CITY OF NORMAN, OKLAHOMA

CITY COUNCIL COMMUNITY PLANNING AND TRANSPORTATION COMMITTEE AGENDA

Municipal Building Conference Room
201 West Gray

Monday, September 30, 2013

5:30 P.M.

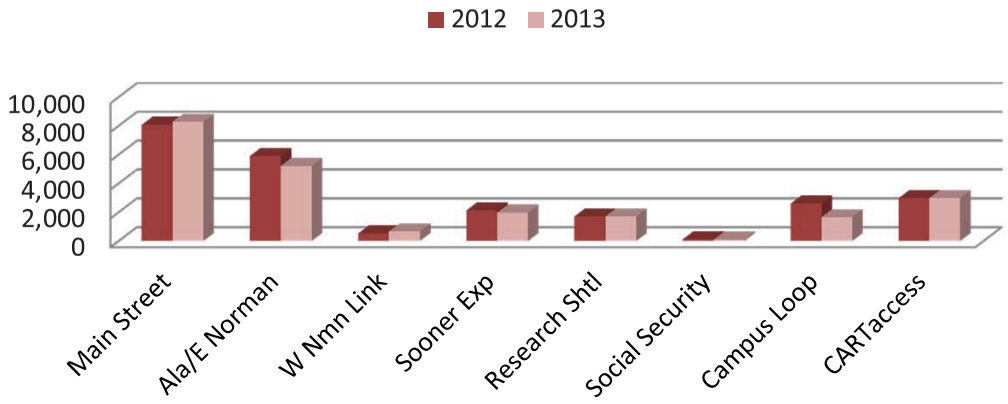
1. **CART RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTH OF AUGUST, 2013.**

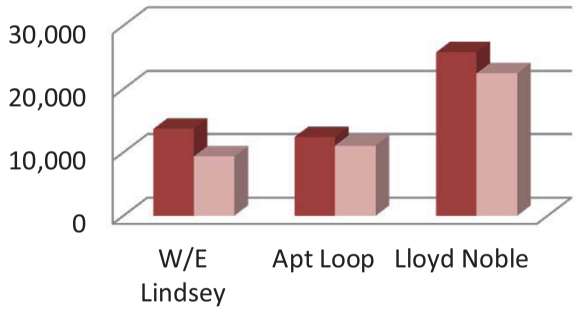
2. **REVIEW OF CITY COUNCIL DEVELOPMENT APPLICATION POSTPONEMENT PRACTICES.**

3. **DISCUSSION REGARDING THE UNIVERSITY NORTH PARK INCREMENT FINANCE DISTRICT – ROBINSON STREET IMPROVEMENTS WEST OF I-35.**

