joint Use. When an off-street parking space is used jointly by two or more uses with different requirements, or two or more uses having the same requirements, an area shall be provided equal to the total of requirements of all uses.
- (d) Landscaping of Existing Parking Lots. A ten (10) percent reduction in the number of spaces required by this ordinance is permitted when landscaping as required by Section 22-431.8 is provided for existing parking lots that are not subject to landscaping requirements. Landscaping improvements must be acceptable to the Director of Planning.

Exhibit B - CPTC Meeting Minutes, April 22, 2021 (14 Pages)

CITY COUNCIL COMMUNITY PLANNING AND TRANSPORTATION COMMITTEE MINUTES

April 22, 2021

The City Council Community Planning and Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 4:00 p.m. in a virtual meeting hosted in the Council Chambers on the 22nd day of April, 2021, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray 48 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Hall, Peacock, Nash, and
Chairman Holman

ABSENT:

OTHERS PRESENT: Mr. Taylor Johnson, Public Transit Coordinator
Mr. Shawn O'Leary, Director of Public Works
Ms. Brenda Hall, City Clerk
Ms. Jane Hudson, Director of Planning and
Community Development
Ms. Carrie Evenson, Stormwater Program
Manager
Ms. Lora Hoggatt, Planning Services Manager
Ms. Breea Clark, Mayor
Ms. Beth Muckala, Assistant City Attorney
Ms. Kathryn Walker, City Attorney
Ms. Brenda Wolf, Permit Services Supervisor

Item 1, being:

PUBLIC TRANSIT RIDERSHIP REPORT FOR THE MONTH OF MARCH 2021.

(Minutes on file for this item, removed to save paper.)

Item 2, being:

DISCUSSION REGARDING OFF-STREET PARKING REQUIREMENTS AND POTENTIALLY COMPLIMENTARY CITY EFFORTS, INCLUDING ENGINEERING DESIGN CRITERIA UPDATES.

Jane Hudson – Afternoon everyone. It's good to be back in a meeting. It's like you don't see anybody very much. But welcome.

If you had the opportunity to read the memo, in the very beginning of the memo we have an outline there regarding what efforts Dr. Evenson and her crew are working on for the green incentives. If you have any questions about that first part of the memo, we're happy to talk about it. Carrie, if you want to give them a brief summary, that's great, as well. I know really we want to be talking about parking, but I didn't want that to go unnoticed because they are continuing to work on that.

Chairman Holman – I would definitely agree that parking has a major impact on stormwater. They're absolutely related.

Carrie Evenson – I'll just give you a little bit of information on where we're at with the EDC update. I, along with numerous other City staff – because it's really a Citywide project working on the EDC update, because it's been a while since we had done that, and it needs to be done. One of the things that we're doing as part of that is we're reviewing our requirements, we're reviewing our ordinance language as well to make sure we don't have any barriers to green infrastructure or low-impact development in the City. We're also looking at ways – at Council direction – that we can incentivize the use of green infrastructure and the installation of green infrastructure across the City. Through this process, one of the things that our contractor, Freese and Nichols, has been tasked with is to look at ways that we can either modify our ordinances or put in some other requirements or avenues for folks to add green infrastructure or we can incentivize it. Some of that is through potentially offering or allowing reduced parking or landscaping requirements, things like that. So that's part of the process that we're working through right now. Council approved the contract amendment with Freese and Nichols recently to begin Phase 2, where we start to actually make the language changes to the EDC, and we are including external stakeholders, members of the community, in that process right now. That's where we are going to be looking at the parking requirements and looking at is there a way that we can use those requirements to incentivize green infrastructure. So that's kind of where this ties into this discussion that you're also having with Jane about are our current parking requirements.

Chairman Holman – Thank you, Dr. Evenson. Appreciate that. Councilmember Hall.

Councilmember Hall – Thank you, Dr. Evenson. I'm curious about the stakeholder piece that you just mentioned. Can you expand a little bit more on where we are on that? How are we identifying the stakeholders? Roughly who they are, because this seems like – first of all, I just want to say I want to thank all of you for the staff report because it was really helpful to me to get a summary of all of the different parts of this that have been ongoing for the last couple years. I think with having to cancel so many meetings this year, that I have sort of lost track of all the meeting pieces here. So this is really an excellent summary of all of the different things that we're taking under consideration. So I just did want to mention how appreciative I am of getting that focus back to where we are right now.

Carrie Evenson – Absolutely. With the external stakeholder group, basically we have talked to City staff to try to identify those builders, developers, engineers, contractors that frequently interact with the City and our engineering design criteria, and we have a list of folks that we've identified, both in Phase 1 and in response to some comments that

we got during the diagnostic report discussion, to try to make that as complete as we can. I was just going through that today to send to Freese and Nichols so that we can start to contact those folks and begin those stakeholder meetings. We're going to divide up into smaller committees, so there will be some discussion on stormwater in a smaller group, there'll be discussion of traffic control in a smaller group, streets, development issues. So depending on how the external stakeholders want to divide themselves, we'll divide up into those groups and have particular discussions on what we see as the changes that are necessary to bring us up to date with technology and materials and things like that. Some other issues that we and they have run into throughout the development process. Some things that need to be tweaked. Then we'll have those discussions and then hopefully have a finished product to you in about a year or so with those changes, and get that moving forward.

