

EDMOND PLANNING COMMISSION MEETING

Tuesday, January 19, 2010

5:30 P.M.

The Edmond Planning Commission Meeting was called to order by Chairperson Bill Moyer at 5:30 p.m., Tuesday, January 19, 2010, in the City Council Chambers at 20 South Littler. Other members present were Leroy Cartwright, Barry K. Moore, Mark Hoose and Lydia Lee. Present for the City were Robert L. Schiermeyer, City Planner; Jan Ramseyer-Fees, City Planner; Steve Manek, City Engineer; and Steve Murdock, City Attorney.

The first item on the agenda was **the approval of the January 5, 2010 Planning Commission minutes.**

Motion by Cartwright, seconded by Moore, to approve the minutes as written. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Cartwright, Moore, Hoose, Lee and Chairperson Moyer

NAYS: Members: None

The next item on the agenda was **Case #DD100001 Consideration of request by Brian Amy for Deed Certification on a 1.3 acre parcel located west of Midwest Boulevard, south of Coffee Creek Road. (Brian Amy)**

In April of 2009 the City Council approved rezoning from "G-A" General Agricultural to "R-2A" Suburban Estate Dwelling District on the subject parcel. Mr. Amy owns 31 acres at this location, the 1.3 acre parcel will be sold as a building site. The Remaining property is still zoned "G-A" General Agricultural and will be left in ten 10 acre sites or larger. The lot is not situated in a floodplain. There are no City utilities available, a septic tank and water well will be used. The lot dimensions are 281 feet by 339 feet. The lot access is on Midwest Boulevard. The site contains 60,002 square feet net area and 67,088 gross area to the center line of Midwest Boulevard. All deed certifications or lot split requirements have been met.

Brian Amy was in attendance requesting approval.

Motion by Lee, seconded by Hoose, to approve this request. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: Lee, Hoose, Moore, Cartwright and Chairperson Moyer

NAYS: Members: None

The next item on the agenda was **Discussion and Consideration of Complete Streets Resolution.**

The Edmond Bicycle Committee was established by the Edmond City Council in 2006 for the purpose of advising the City Council with regard to bicycle safety, education and the creation of bicycle trails, lanes, paths and signage in Edmond.

One of the goals in the Strategic Plan of the Edmond Bicycle Committee is to “ Bicycle Friendly City” certification through the League of American Bicyclists, the preeminent advocate of bicycling issues across the country. One topic on the application questions is if a community has a “ Complete Streets” policy, which the current time Edmond does not.

The term “ Complete Streets” means that all users of the transportation system, including bicyclists, pedestrians, public transit users, children and older individuals, and individuals with disabilities are able to travel safely and conveniently on a complete transportation system. A transportation system which encourages bicycling and walking reduces traffic congestion, improves public health, decreases air pollution, enhances economic vitality, and provides a more livable community. States, cities and towns across the country are asking their planners and engineers to build road networks that are safer, more livable and welcoming to everyone. The City of Edmond basically follows this philosophy, but has never formally adopted a “Complete Streets” resolution as being proposed.

The Edmond Bicycle Committee is recommending the formal adoption of the attached resolution in support of “Complete Streets”. Additionally, the Edmond Public Transportation Committee will consider this resolution at their January 14, 2010 meeting for a recommendation.

Bicycle Committee Chairperson, Tim Tillman indicated that the approval of the resolution would establish the overarching philosophy to begin planning and including the complete streets design elements into the City’s street system. He indicated it was his hope that developers would volunteer to use these design features for the numerous benefits that will occur where the traffic concerns are not focused on automobiles as the major form of transportation. Commissioner Cartwright asked what the extra cost for this type of design would be. He indicated it would probably not be appropriate to retrofit existing streets or to introduce this where streets have already been designed but not yet constructed. City Engineer Steve Manek indicated this could add five to six feet of right-of-way requirements on each side of the road depending on the slopes, drainage structures, utility easements or any other improvements that would have to be relocated or reconstructed to accommodate the additional width needed. Mr. Manek indicated it costs approximately five million dollars per mile to four lane roads, including the cost of land and other utility relocation requirements. Commissioner Hoose asked if this would add the cost to developers. It was noted that this was the first step and that developers would be encouraged to look at this option. Many of the projects include the ADA requirements and wider sidewalks or trails. This has occurred on North Boulevard/Broadway where there was sufficient right-of-way. Mr. Tillman indicated this approach emphasizes choices in transportation that will continue to be important in the future so many situations will occur where it is desirable to add these design components for the City, the trails and public transit system and for the developers as a quality of life issue. Commissioner Lee indicated this may be best applied where there is an incentive such as reduction in setbacks or building height to encourage these improvements. Mr. Tillman indicated that downtown Oklahoma City had used these principles in their Plan 180 and were implementing them. Jan Fees commented that these principles fit with the

sustainability practices, alternate transportation exercises, walk ability and would be considered assets to neighborhoods or many different areas of the City. Commissioner Lee asked if there was any consideration of allowing bicycles on the sidewalks, which is now prohibited. Mr. Tillman indicated that it is more dangerous for bicycles to use the sidewalk because they are in and out of the driveways and could interfere with pedestrians and other features along the sidewalks such as mailboxes and the sidewalks vary in different locations. The best practice is to follow a straight line of travel as the cars do. Bicycle Committee member Fred Richards spoke supporting this resolution indicating that federal transportation practices will likely encourage these standards or principles in the future.

Motion by Lee, seconded by Moore, to approve this request. **Motion carried** by a vote of 4-1 as follows:

AYES: Members: Lee, Moore, Cartwright and Chairperson Moyer

NAYS: Members: Hoose

There was no New Business.

Motion by Moyer, seconded by Cartwright, to adjourn. **Motion carried** by a vote of 5-0 as follows:

AYES: Members: and Chairperson Moyer

NAYS: Members: None

Meeting adjourned at 5:55 p.m.

Bill Moyer, Chairperson
Edmond Planning Commission

Robert Schiermeyer, Secretary
Edmond Planning Commission