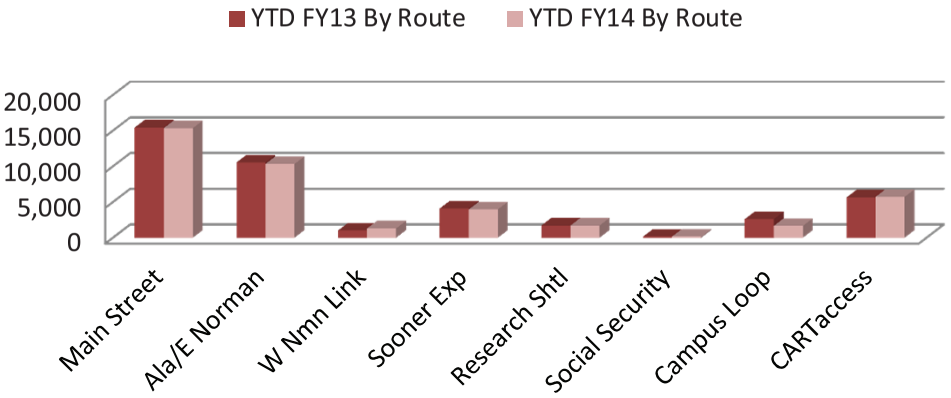
4. **MISCELLANEOUS DISCUSSION.**

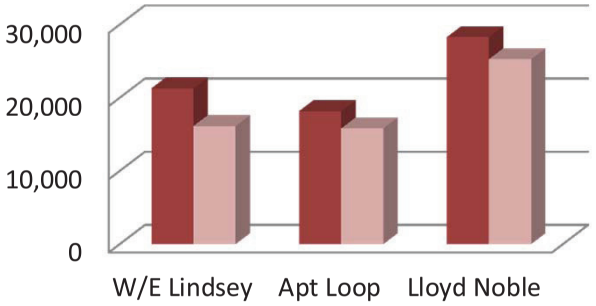
August Ridership by Route





Year-to-Date Ridership by Route

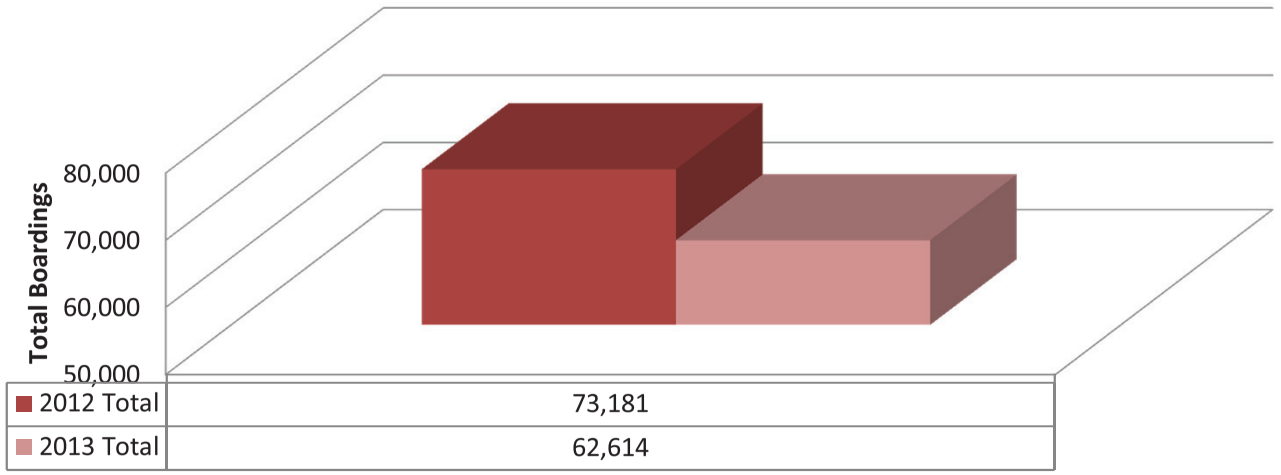




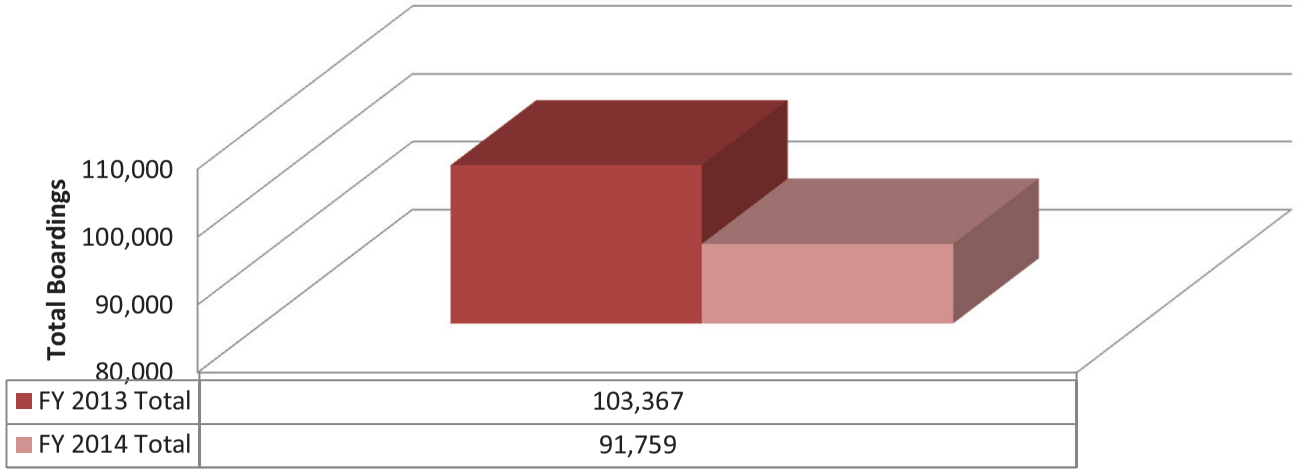
	Aug-12	Aug-13	% Change
Main Street	8,083	8,296	3%
Ala/E Norman	5,913	5,216	-12%
W Nmn Link	535	671	25%
Sooner Exp	2,131	1,985	-7%
Research Shtl	1,723	1,710	-1%
Social Security	125	100	-20%
Campus Loop	2,613	1,664	-36%
CARTaccess	2,982	2,984	0%
W/E Lindsey	13,748	9,387	-32%
Apt Loop	12,476	11,103	-11%
Lloyd Noble	25,834	22,482	-13%

	YTD FY13	YTD FY14	% Change
Main Street	15,441	15,352	-1%
Ala/E Norman	10,537	10,332	-2%
W Nmn Link	1,020	1,307	28%
Sooner Exp	4,103	3,971	-3%
Research Shtl	1,723	1,710	-1%
Social Security	168	175	4%
Campus Loop	2,613	1,664	-36%
CARTaccess	5,647	5,717	1%
W/E Lindsey	21,288	16,150	-24%
Apt Loop	18,183	15,820	-13%
Lloyd Noble	28,291	25,278	-11%

August Fixed-Route Total Ridership



Year-to-Date Fixed-Route Total Ridership



	Aug-12	Aug-13	% Change		YTD FY13	YTD FY14	% Change
Monthly Total	73,181	62,614	-14%	Annual Total	103,367	91,759	-11%

FY13: July 1, 2012 - June 30, 2013
FY14: July 1, 2013 - June 30, 2014

office memorandum

TO: Chairman and Members of Council Community Planning and Transportation Committee

FROM: Susan F. Connors, AICP SFC
Director of Planning & Community Development

DATE: September 30, 2013

RE: Review of City Council Development Application Postponement Practices

BACKGROUND:

Staff was asked to investigate how other cities handle the deferment, continuation or postponement of development cases at City Council. Staff contacted the following cities, and their responses are included below. We also contacted Tulsa but received no response to our request.

Broken Arrow: The City Council will table an item two times if requested in writing and the extensions cannot exceed six months. If a case is not heard after the second continuation, the application must start over.

Edmond: They usually accept a request for a continuance; however, their property notification list is only good for 90 days. After 90 days the process must begin again. The applicant is responsible for the costs to re-advertise and re-notify.

Midwest City: They have an unofficial policy of limiting an application to two postponements. The Planning Director indicated that the Council might allow applicants additional postponements for a "good reason".

Moore: They don't have any written or unwritten policy regarding this, but the Planning Director believes the most they have ever let someone table a rezoning request was twice. After the second postponement, the City Council usually makes a decision on the application.

Oklahoma City: They have no policy in place and usually allow as many continuations as requested.

Stillwater: They have nothing in writing but usually allow no more than three postponements.

Lee's Summit, MO: They have a written regulation in their Unified Development Ordinance that allows one continuance of an application by

City Council can continue an application. If an application is continued indefinitely and is inactive for 12 months, then an applicant must reapply.

DISCUSSION:

It appears that many cities have unwritten practices regarding how many times they allow an application to be postponed. From the cities surveyed the most common number of times postponement is allowed is two. If the Committee would like to develop a written policy for Norman, other than the current unwritten practice of allowing the applicant to determine when its project is ready to move forward for formal consideration, then items that might be considered in determining a policy for continuation might include, among other things, the following:

- Reasonable cause stated for the postponement.
- City-sponsored discussions or studies that are on-going which might entail new regulations and change the direction of the discussion.
- Substantive changes in the project or the area of the project after the Planning Commission hearing.
- Major scheduling conflicts for the applicant or for the applicant's representative or agent with the date for a hearing.
- Missing or incomplete information that does not allow a full review of the project.
- Neighborhood input or concerns.

The City of Norman has not limited the number of postponements; however, as indicated in the information included in Table 1, the majority of postponements occur at the Planning Commission and are at the request of the applicant. The information in Table 1 below lists the applications that have been postponed at Planning Commission and City Council since 2009. Staff requests that any postponement requested by the applicant be in writing. There are a few cases where the postponement has been recommended by staff because of a lack of information provided by the applicant which makes it difficult to provide an appropriate recommendation to the Planning Commission.

By Ordinance if an application is denied by the City Council, no further application for a zone change on the same property can be considered by the Planning Commission or the City Council for a period of one year from the date of the City Council denial with a few exceptions. This is certainly a consideration for the applicant for keeping an application "active".

This information is presented for consideration by the Community Planning and Transportation Committee.

TABLE 1
APPLICANT REQUESTED POSTPONEMENTS

Case #	Case Name	PC Dates	CC 1st Reading	CC 2nd Reading
O-1213-46	Vaughn ROW Closure – Franklin Add	5-9-13 6-13-13 7-11-13 8-8-13	8-27-13	9-10-13
O-1213-49 R-1213-133	MSDC Properties – Summit Valley Commercial	6-13-13 7-11-13	8-13-13	8-27-13
O-1213-41 R-1213-113	Breckenridge – Aspen Heights Multi-Family	4-11-13	5-14-13	5-28-13 6-11-13
O-1213-35 R-1213-111	Sassan Moghadam – Fountain View North	3-14-13 4-11-13	5-14-13	5-28-13
O-1213-30 R-1213-41	TJ Food & Fuel – Greek House	2-14-13	3-12-13	3-26-13 6-11-13
O-1213-19	77 Storage Place – Rezoning & plat	11-18-12 12-13-12	1-8-13	1-22-13
O-1213-11 R-1213-36	OSOI – Santa Rosa	9-13-12 10-11-12	11-13-12	11-27-12
O-1213-9	Cleveland County – Alley Closure	9-13-13 10-11-13	11-13-12	11-27-12
O-1112-38 R-1112-129	Mark Risser – Asp Mixed Use	5-10-12 7-12-12 8-9-12 9-13-12 6-13-13	10-23-12	11-13-12 1-8-13 2-12-13 4-9-13 5-14-13 6-25-13
O-1112-37	Cobblestone Creek – Rezone to PUD	5-10-12 6-14-12	7-10-12	7-24-12 8-14-12
R-1112-118	Elsey – Monnett & Boyd	4-12-12	5-22-12	10-23-12
O-1112-36	Shanah Ahmadi – Rose Rock School 1515 West Main	5-10-12	3-12-13 3-26-13	4-9-13 4-23-13 withdraw
O-1112-1	Tecumseh Project – PUD Amendment at Tecumseh/Astor	7-14-11 8-11-11	9-27-11	10-11-11
O-1011-42 R-1011-82	2681 Jefferson Street Holdings – rezoning from C-2 to RM-6	2-10-11	3-8-11	3-22-11 4-12-11 5-31-11
O-1011-39	LEMMCO – The LEET Spot – Colonial Estates Shopping Center	1-13-11	2-8-11	2-22-11 3-22-11
O-0910-25 R-0910-96	Shannon O'Moore – PUD Hwy 9 & 12th Avenue SE	3-11-10 4-8-10 5-13-10	6-8-10	6-22-10
O-0910-17 R-0910-82	Kent Connally – Founders Parks	1-14-10 2-11-10 4-8-10	5-25-10	6-8-10