Councilmember Hall – Will those be virtual meetings? In-person meetings? Yet to be determined? And how many people are we talking about?

Carrie Evenson – It's still to be determined, as far as how we're going to do those meetings. It may end up being kind of a hybrid, which a lot of our meetings are going to now, where there are some people in the room and there are other people who are not yet comfortable being in the room that we can bring in virtually. Or if they're out of state, or out of town, or whatever at the time, they can always Zoom in and join us that way. So we're still working that out. I didn't put a count to the list right now, but I would guess between 25 and 30 people have been identified. Now, we'll split up into smaller groups to make that a little bit more manageable. But we have quite a few people on there. There are private citizens as well, particularly on the stormwater side that have knowledge of stormwater and want to be involved on that and have reached out and asked.

Councilmember Hall – Excellent. I like the fact that we have a large group and that we will have the ability to really focus in on certain categories. That sounds good. Thank you.

Chairman Holman – Thank you, Councilmember Hall.

Jane Hudson – Moving forward into the discussion, parking has always been a hot topic and how much someone needs or how much they don't need. I put the memo together – Dr. Evenson, thank you so much for all the information you gave me on your update. I really wanted this to be an opportunity for us to just really have a lot of dialogue and figure out which direction you really want to go with this. I visited with Legal on this as well, so we can look at the possibility of taking the required parking that's in the ordinance right now and we can establish that as a recommended maximum. One thing that does concern me about that – and I don't really think we would run into this, because it would negatively impact someone's business if they tried to short themselves on parking. Parking space is about \$6,000, I think, per parking space. It does get expensive when you're developing an entire parking lot. So someone would look to save money and cut back on their parking. Again, if they do that, that's going to negatively impact their business, and I don't think somebody is really going to want to do that. I wanted to have this discussion and see what you thought. Do you like the idea of making that a

recommended maximum, and then if someone does need additional parking, they can submit a request to staff. One of the ideas I had was that if someone can demonstrate, through a request, through a memo that they would submit to City staff, and we could take that to our Development Review Team, which is the same DRT that reviews the preliminary plats, certificates of survey, and stuff like that that come forward for development. Everybody that's on that committee is already very familiar with how a parking lot – the runoff would need to be accommodated for if someone was wanting to go over what we've established in the Zoning Code as their recommended maximum. I guess I want to open it up and see what questions you have, and thoughts you have from the memo, and see which direction you want to go.

Chairman Holman – Thank you, Jane. For me, and we talked about this issue before – it's come up in various Council discussions over the years, and Councilmember Peacock had this as one of the top issues of his agenda to address. So, from my standpoint, I want us to be in a position where nobody in Norman ever says, "Well, I only have that much parking because the City made me do it." I want that to not be a factor, basically. The goal I have is that the City has made somebody put an excessive amount of parking for the type of business they have. I know businesses can change based on buildings – all that stuff. But I'm looking for something that we're not requiring a lot of parking, but people can apply to have more, but make the case for why they need more if we have a minimum or a maximum why they would need more. I would like to see a way that parking – I would rather save a tree than meet a parking standard. So they're going to get rid of the tree because they have to fit this many parking spaces on there. Inevitably it can be a headache in some places where there's not very much parking, but in the places in Norman where parking is limited, those are the most attractive and active and we're able to charge money for the parking spots because they're so valuable. That's kind of been my thought over the years about where I want to get with parking in Norman, was that the City is not the ones responsible if there's a giant parking lot. And if there is a really giant parking lot, then there was good reason or a stated reason for that and that we have best practices to reduce the impact of all that impervious surface and things like that. So those are kind of my thoughts on it. I think Councilmember Peacock has a few of his own. Go ahead.

Councilmember Peacock – This is a subject that I have a lot of strong opinions on. So I've been looking forward to this conversation for a long time. We're talking about maximums right now, but to me the important switch is to get rid of the minimum requirements. We as a City I don't think should be – we shouldn't be in the business of telling the market how to function. We shouldn't be telling developers that you need to buy X amount of land for your building, X amount of land for the parking, and then X amount of land for the stormwater solution to offset the parking that we require. I think right now we're seeing a product of that in that we're only getting large corporations, large parcel projects because those are the only entities that can really build according to our ordinance. So this subject touches on so many things for me. There's stormwater we've talked about. Also sales tax collection, walkability, urbanism, density. It really checks a lot of boxes. So I think every day that we wait to amend this or to make a change we're only doing ourselves a disservice. Like I said, I know we're talking about maximums, but to me the crux of the issue is the minimums. So if we could just change the required minimums to be recommended minimums, I think that's a great first step, and then that

gives us the time to kind of tease out some of the variables for the maximums. I've got a lot more thoughts. I've got a lot of graphics that I can show. I'm happy to share my screen and kind of go through some of this stuff, but I don't want to dominate the conversation, so I'm happy to open it up to somebody else, or answer questions, or whatever.

Councilmember Holman – Any other Committee members have comments or questions about this? Yes, Councilmember Hall.

Councilmember Hall – Yes, Councilmember Peacock, let's see those graphics of how much parking lot and concrete we have in Norman, Oklahoma, because I know you've already shared those with me, so let's just start there.