O-0910-14 R-0910-72	J&J Properties – Rezoning to PUD J & J Addition	12-10-09 1-14-10	1-26-10	2-9-10 3-23-10
O-0809-48	Hunter Miller – UE Closure	6-11-09 7-9-09	8-11-09	8-25-09
O-0809-24 R-0809-63	The Links @ Norman – Cedar Lane/ 24th Avenue SE	11-13-08 12-11-08 1-8-09	1-27-09	2-10-09
O-0809-17 R-0809-49	Shannon O'Moore – 12th Avenue SE Between Hwy 9 and Cedar Lane	4-9-09 5-14-09 6-11-09 7-9-09	8-11-09	8-25-09

City of Norman
Community Planning & Transportation Committee

UNP TIF Traffic and Roadway Improvements

Robinson Street – West of I-35 Evaluation of Alternatives

September 30, 2013

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Project Overview

- **Contract approved on November 13, 2012**
- **Professional Services to conduct a feasibility study of possible improvements to the west side of the I-35 and Robinson Street Interchange**

Project Overview

- **Relationship with UNP**
  - Improvements to the west side were identified as one of the projects in the TIA
  - Development Agreement 1 listed the traffic improvement project for Robinson at West I-35 Drive/Crossroads Boulevard
  - Budget amount for this improvement was $1,110,583
  - Development Agreement 5 allocated $200,000 for our current study and second priority road improvement projects

- **Potential Funding Sources for the Improvements**
  - TIF funds ($1,110,583)
  - ACOG funding opportunities ?
  - ODOT funding opportunities ?
  - Developer participation ?

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Project Schedule

Kickoff Meeting with Staff	*Held December 12, 2012*
Data Collection & Processing	*Complete February 2013*
Development and Analysis of Alternatives	*Sub. Complete June 2013*
Review of Alternatives Meeting with City	June 18, 2013
Review Meeting with ODOT and City	September 16, 2013
Presentation to the Council Sub-Committee	September 30, 2013
Functional Plan Development	30 days from approval of selected alternative
Final Presentation to City Council	To be determined
Final Study Delivered	10 days after approval of functional plans

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Existing Conditions – Primary Study Area

Primary Study Area

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Existing Conditions – Primary Study Area Robinson St.

- **Closely Spaced Intersections**
- **Heavy Side Street Turning Movements**
- **Downstream blockage (PM Peak)**
- **NB/SB Left Turn Phasing**
- **LOS Issues**
  - SB LT at Crossroads, WB LT at N Interstate Near Capacity

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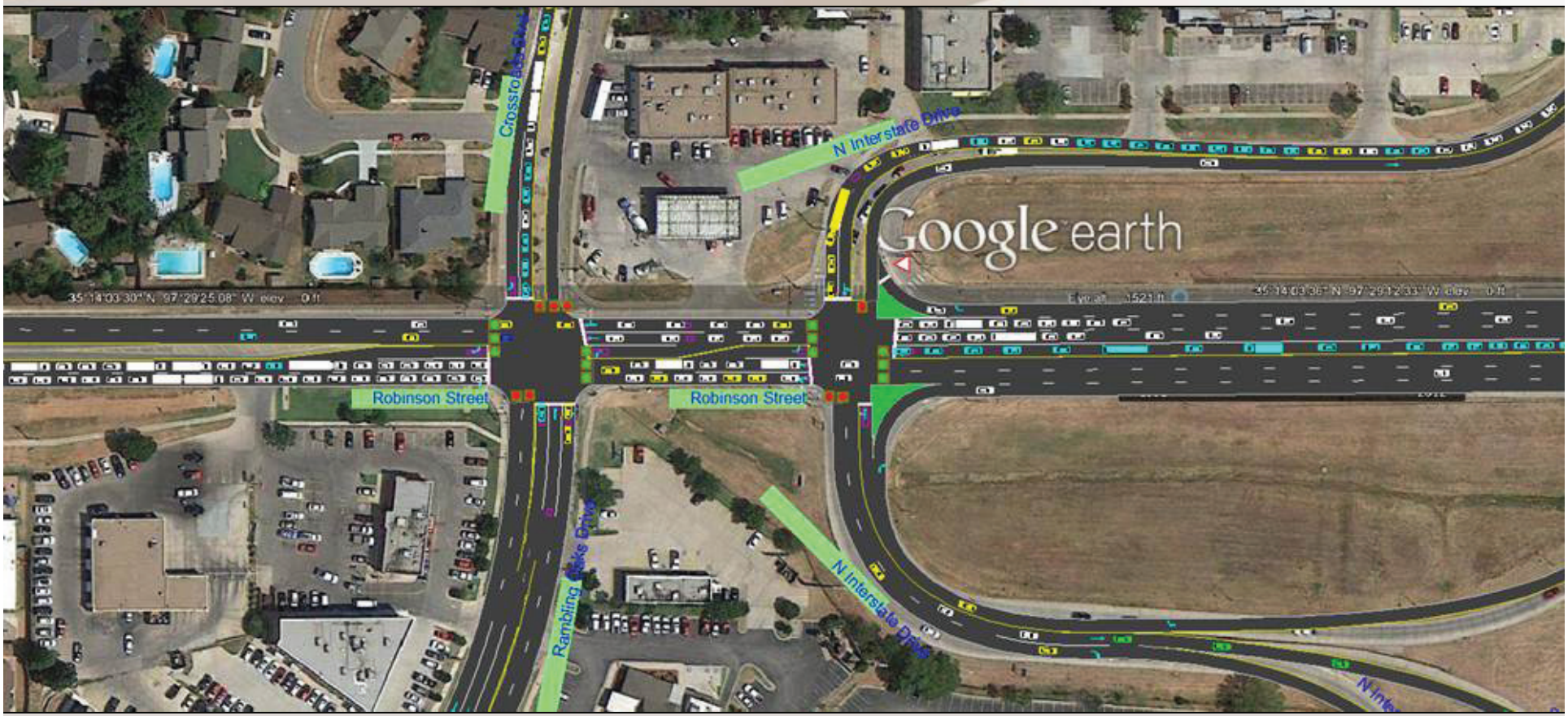
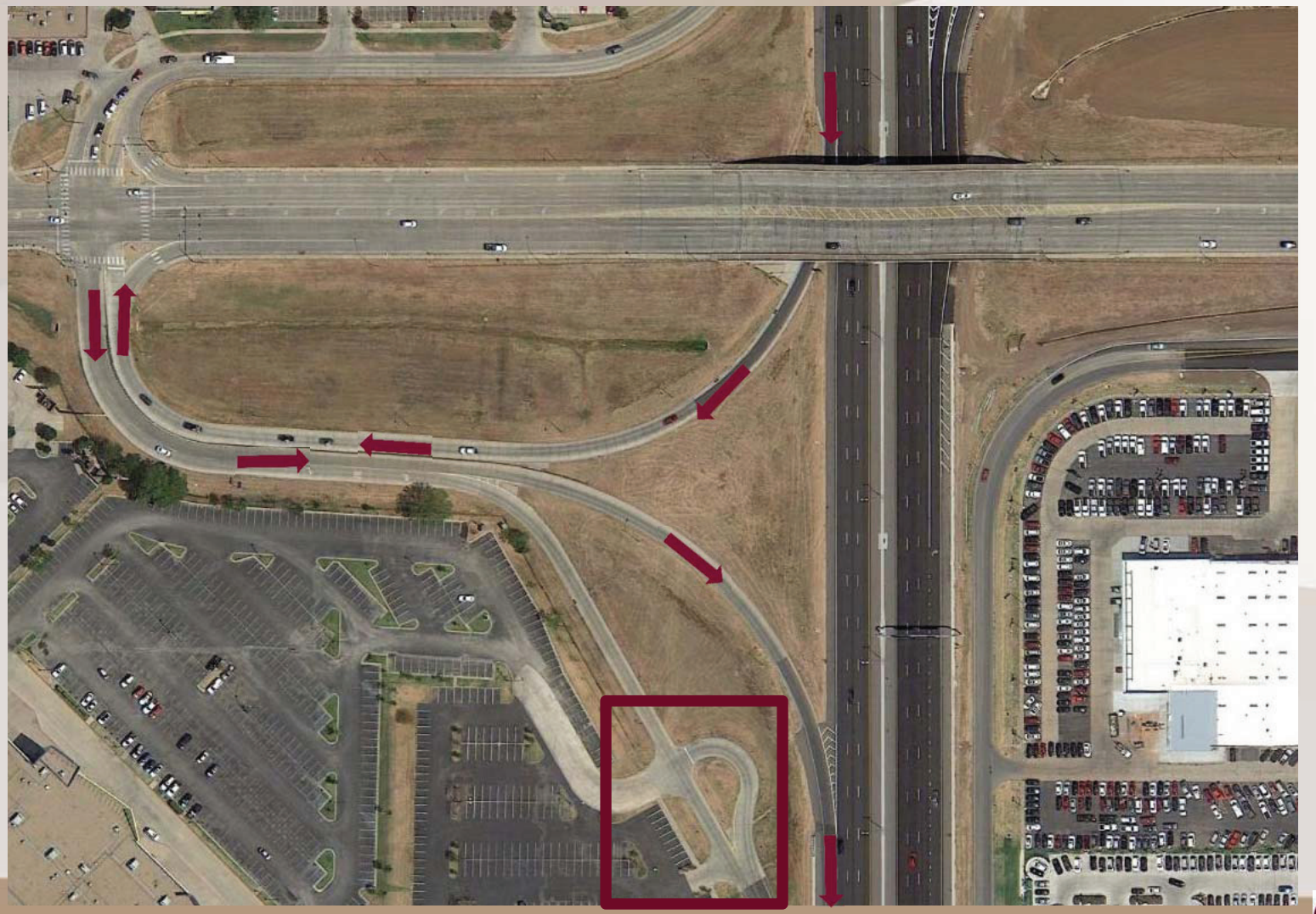
Existing Conditions – Primary Study Area
Robinson St.



Existing Conditions – Primary Study Area
Two Ramps in SW Quadrant of I-35



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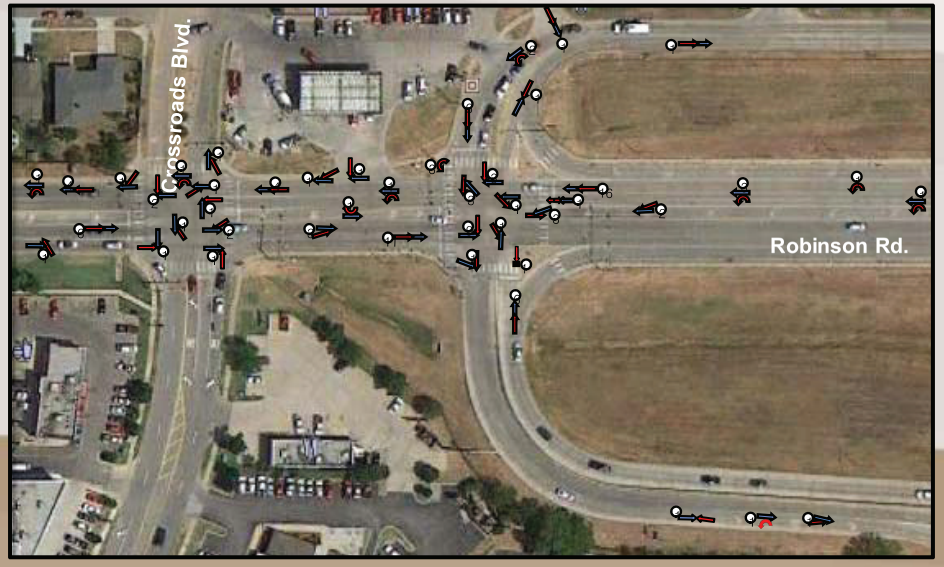
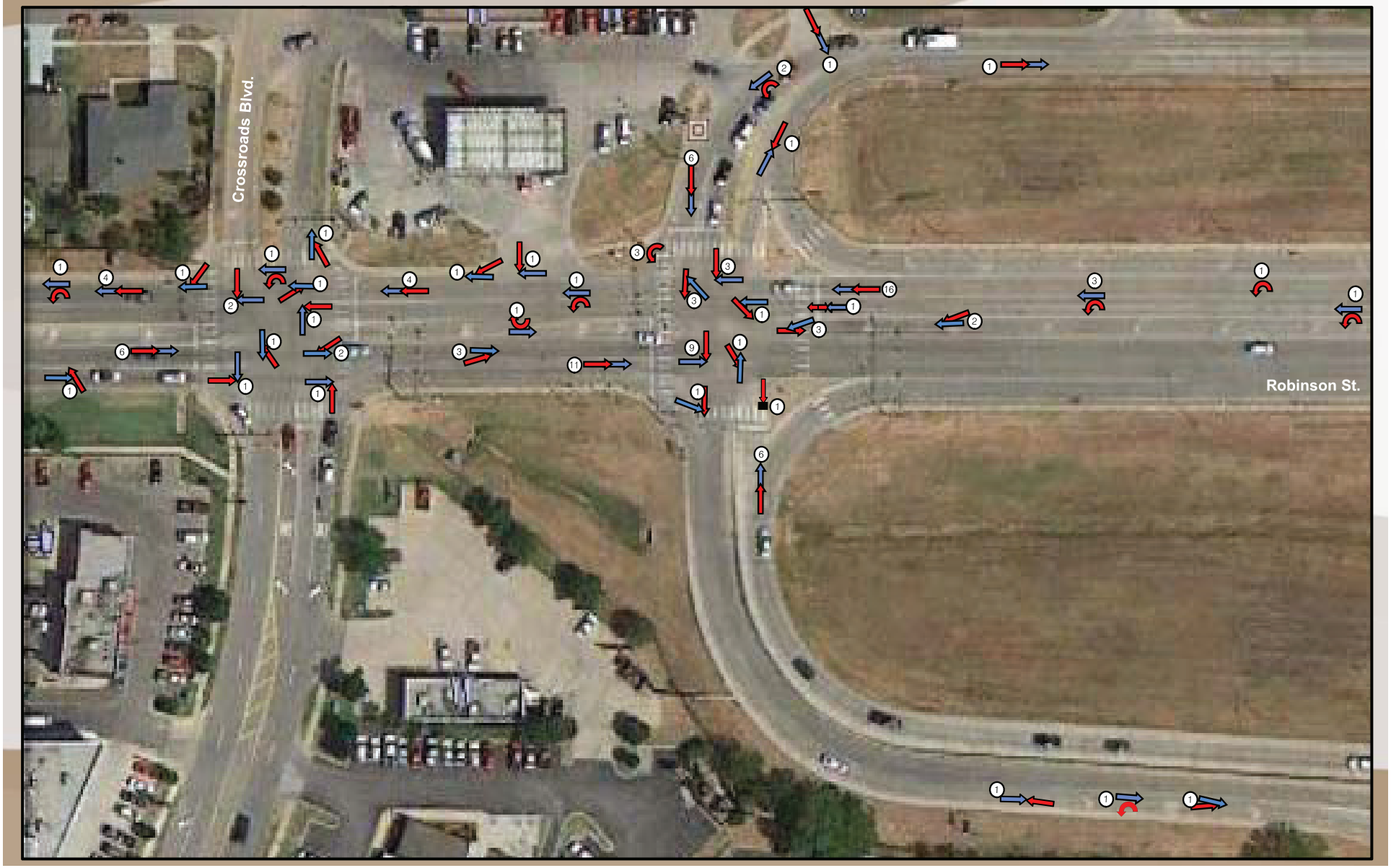
Work Completed So Far