Councilmember Peacock – This is University North Park. You can see up here this is going to be Target. This is going to be Crest. You can see our parking to built footprint is literally 3:1. So not only is there a massive stormwater implication there, but sales tax collections. You know you're spending all of that real estate what we've given up for something that has no return on investment. Jane threw out a \$6,000 per spot figure, and just look at the amount of money that we put into infrastructure that really, like I said, has no return. And not only that, you look at the distance created between the buildings now. So we're talking about public infrastructure – roads, water, sewer – just the amount of distance we have to go now to start connecting our places. That's the crux of the issue for me, is the City is the one who is responsible for maintaining all that stuff. It's not the private businesses. It's not any of these land owners – it's the City. So when we're looking 20 to 30 years down the road on replacement costs, every mile of water line, sewer line, roadway that we have created, we have to maintain. That's something that's affecting our bottom line of the general fund. I think there's real financial arguments to be made there.

Another quick little graphic that shows basically what our current ordinance requires and what size building you're actually able to put in per the parking ordinance. You can see office, retail, restaurant, bar. The thing that really stands out to me is that we're – I hate to say we're advocating, but we're really setting it up to where we're promoting drunk driving with this ordinance, by saying we're requiring 64 spaces around a 3,200 sq. ft. bar. That right there is the most egregious one. But you can go and start to look at how any developer is going to get a 10,000 sq. ft. office in, you've got to have a 30,000 sq. ft. lot, and that doesn't even account for the stormwater solution. So really we're talking about you're probably only going to be able to fit a 5,000 sq. ft. office on a 30,000 sq. ft. lot. To me, it's pretty straightforward what the issue is and what the negative fallout is. Again, I want this to be a discussion. So I'm interested to hear everybody else's thoughts.

Chairman Holman – Thank you, Councilmember Peacock. I can't see everybody else. That's pretty helpful right there. I'm definitely surprised about the bar. Something I've noticed recently actually over in Ward 8 on Tecumseh Road by the Healthplex – I was visiting that new Wendy's over there, and I pulled into the Dental Depot next door to eat the meal I just got and I don't know if the Dental Depot is closed or not but there aren't any cars in the parking lot, but the entire building is surrounded by parking. I was kind of surprised. It's like just all parking. I couldn't imagine that Dental Depot needed that much

parking. I know the one on Main Street doesn't have that much. I know that was an older existing parcel and they rebuilt on it. It's not as big as the new greenfield development. But I don't want to require more parking just because it's a greenfield that's got endless space to build compared to building in Central Norman. I agree about the bar issue, too, requiring a lot of parking at a bar does seem counter-intuitive. The Deli, for example, being on Campus Corner, there, of course, is parking on Campus Corner, but a lot of people that come to the Deli – there's 2 parking spots in the front on Wyatt Street that are parallel and that's it. So you've got to walk either from your house in one of the neighborhoods around, or you're getting a taxi, an Uber, or friends all came down there. That's what I see a lot down there when I've been working is a lot of people walking in because you just – 1) I can't tell you how many people I've seen that just cannot do the parallel parking right there. I've seen so many people over the years making the attempt. They stop, they sort of back up, and then quickly realize I don't think I can do it and go on. I would not want to be incentivizing or requiring that a small building be completely surrounding by a parking lot, unless that applicant made some sort of case for why they needed that much. I definitely agree with Councilmember Peacock. We want to see maybe some follow-up meeting – maybe come back next month with some possible changes that maybe we've seen some other cities do – maybe it's like we often do, look at some of the Big 12 cities – the other college towns like Norman – Boulder and Lawrence and others – that maybe they developed some policy on this that we can look at and get some suggestions, or at least something to look at, and then continue the discussion. I see Councilmember Hall's hand up.

Councilmember Hall – I was really looking forward to this agenda item. There's been a lot of discussion as we've been reminded from the staff report. I can remember the conversations that we had a few years ago about just the LID – all the things that Dr. Evenson just outlined with the changing times that we're in and having all this excess parking that we all recognize and can see and drive by all the time. Yes, I'm in support, the same as Councilmembers Peacock and Holman on addressing these issues, which we're certainly in the middle of and we're addressing with investing our money with working with a consultant on the engineering design standards. Definitely interested in pursuing all that.

The other interesting aspect of all of this to me is just the shifting attitudes of what people are looking for and what they want. We have talked in many meetings over the last few years about placemaking and being a walkable city and walk scores and multi-modal transportation and all those things. And you touched on it a little in your report, Ms. Hudson, but looking forward over the next 10 years, the way we use cars and the need for the kind of parking we had in the past I believe is really going to change dramatically. You raised a really good point, Councilmember Holman, about even college students and how comfortable they are with ride shares and not having a car and calling to get rides home when they've been out late or they've been at the bar. So I think we have – the way people move themselves around is definitely changing and we're definitely in transition. So fully in support of continuing this conversation.

The other thing I wanted to throw out there, because Ms. Hudson and I actually had this conversation yesterday, is when we're considering – however we move ahead to reduce the number of parking places, which I think we're all interested in and in support of, we also have a very interesting conundrum with our Center City Form-Based Code in Core Norman. We have struggled mightily to hit the sweet spot on the number of parking

spaces required for the kind of single housing type that we're getting – we're just kind of in conflict, because we want less parking, yet we're requiring developers to basically just cover their lots with impervious surfaces to make room for cars and having the need for a walkable urban core, but also parking your car or truck once and getting out of your car. So I also want to be mindful of whatever kind of changes how that's going to impact this peculiar boundary that we have in Core Norman and what those parking minimums and maximums are going to look like, which also get into the discussion of off-street parking and the need for parking structures in Core Norman, which we've recognized for years.