- **Analysis of Traffic Operations**
  - Conducted field observations and travel time runs
  - Peak Hour Traffic Volumes
  - Crash Data
  - Trip Generation Related to UNP Development
  - Developed 2013, 2025 and 2035 Traffic Volumes



Work Completed So Far



Work Completed So Far

- **Evaluation of Improvement Alternatives**
  - Assessed No Build Conditions
  - Considered Seven Alternatives
  - Performed Operational Analysis
  - Selected Two Alternatives
  - Developed Planning-Level Cost Estimates

Summary of Traffic Volumes

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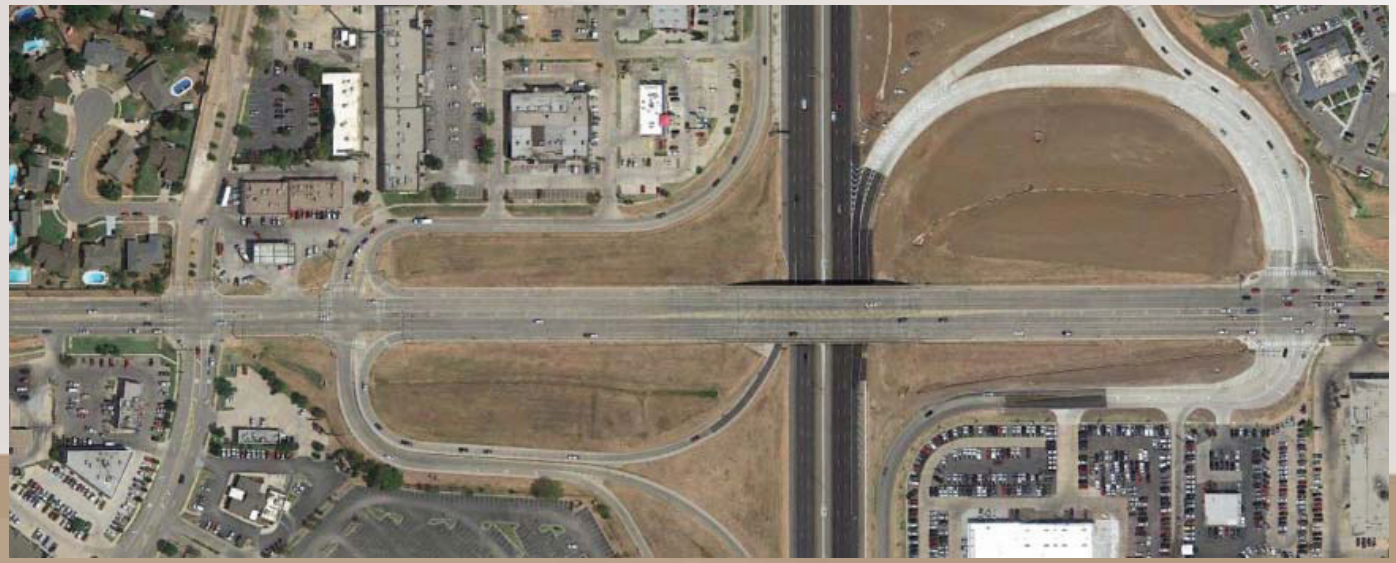
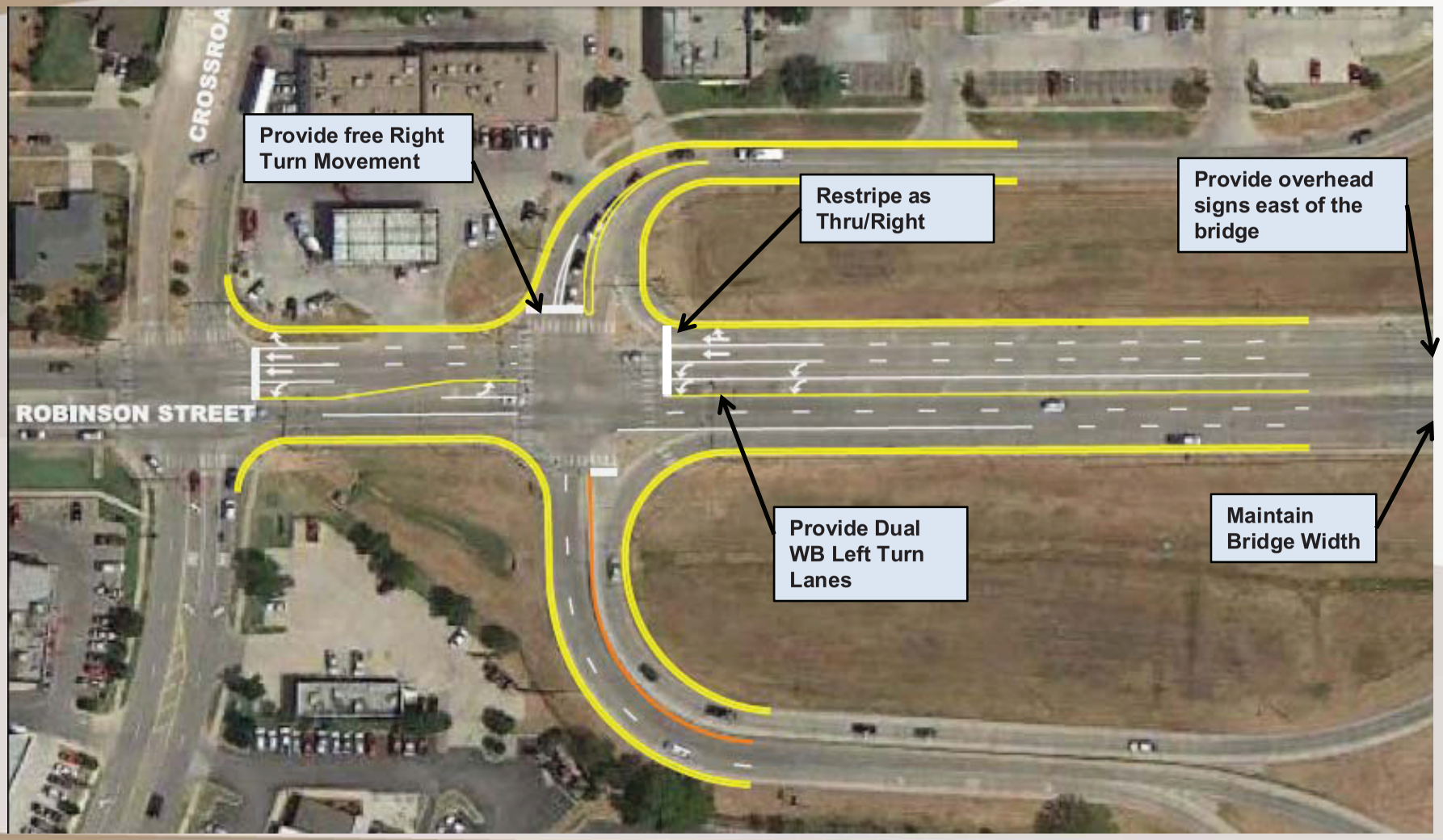
Alternatives