And, finally, we have Cleveland County, gratefully, that will probably be coming forward with a parking structure fairly soon, but I think we recognize the need for that. I know there's been some discussion about having a parking authority that can maybe create the parking structures that we need in the urban core that would also reduce the impervious surface and the number of parking places that we have just at the ground level. So these are all the kinds of things that I'm thinking about as well, and definitely the ultimate goal would be to reduce the number of parking places. I know we're in the middle of a pretty big giant study, and I know we had updates time to time, but I'm thinking maybe it will be useful to also have an update from our consultants concerning where we are in Phase 1 and Phase 2 and maybe some of the things that they are discovering that they could share with us right now that might help us define how we move forward.

Chairman Holman – Thank you, Councilmember Hall. I absolutely agree as well, and especially about Center City. One of the major topics of Center City in the beginning was trying to reduce the number of parking lots between Campus Corner and Main Street, and trying to encourage the people that owned those parking lots to, over time, build on them – build apartments, build homes, build retail commercial storefronts – almost anything but parking lots. First Baptist was the biggest one that people talked about during the charrette process because it is the kind of biggest parking lot in between Campus Corner and Main Street. What would it take for one day for them to build onto that parking lot and help better connect the areas? Like Councilmember Peacock pointed out in his slide, parking creates massive distance between buildings. Buildings are where people are at. And what we talked about in Center City years ago was how – the consultants we brought had talked about how walking from Campus Corner to Main Street was not particularly enticing to a lot of people, even though it was only 6 blocks. It's only a 5 to 10 minute walk, but it's not particularly well-lit in between and there are several empty parking lots. At night they're completely empty; they're not used at all. The church ones and a couple other ones that have just been around. So what the consultants talked about was that we – somebody is not going to walk from Campus Corner to Main Street down Asp when there's 3 or 4 very large empty dark parking lots in between, and there's no activity, there's no storefronts, there's no stoops from apartments or houses. So getting those parking lots reduced and filled with useable space – buildings and activity – is definitely a goal of Center City, but also is really relevant in suburban parts of the City which, as Councilmember Peacock's slide shows, is one of the major problems with suburban development over the last 50-60 years is the spreading out of everything. You'll build a whole building just for one thing and then have a whole bunch of parking around it, and then there'll be another building just for one thing – instead of having a whole long, like we have on Main Street from block to block, buildings

go from one block to the other and there's a whole bunch of different storefronts. It's all connected. But places like UNP, people don't generally walk from Target over to any other store. People, if they go to Target, if they have anywhere else to go in the UNP, they're going to get back in their car and they're going to drive, because the distance is so far, and the perception of distance is very far in areas like that because the buildings are so set back from the street because of the massive parking lots that separate the street from the buildings and then in between the buildings and then you're out there on a human scale, everything looks like it's very far away – farther than you would feel comfortable walking on a not perfect weather day. I think urban and suburban parking issues are similar in a lot of ways and have their own issues in a lot of ways, too. So I definitely would like for us to continue this discussion next month and, if possible – staff, let us know what you might need when it comes to finding some other examples on policy. I would encourage other committee members – I'm sure Councilmembers Peacock and Hall might have some suggestions, too, for policy for staff that they could put together and present to us next time, or whenever staff might be ready.

Ms. Hudson – So can I ask a question, real quick? So in doing the research that I've done, just a little bit so far, just as an example, our office parking is actually less than what I was seeing as a national average when I was reading one of the articles. I just want to clarify, is one of the ideas that you have is possibly cutting the parking requirement that's in the zoning ordinance right now? Are you looking at cutting it in half? Because with what we're saying when we said the recommended maximum – they don't have to put that many in. I mean, that's just the maximum that we would let them go to with this change. But you're wanting to see it actually cut in half?

Chairman Holman – Well, I don't know about necessarily in half. I would call on the other Councilmembers about it. But I don't know about necessarily half, and necessarily what that number would be. But I definitely want to make sure that we're not encouraging them to build more, and that our recommended max – is that too high? And if we say, well, you can build up to this much, and people just say okay I'll build up to that much, and maybe it's not necessary to build up to whatever that is. Councilmember Peacock?

Councilmember Peacock – I think my vision is a little different. I want to make the minimums the recommendation. So there is no required minimum. On the max, I want that to be a hard cap, and every space you build over that hard cap you pay a luxury fee, and that luxury fee goes into stormwater or some other community fund. There's obviously offsetting mechanisms to that, if you install X amount of bike spaces or X amount of electric vehicle charging stations, or whatever. There's ways to offset the maximum cap, but that hard maximum is to keep from what we just saw in University North Park, from Target from building 1,000 spaces, because I guarantee you they have a corporate policy that says they know how many spaces they need to make that development work and they build however much we let them build, which is kind of an infinite amount right now.

Kind of further to that point, stores, churches – they're usually designed for kind of that worst case scenario, whether that's Black Friday in terms of retail or that's Christmas day in terms of church – they build their lot to accommodate that one day a year and the rest of the year it's at 50%, 75%. Yes, minimums recommended, but I'd like to throttle those minimums as well to bring them down quite a bit, because I think they're still

overbuilt. I think in the staff report it said something like there's 3.5 parking spaces for every car in America, so to me that means we're 3.5 times overbuilt in our parking infrastructure.