- **No Build Conditions**
  - 2025 – Very Poor PM Peak
  - 2035 – Severe LOS F / Gridlock type conditions
- **Potential Improvements**
  - **Original TIF Recommendation -** Maintain two signals at existing locations
  - **Alternative 1 -** Maintain two signals but move N Interstate Drive intersection
  - **Alternative 2 -** Eliminate one signal



Original TIF Recommendation – Plan View (1)



Original TIF Recommendation – Pros & Cons

Pros

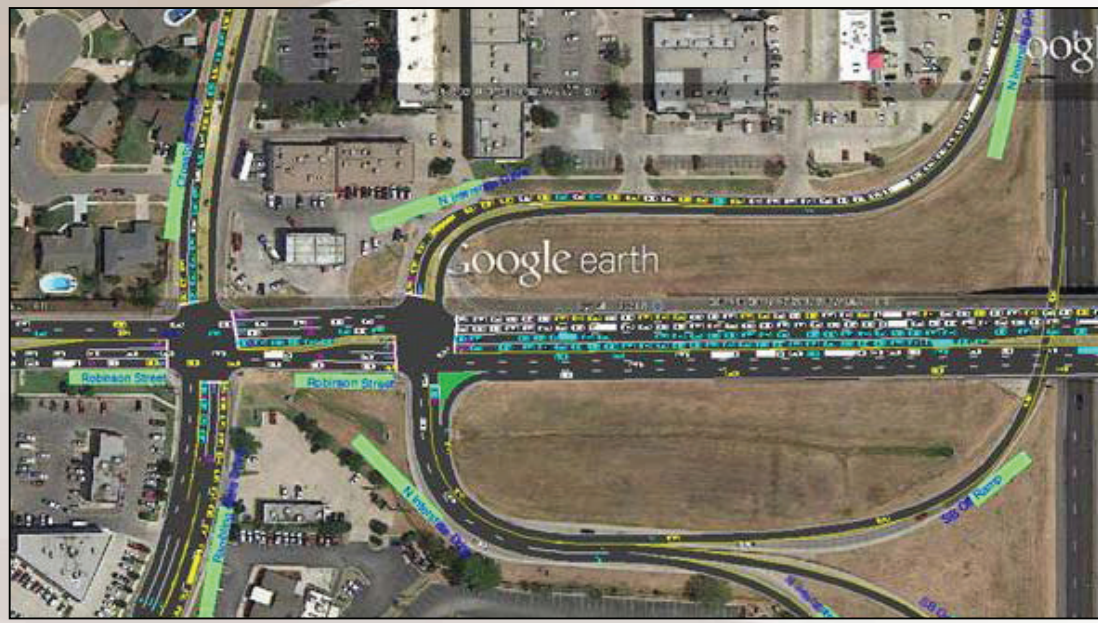
- Least expensive alternative
- Considerable capacity added for WB left turn movement at N. Interstate Drive (WB to SB entrance ramp)
- Maintains current level of access

Cons

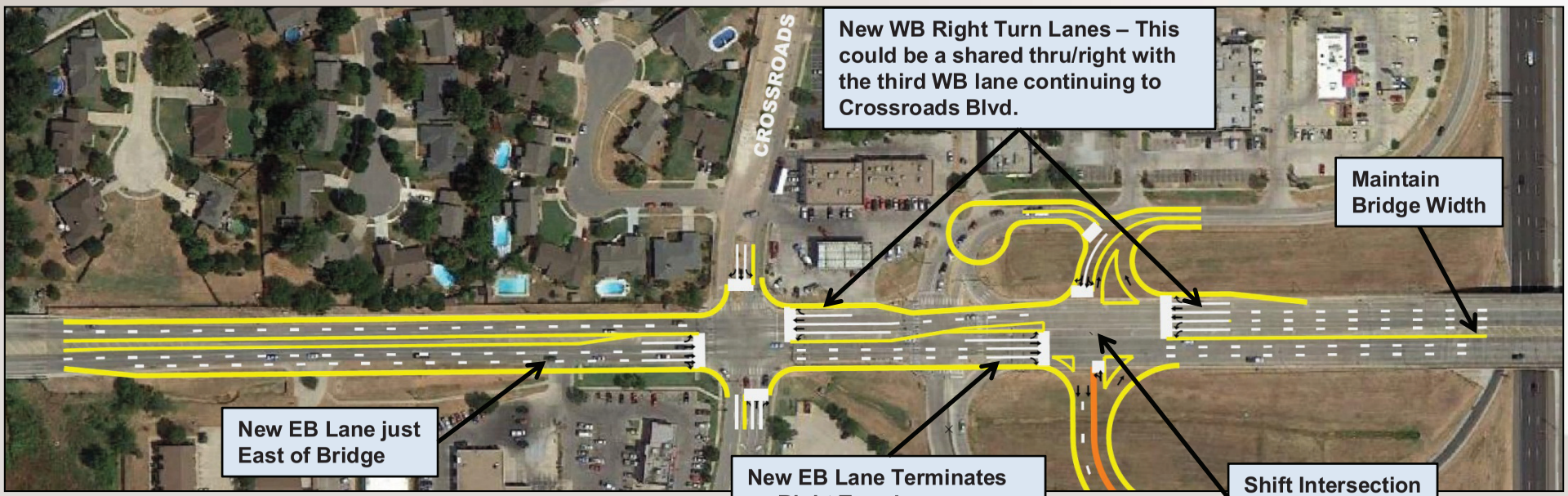
- Does not address storage and distance between Robinson St. intersections
- Does not address issues with SB to WB Exit Ramp
- Full access intersections do not reduce vehicle demand or allow Robinson to receive more green time from signal

Original TIF Recommendation – Simulation

- **2025 Conditions**
  - AM Peak okay
  - PM Peak will perform poorly
- **2035 Conditions**
  - AM/PM Peak will perform poorly
- **Estimated Cost**
  - $1,110,583



Alternative 1 – Plan View (1)



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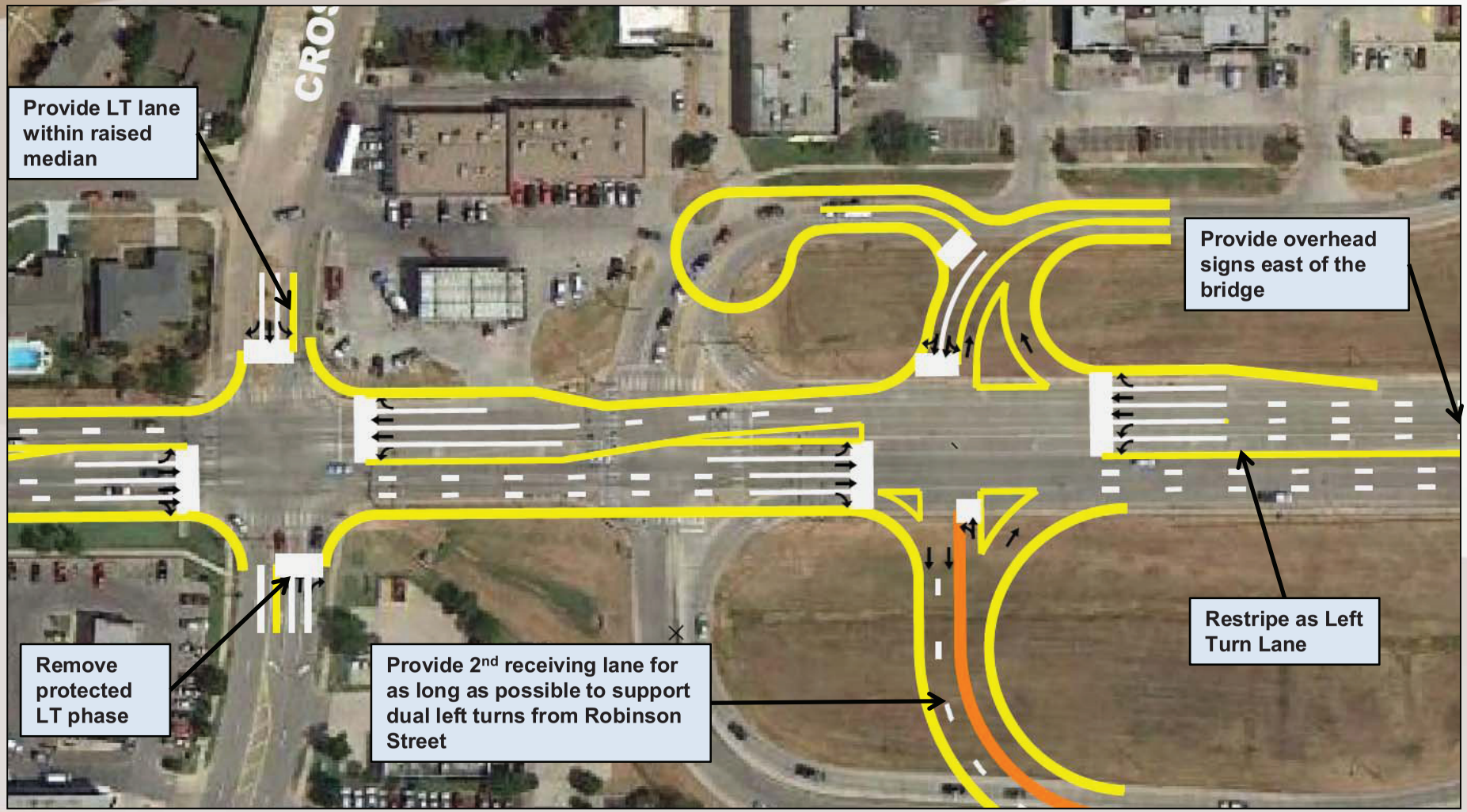
Alternative 1 – Plan View (2)