There's a couple other things. Sorry, I'm going to get on my soapbox for a second. There's this myth out there if you don't have enough parking people won't come to your establishment, and I think that's the furthest thing from the truth. I think if you draw is enough of a draw, people will find a way to park and walk there. I think OU football is a perfect example of this. We don't have massive parking lots around the stadium; people still find a way to get 100,000 people in there. I think, in terms of Ed Noble Parkway, Sooner Mall – once you repeal these required minimums, that just opens up all of that parking space for redevelopment. So you think of a thing like the Mall, which is struggling and dying right now – if you were able to infuse the perimeter around the Mall with, say, multi-family or some other use that essentially doubles the useable square footage of that area – I think that's a really good approach to kind of saving the Mall. Ed Noble Parkway is the same idea; if you're able to take all that wasted parking and put some other use in there, once those minimums are no longer required it just opens up a whole 'nother redevelopment opportunity.

And, Councilmember Hall, you spoke to kind of one of my favorite new things is the future of the car and self car ownership. I think with the rise of autonomous vehicles and electric vehicles, we're just going to see single car ownership just, I think, plummet over the next decade or two and the need to build parking lots to the scale we've built them is going to be a thing of the past, and quickly, in my opinion. I might be kind of a future thinker in that terms, but I really think it's coming quicker than we realize.

Chairman Holman – Councilmember Peacock, I agree; I do want to get away from the minimums and policy that's geared toward encouraging maximums. When it comes to minimum parking, in being able to evaluate projects individually – maybe this building doesn't need all this parking – this minimum amount. I know you have issues when an area doesn't have enough parking – people want more parking. But, like I said, I think the best places are always the places that don't have it available everywhere. I know for a fact a building in a location generates a lot more revenue and activity than a parking lot does. So I would absolutely agree. I'd like to see us focused on no minimums, necessarily, and focusing on maximums. If you want to go over that maximum, I would agree with that as well, but a reason and maybe there is a fee that you'd have to pay into in order to be able to go over whatever the maximum may be. Any other comments or questions from Committee?

Councilmember Peacock – That's the part, I think, that you really need to have a lot of community or developer buy-in. We don't want to create a condition that incentivizes people from wanting to come here and starting a business. The idea is you lower the barrier to entry, so that we're able to get more small developers, small local entrepreneurs building buildings, not just in the core area. As you alluded to, kind of curbing that sprawl that we're seeing on the periphery everywhere in the community. I think somebody like Councilmember Nash and how it pertains to Ward 5. I think that's a really hot topic.

Chairman Holman – I was going to mention, too – I know that you and Councilmember Hall are familiar with Strong Towns. Every Black Friday they do a photo series where they

go around the nation and they set up a lawn chair in a parking lot of a big box retail store and they take pictures of how empty it is, even on Black Friday. That's just a fun thing they do every year to show that there's over-built parking in the United States; even on the busiest day of the year, we have parking lots that are so massive that they never get full. Or never even get close. Councilmember Hall?

Councilmember Hall – I'm glad you mentioned that, because I was thinking about that, too, and what a dramatic visual display that is on the busiest days of the year. I know we've talked – you've already brought up, Councilmember Peacock, about University North Park and being massive, massive parking lots around Crest and why it turned out that way. So I fully support the direction that all of this is going and I really like the idea of the incentives being tied to green infrastructure and LID. If you do those things, you might be able to do something else. We actually built that in to some of the amendments for Center City Form-Based Code and I definitely like that direction as far as incentivizing, and I just wanted to talk about two particular instances that came to mind about the parking dilemmas that we have.

The kind of urban legend about Campus Corner is that there's no place to park, and the City invested in a City lot a couple of years ago – very convenient, right there, you don't have to walk any farther than driving up to a business, and it's not very heavily utilized. It's a great asset to have to Campus Corner, but we still have that mental idea that it's really hard to park on Campus Corner and it really isn't. And this is pre-Covid. We've got a crazy year where we can't use anything as an example.

The other thing – the development that I'm seeing again in Center City that I think is just completely counter to what we're trying to accomplish and talk about today is a very recent practice that we're seeing, and that the Planning Department is seeing, where the very place where we want to increase density and have that active sidewalk, we now have developers that are tearing down structures and putting a parking lot instead next to a 3-story unit, and this is coming up more and more and more, and so this is a really good time to be recognizing that the way we're doing it right now is not actually getting the result that we want.

Chairman Holman – Thank you, Councilmember Hall. I appreciate that. In regard to UNP as well – I'm going to call on Mayor Clark – I feel some real regret about our recent decision to build that new parking lot at Legacy Park. I felt that Legacy Park did need ADA parking, but every time I've seen people post about or complain about a lack of parking at Legacy Park it really just drives me crazy, because outside of Lloyd Noble Center, there is nowhere else in the City of Norman that has more parking around it than Legacy Park. And it's a less than 2 minute walk from the parking lot in front of Academy over to the park. And that park had a limited green space and we had to take some of the very limited greenspace that park had and add a new parking lot to it, which has several ADA spaces, which again we did need over there, but there's a bunch – most of the spaces are not ADA, they're just regular parking spaces so people could park an extra 50' or whatever closer to the park. So that's something that's kind of had me feeling upset lately. I did vote for it, but I've felt regret about it actually every time I drive down the Interstate and I look at it, and I hardly ever see anybody park there since we built it. That's kind of the stuff I do want to get away from is this perception of the parking – we have to have a whole lot of it and it's got to be right in front of whatever you're trying to go to. Mayor Clark, you had your hand up.