Alternative 1 – Pros & Cons

Pros

- Increased storage and distance between Robinson St. intersections
- Considerable capacity added for WB left turn movement at N. Interstate Drive (WB to SB entrance ramp)
- Maintains current level of access

Cons

- Does not address issues with SB to WB Exit Ramp
- Maintain two closely spaced signals
- Full access intersections do not reduce vehicle demand or allow Robinson to receive more green time from signal

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Alternative 1 – Simulation

- **2025 Conditions**
  - Acceptable Conditions AM/PM
- **2035 Conditions**
  - AM Peak okay
  - PM Peak will perform poorly
- **Estimated Cost**
  - $4,500,000

Alternative 2 – Plan View (1)

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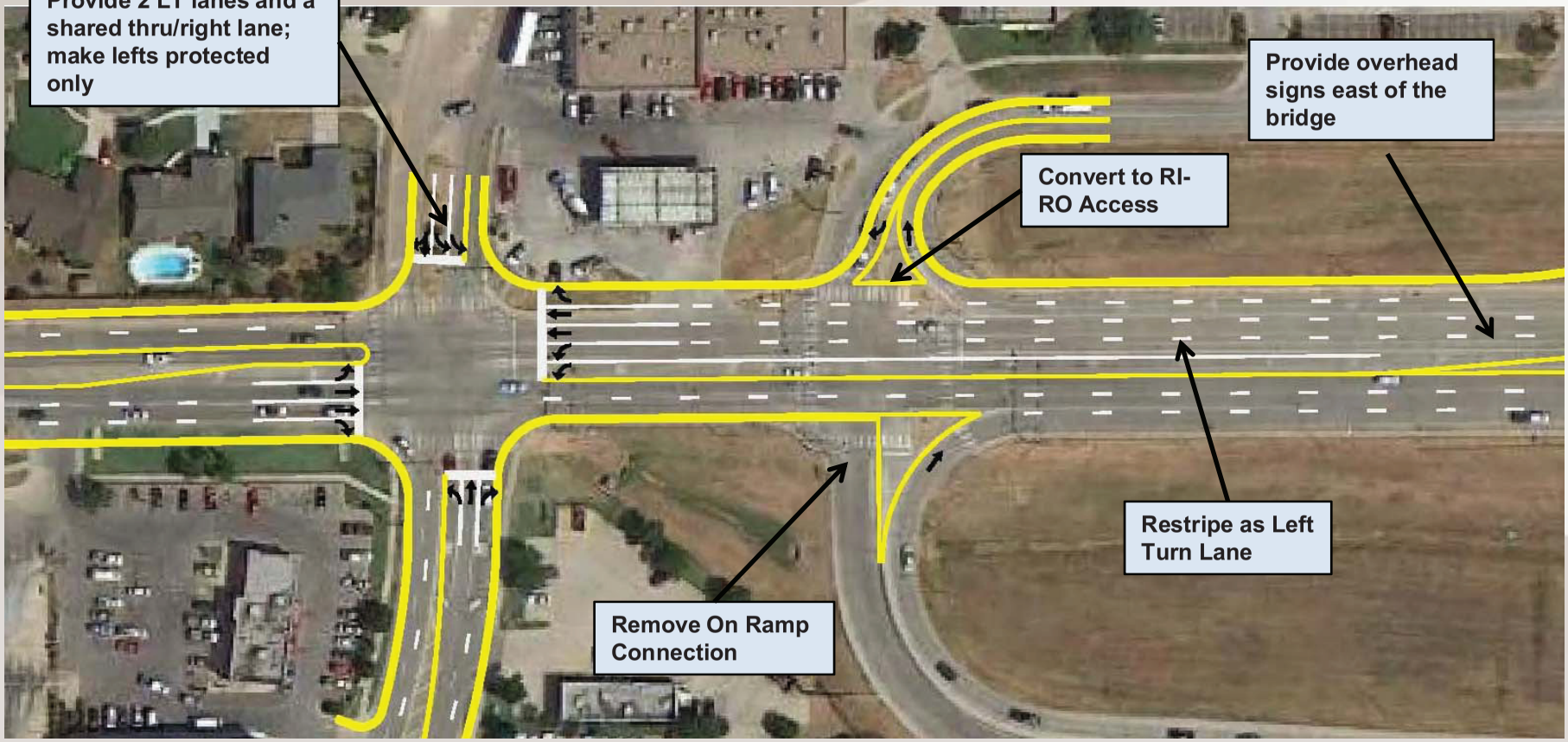
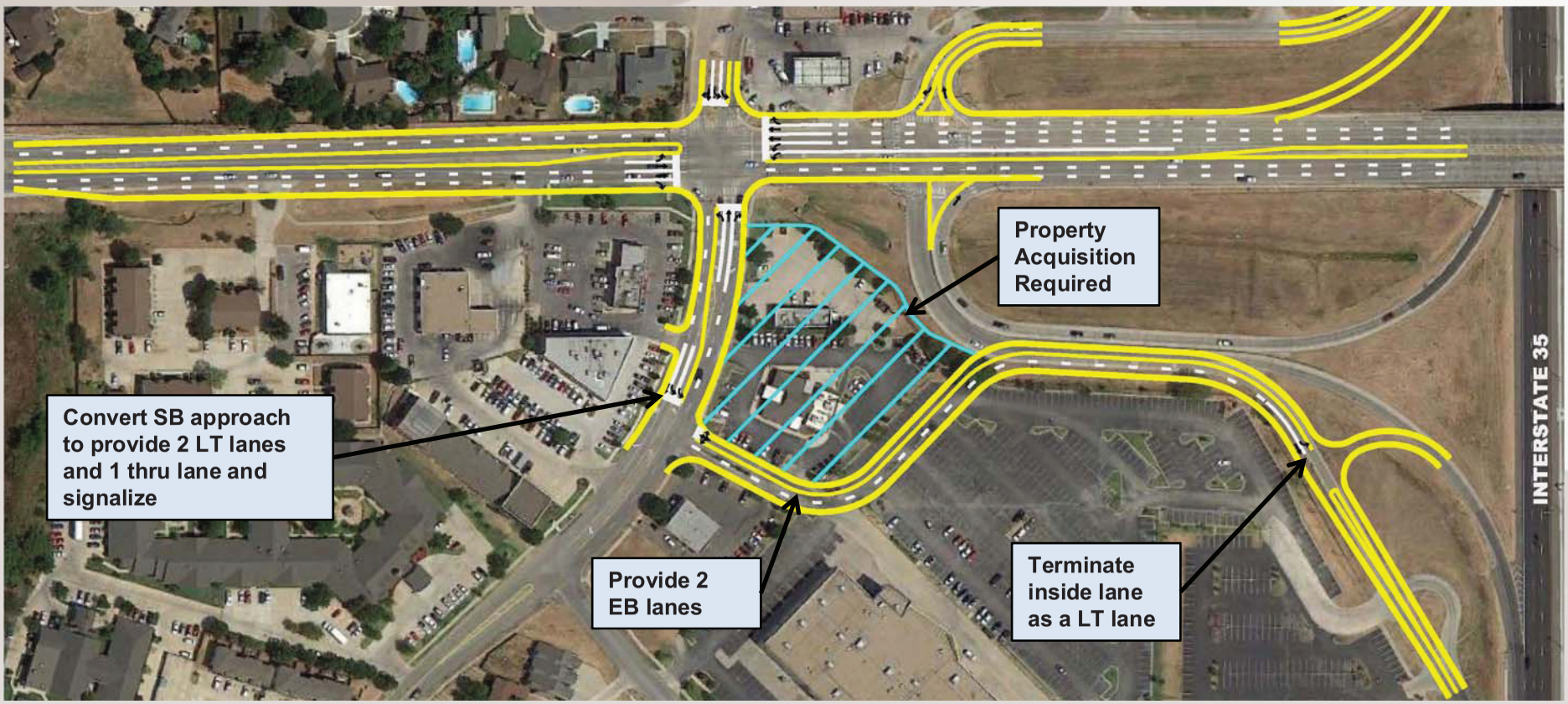
Alternative 2 – Plan View (2)