Mayor Clark – I really appreciate the conversation and, Councilmember Peacock, I like your suggestions. I'm sure there will be some pushback, so creating buy-in is going to be very important. I do like that we're creating parking garages, but you've all touched on many things.

The only thing that I would add would be that, as we come out of Covid-19, it's a different world. You guys have touched on the vehicles, but also like curbside; people aren't – you know, they want the convenience, so I think that is another reason to be forward thinking in how we offer parking. I know this is how we've always done it and we're going to get a lot of that, but it's just different now, and the next generation expects it to be different and I think the college students do as well. So I'm excited to see the continued conversation on this.

Councilmember Peacock – I'll just draw one more quick example. Downtown Oklahoma City – they did their streetcar. Really the idea with that wasn't really to get cars off the street; it was that when you come to Oklahoma City, you park your car once, you stay in downtown Oklahoma City, you get on a streetcar and you spend all your sales tax dollars in downtown Oklahoma City -- you never get in your car -- and you leave. So, to me, that is kind of the goal in the future – the long-term vision of this – is that we've incentivized people so much to not drive your car that they're instead now walking from place to place or getting in a ride share and just staying in this community and spending their tax dollars in this community, not driving north to the city.

Chairman Holman – I think you made a good point, Mayor Clark, about curbside – increase in curbside services, so quick in and out, and also we've talked about this before on Campus Corner, the ride share. There have been some real issues with the increase in ride share, which is a good thing, but we've seen on Campus Corner – and I see it every time I work at the Deli – is that it's a little bit chaotic, because Uber and Lift just stop right in the middle of the road, put their hazards on, and they'll wait there, and there's cars behind them and they're honking at them, and there's no designated places. We don't have infrastructure or lanes or dedicated spots, or anything like that to address this type of thing. We dealt with similar issues with the scooters and these different ways that people are moving around and getting their services delivered to them as well. It's absolutely right that things like the way we've always done them may not translate very well into the way we're seeing things change.

Councilmember Peacock – The last thing I'll say – I promise – it's why Main Streets are so attractive, because they were built before the automobile was really a thing, at least before massive car ownership was a thing. So you look at how buildings on Main Street literally share bricks – they are built on top of each other. There is no room for a space in between. That is the kind of walkable, healthy active sidewalk environment that I'm looking to create all across the City, not just the Core area.

Chairman Holman – Absolutely. Councilmember Hall?

Councilmember Hall – Well, I was just going to add to your comments, Councilmember Holman, about the ride share thing. There have actually been several different plans considered on Campus Corner that, to my knowledge, have not really been

implemented yet. One of those being using that City lot as the drop-off and pick-up point, but that takes funding from the Campus Corner merchants. But I think that's a point well-taken, as well as you, Mayor Clark. We are entering into a whole new world now, and the way that we're going to go to work and play and all of those things is being altered dramatically. We just need to really be mindful of that, in these ride share services, driverless cars, all of the things that are coming. I think we're definitely in a transition and we need to be looking forward to make sure that we're ready to make those transitions as easily as we can.

Chairman Holman – Councilmember Nash?

Councilmember Nash – How do the parking regulations – how do they vary with situations where you have businesses next door to each other that might share a parking spot? Does that have any affect on the maximum? Or does every business in that strip have to have its individual maximum?

Councilmember Peacock – To me, it absolutely factors into the equation. I think that's what we want. We want shared parking for all our businesses. It's incentivizing – maybe disincentivizing is a better word – businesses from building these massive lots and actually finding a way to be cooperative with their neighbors.

Councilmember Nash – Do we have any language in our ordinances that lend to those scenarios?

Ms. Hudson – No, not in the standard parking regulations. Within the mixed use zoning ordinance, there is a chart for shared parking, but as it stands right now, if you have a strip mall, we're looking at the uses that are within that strip mall and do you have enough parking to accommodate those uses within the strip mall.

Chairman Holman – Currently, though, like on Campus Corner and on Main Street – the ___ area is a good example of a new building that's taller than the building that was there before. There still is only one business that operates in it, but it's a 4-story building compared to the 1-story building that was there before it, and because it's a commercial building, it did not require any additional parking. The developer – the owner did not have to build more parking somewhere on Campus Corner or a parking lot. They didn't have to contribute to any kind of parking fee or system, so where they're at – basically, you could build Devon Tower in the middle of Campus Corner without adding any additional parking, as long as it was just a commercial building. But if you wanted to build a strip mall on a greenspace, like Ms. Hudson was saying, you've got to build enough parking for each individual storefront, basically, what could be in there instead of the less parking and just assuming that they'll all share that parking like we do on Main Street and Campus Corner.

Ms. Hudson – I was just going to say, so Main Street and some of the areas on Gray and some of the side streets, as well as the Campus Corner area – those are all zoned C-3, and so within the zoning ordinance those districts zoned C-3 they don't have a parking requirement because of the on-street parking that has historically been in place.

Councilmember Hall – Well, I also was just thinking – many of us attended the groundbreaking today for The Noun Hotel, which is going to be a 92-room hotel with a restaurant, and literally that property will have zero parking places and it's a great example of shared parking, because, you know, to make that work, they have a long-term lease with the First Presbyterian Church, who really only needs their parking lot on Sundays and for smaller meetings held during the week, so that hotel is completely dependent on shared parking.