Alternative 2 – Plan View (3)

- **Southwest Quadrant**



Alternative 2 – Pros & Cons

Pros

- Removes signalized intersection at N Interstate Drive
- Eliminates frontage road dead end
- Provides direct Robinson connection for SB to WB exit ramp
- Removes SB to WB exit ramp geometric issues with N Interstate Drive
- Reduces cut thru traffic on Pheasant Run Road

Cons

- Extends Limits of No Access
  - Unfavorable with FHWA
  - Property acquisition required
- Conflict with movie theater traffic
- Creates weave movement between new SB exit ramp and Crossroads/Rambling Oaks.
- Increases volumes at Crossroads / Rambling Oaks intersection (WB LT)
- Creates circuitous route
- Most expensive alternative

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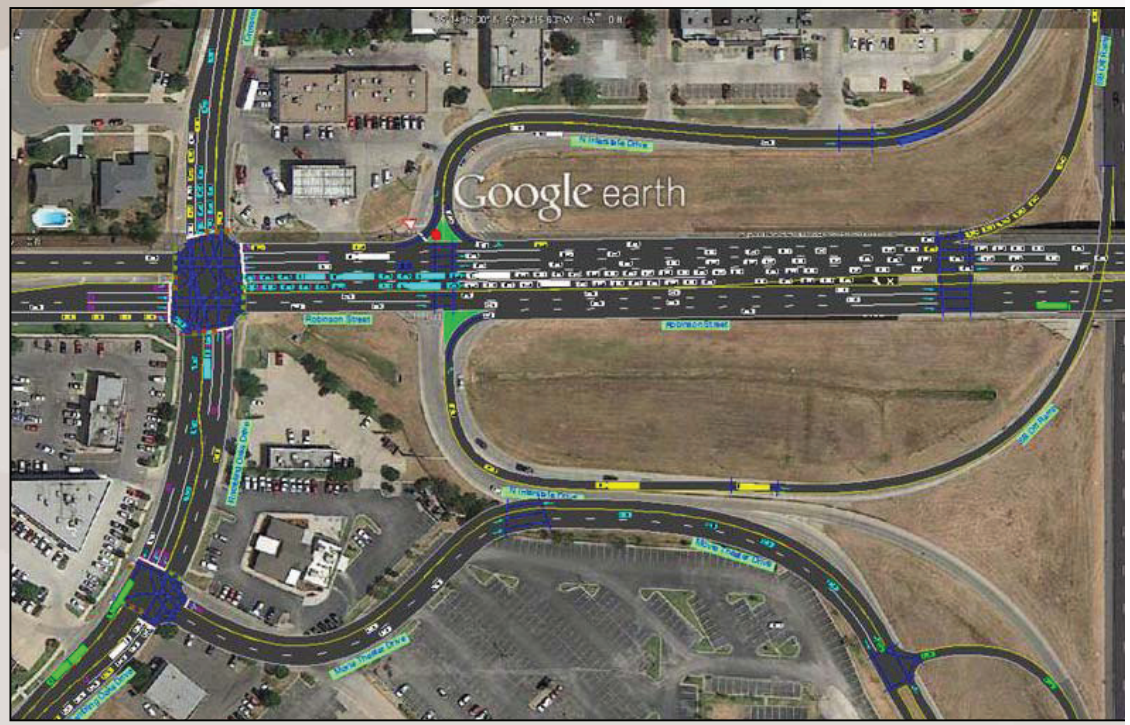
Alternative 2 – Simulation

- **2025 Conditions**
  - LOS F movements in PM due to heavy left and ramp weave (Sim)
- **2035 Conditions**
  - Borderline AM movements
  - PM Peak – gridlock with heavy left and ramp weave
- **Estimated Cost**
  - $6,100,000 (does not include ROW costs)



Alternative Comparison

- **Original TIF Recommendation**
  - Least expensive
  - Worst operational analysis
- **Alternative 1**
  - Best operational analysis
- **Alternative 2**
  - Most expensive – cost does not include ROW

Description	Cost	MOE	2013 AM	2013 PM	2025 AM	2025 PM	2035 AM	2035 PM
No Build	$0	Overall Delay per Vehicle	34	47	40	167	77	478
		LOS - N Int. Dr.	B	C	B	D	C	F
		LOS - Crossroads	B	C	B	F	F	F
Original Recommendation	$1,110,583	Overall Delay per Vehicle	-	-	68.1	273.4	166.7	749.6
		LOS - N Int. Dr.	-	-	B	E	D	F
		LOS - Crossroads	-	-	C	F	F	F
Alternative 1	$4,500,000	Overall Delay per Vehicle	-	-	38	49	42	97
		LOS - N Int. Dr.	-	-	B	C	B	D
		LOS - Crossroads	-	-	B	B	B	E
Alternative 2	$6,100,000 *	Overall Delay per Vehicle	-	-	36	79	46	250
		LOS - N Int. Dr.	-	-	C	C	C	F
		LOS - Crossroads	-	-	B	E	C	F

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Next Steps

- **Develop Functional Plans**
  - Further develop the recommended alternative to better define the costs/impacts
- **Submit a Final Report**
- **Upcoming meetings**
  - Meet with City to discuss the recommendations in the Final Report
  - Present the project at a Council Study Session once the Final Report has been approved
- **Pursue funding opportunities**
- **Develop broader scope options as part of the CTP**
  - Additional improvements to Robinson Street
  - Rock Creek Road interchange at I-35

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Questions and Discussion