Chairman Holman – Absolutely. Okay. Any other comments, questions from committee members? I don't see any currently. So I think – like I said, continue this discussion, maybe have some potential policy changes that we want to maybe advance after the next meeting. Like I said, if any committee members want to send staff whatever suggestions or research you might have about what you want to see, and maybe we can get some further suggestions from staff about what they might have seen around and then maybe after the next meeting we can move some suggestions on to the full Council and we can get some changes. Mayor Clark?

Mayor Clark – One quick note, which we have no control over – we just want to throw out there as we're day-dreaming about our potential for changing parking for the better – some universities don't allow freshmen to bring cars. I dare to dream. Just wanted to share that in case you didn't know that that existed.

Chairman Holman – Well, the way I understand it, part of the history of Campus Corner – why it even exists – is because in the early days of OU students – back then a lot of families wouldn't have had multiple cars anyway, but the students weren't allowed to have cars, and since a lot of the student housing and fraternities and sororities were over where Campus Corner is currently, that it developed into an entertainment district because nobody had cars. Main Street was just a few blocks further away from campus, I guess, and people wanted to travel back then, too.

Okay. Well, I think we've covered today – given some good direction, I think, for staff. Hopefully can continue this conversation either next month or wait for staff if they feel like more time might be needed on their end to bring some stuff forward. We'll plan on CPTC next month firing up and then if we come to any consensus we may end up moving some stuff forward from there. Anything else? Any other comments, questions from committee, staff?

Item 3, being:

MISCELLANEOUS COMMENTS.

Chairman Holman – The last item is just miscellaneous comments. Is there anything from anybody? Anybody have anything? I'm not seeing anything. Okay. Well, in that case, I appreciate everybody being here this afternoon. I appreciate staff and all your work keeping us up-to-date on these committees. It definitely is exciting to get back into this. Looking forward to when we'll start being able to meet in person again and all that as well. Thanks everybody for watching at home. Remember if public transit or any of these issues are important to you, please tune in every third Thursday of the month at 4:00 p.m. and contact your Councilmember, contact me even if I'm not your Councilmember,

since I'm the chair of the committee. We will be more than happy to discuss any issues you might have noticed or being having, or if you just have any questions about anything that might be going on, this is the committee for you. Thank you everybody. This meeting is adjourned and we'll see you next time.

O-XXXX-X

Exhibit D – Draft - Recommended Parking (3 Pages)

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.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

* * * * *

- § 1. THAT Section 431.5 of Chapter 22 Zoning Code of the City of Norman shall be amended to read as follows:

SEC. 431.5 - OFF-STREET PARKING REQUIREMENTS

* * *

2. Number of Off-Street Parking Spaces Required. ~~Except for lots in the C-3, Intensive Commercial District,~~ Off-street parking spaces for motor vehicles shall be provided in at least the amount shown in the following list:

<u>USE</u>	<u>SPACES REQUIRED</u>
<u>DWELLINGS & LODGINGS</u>	
Single & two-family dwellings	2 per dwelling unit (du)
Apartments & apartment hotels	1.8 per du
Boarding or rooming houses	1.8 per boarding or rooming unit
Fraternity or sorority houses	1 for each accommodation
Hotels or motels	1.2 each room in addition to spaces required for restaurant facilities
Mobile homes (park/subdivision)	2 per mobile home

Exhibit D – Draft - Recommended Parking

3. Number of Off-Street Parking Spaces Recommended. Except for lots in the C-3, Intensive Commercial District, off-street parking spaces for motor vehicles are recommended to be the amount shown in the following list:

<u>USE</u>	<u>SPACES REQUIRED MINIMUM RECOMMENDED</u>
<u>DWELLINGS & LODGINGS</u>	
<u>Apartments & apartment hotels</u>	<u>1.2 per du</u>
<u>Boarding or rooming houses</u>	<u>1 per boarding or rooming unit</u>
<u>Hotels or motels</u>	<u>1 each room in addition to spaces recommended for restaurant facilities</u>
<u>RETAIL TRADE</u>	
<u>Department & variety stores</u>	<u>1 per 200 sq. ft. customer service area (CSA)</u>

* * *

FOR USES NOT COVERED ABOVE, THE REQUIREMENTS LISTED BELOW ARE APPLICABLE:

<u>USE</u>	<u>SPACES REQUIRED MINIMUM RECOMMENDED</u>
<u>Retail stores and service establishments whichever is greater</u>	<u>1 per 200 sq. ft. CSA or 1 per 275 sq. ft. GFA,</u>
<u>Other commercial and industrial</u>	<u>.75 x maximum number of employees on premises at any one time.</u>

* * *

34. Other Factors Determining Off-Street Parking Requirements.

(a) Fractional Spaces. When determination of the number of spaces required by this ordinance results in a requirement of a fractional space, any fraction less than 1/2 shall be disregarded and any fraction of 1/2 or more shall require one space.

* * *

45. Bicycle Parking Facilities

(a) For all buildings and structures erected and all uses of land established after the effective date of this ordinance (July 23, 2009), accessory bicycle parking shall be

Exhibit D – Draft - Recommended Parking

provided as required by these regulations. Where a building permit has been issued prior to the effective date of this ordinance, and provided that construction is begun within one hundred eighty (180) days of such effective date, bicycle parking facilities in the amounts required for the issuance of said building permit are not required.

* * * * *

Exhibit A – Staff Update (2 Pages)

GREEN BUILDING CODES – UPDATE.

The City Council identified incentivizing optional “green building codes” as a secondary destination short-term goal (1-2 years) during the August 2017 Council Retreat. Since that time, the Council Community Planning and Transportation Committee (CPTC) has engaged in discussions regarding incentive programs for incentivizing green building practices and green infrastructure/low impact development (GI/LID) in the City of Norman. During this time, staff, private developers and experts in the field have also presented the CPTC with information and discussed potential options and ideas related to incentives for GI/LID and reduction to City parking requirements.

At the May 23, 2019 CPTC meeting, staff proposed to the CPTC that we explore a more comprehensive approach to parking and landscape requirements together with another Council request to pursue GI/LID incentives. Following discussion at CPTC staff was directed to obtain a third party for assistance to explore how to implement these changes into our development requirements. This memo and presentation is a follow-up to the previous CPTC meetings.

On May 28, 2019 and July 12, 2019, staff met with Dr. Jason Vogel, OU College of Civil Engineering and Environmental Science Associate Professor and the Director of the Oklahoma Water Survey. Dr. Vogel recently worked with the City of Tulsa to develop a guide to implement GI/LID incentives and requirements into their development regulations.

The Engineering Design Criteria (EDC) and Standard Specifications and Construction Drawings (Specifications) were adopted by the City Council in 1996 and were last updated in 2006. The City’s EDC and Specifications provide key technical guidance for the design and construction of public infrastructure including roads, bridges, stormwater systems, water lines, sewer lines, traffic signals, street lights, and others. The current need is to update these documents to incorporate new technologies and ordinances to provide better guidance to developers, consultants and contractors. City Council has appropriated funding in the Fiscal Year Ending (FYE) 2020 and 2021 Capital Improvement Program for an update of the EDC and Specifications. Staff has identified the opportunity to combine the GI/LID Incentives Program and EDC and Specifications Update into one project to save effort and duplication.

On February 25, 2020, City Council approved Contract No. K-1920-114 by and between the City of Norman and Freese and Nichols, Inc. in the amount of \$125,000.00 for Phase I of the EDC and Standard Specifications and Construction Drawings Update and City Ordinance Review project. The purpose of the project is to conduct a comprehensive review of the City’s ordinances, standards, and guidance documents, such as the Engineering Design Criteria, Center City Form Based Code, Wichita/Sedgwick County LID Manual, Norman 2025 Plan, parking requirements, landscaping/irrigation requirements, and others, identify potential barriers to implementation of GI/LID; and recommend potential changes to incentivize GI/LID; including but not limited to variances to parking and landscaping requirements. This will be incorporated in the review and update of the EDC and Specifications as outlined below to complete one document.

Phase I consisted of a diagnostic analysis and report of the City’s existing EDC, Specifications, Standards, applicable City ordinances, and policy documents. This phase resulted in the definition of problems and issues arising from the City’s current documents as defined by staff. The issues were compared against the backdrop of comments and interviews of a technical Advisory

Exhibit A – Staff Update (2 Pages)

Committee, select City staff and stakeholders. Phase I also included a community benchmarking report to assist in establishing best management practices by reviewing these practices in comparable and aspirational communities to the City's current practices. The diagnostic report focused on updates to the current documents and procedures and identified barriers to adopting requirements for Green Stormwater Infrastructure Criteria.

On March 9, 2021, City Council approved Amendment No. 1 to Contract No. K-1920-114 by and between the City of Norman and Freese and Nichols, Inc., for Phase II of this project. Phase II began in March 2021 and includes preparation of the updated EDC and Standard Specifications, including a Green Stormwater Infrastructure (GSI) Criteria section. Updated construction drawings will be provided to reflect new and updated design criteria. Recommendations for proposed ordinance language based on the Diagnostic Report produced in Phase I will also accompany the updated criteria documents. Input from City staff and stakeholders will support the development of user-friendly documents; therefore, stakeholder involvement will continue throughout this phase. This phase will include workshops and hearings necessary to refine the final draft documents, verify that the final products are reflective of the community's needs and desires, and adoption of the EDC, Specifications, Standards and GSI Criteria documents.

Phase III of this project will be the implementation phase and may include development of additional documentation such as checklists, design guides and smaller publications/pamphlets. These materials will assist staff and stakeholders in the transition to the new EDC, Specifications, Standards and GSI Criteria documents and streamline the review and development process.

The scope of services for Phases III is dependent on the results of Phase II efforts, and separate City Council authorization will be required prior to initiation of Phase III services.

While the above process is still on-going and a proposed draft will be presented to Community Planning and Transportation Committee at some point in the future, staff is coming back to you now to discuss possible amendments to the current parking regulations in the Zoning Ordinance (Z.O.), Chapter 22. Currently, the Z.O. requires a minimum number of parking spaces, determined by use. Aside from a development meeting the detention/drainage requirements, there is no regulation on a maximum coverage per lot for non-residential developments. This can allow larger developments, more impervious area and more parking spaces on a lot. (See Exhibit C City of Norman Parking Requirements). A key element to incentivizing GSI is the ability to offer modifications to current parking and landscaping requirements.