

**MINUTES OF THE  
PLANNING COMMISSION MEETING  
June 14, 2022**

The Planning Commission of the City of Moore, Oklahoma held a meeting on June 14, 2022 in the Council Chambers, Moore City Hall, 301 North Broadway, Moore, Oklahoma.

**Agenda Item No. 1, being:** ROLL CALL

Chairman Sherrard announced the time and called the Planning Commission Meeting to order. The following members reported present.

Kent Graham	Gary Lunow	Don Snow	Kenneth Jarema
Chris Rickman	Jack Joiner	Ralph Sherrard	

**Absent:** Chad Burks, Brandon Laib

**Staff:** Elizabeth Weitman, Community Development Director, Nora Kerbo, Administrative Assistant

**Agenda Item No. 2, being:** PLEDGE OF ALLEGIANCE

**Agenda Item No. 3 being:** MINUTES

a) Approval of the **Minutes of the May 10, 2022 Planning Commission Meeting.**

Chairman Sherrard requested a motion.

Kent Graham motioned to recommend approval of the **Minutes of the May 10, 2022 Planning Commission Meeting**, as written. Chris Rickman seconded the motion. Roll was called.

**Ayes:** Graham, Snow, Jarema, Joiner, Sherrard

**Nays:**

**Abstained:** Lunow, Rickman

**Absent:** Burks, Laib

**Agenda Item No. 4a being:** REPORTS – PLANNING COMMISSION MEMBERS – None

**Agenda Item No. 4b, being:** REPORTS - PLANNING COMMISSION STAFF - None

**Agenda Item No. 5a, being: NEW BUSINESS**

Discuss and consider **Rezoning Application No. RZ1022**, located in the SE/4 of Section 13, T10N, R3W, being north of SE 4<sup>th</sup> Street and west of Bryant Avenue, from A-1 Rural Agricultural District to R-1 Single Family Dwelling District. Application by Justin Rhodes. **Ward 1.**

This property is located north of SE 4<sup>th</sup> Street and west of Bryant Ave. The property is currently zoned A-2 Suburban Agricultural and has one existing home on the site. The applicant is proposing to develop the property as a single-family neighborhood with 7-9 homesites on one cul-de-sac street. To develop the property as desired, the property must be rezoned from A-2 to R-1.

Public water and sewer are available to serve the site. Access is provided from SE 4<sup>th</sup> St. The site lies in an area that is residential in nature.

This application was reviewed as to its conformance with the intent of the Plan.

This site does contain FEMA-designated floodplain; however, it is not anticipated that there will be significant changes made to the floodplain area. To satisfy the intent of the Urban Residential land use category, approximately 10% of the property must be reserved in open space. This requirement will be reviewed with the preliminary plat.

This proposed development is located within ¼ mile of Veteran's Park. A sidewalk will be required along SE 4<sup>th</sup> Street.

Being located along SE 4<sup>th</sup> Street near a traffic light, it is highly important to reduce the number of driveways to SE 4<sup>th</sup> Street in this location. The developer plans one cul-de-sac to access the residential lots, avoiding individual lot access to 4<sup>th</sup> Street.

The applicant will be required to submit a drainage report compliant with the 2021 Drainage Criteria to ensure that there will be no rise in the BFE upstream or downstream resulting from this development. Stormwater Detention is required.

The plan's goals and recommendations will be reviewed against the Preliminary Plat when submitted to help ensure further compliance with the plan.

This application is for an infill development that is compatible in nature and use to the surrounding area. The subject site has R-1 zoning surrounding the property on the north, east and south sides and the applicant has proposed densities that are similar in nature to these existing developments.

Due to the prevailing R-1 zoning in the immediate area and its conformance with the comprehensive plan, staff recommends approval of this application.

Chairman Sherrard asked if the applicant was present. Charles Allen with Allen Engineering, 1601 SW 89<sup>th</sup> Street, Oklahoma City, introduced himself as the applicant. Mr. Allen explained, he was not involved in the

initial submittal of the Rezoning Application. The original request was submitted for RE zoning and the site plan shows the property to be 10.62 acres in size. The site plan was a version of what how they originally planned to develop the larger half acre lots. The 10.62 acres includes 1.5 acres of ROW on 4<sup>th</sup> along 4<sup>th</sup> Street. The existing house will remain with about 2 acres so that would also need to be subtracted. Originally the plan was to end up with 11 to 12 .5 acre lots, however, the developer may not have understood the new drainage requirements. After discussions with staff, the developer better understands the drainage will all need to be located in a common area, which necessitates the R-1 zoning.

Chairman Sherrard asked if half acre lots are no longer in the plan. Mr. Allen explained, if the City was still doing things the old way and allowing individual property owners to be responsible for maintaining the drainage easement that could have worked, however, with the new drainage requirements all of the drainage will be located in a common area. So by the time you carve out common area for the drainage, the lots will end up being smaller, approximately in the 15,000 SF range as a ballpark.

Commissioner Graham asked what is behind the decision to have smaller lots. Ms. Weitman answered, the new drainage requirements.

Chairman Sherrard asked if there were any members of the audience who wished to address this issue.

Joyce Gunder, 1800 Parkway Drive: Ms. Gunder explained, previously her property would flood during big storms, such as the one in May of 2015. However, the City came through and cleaned out the drainage channel, since that time there has been no more flooding of her property. The channel is currently functioning properly and she has concerns what negative impact future development could have on the storm water drainage for that area.

Danny Cully, 1728 Parkway Drive: Mr. Cully also voiced the same concerns regarding the improved drainage channel and negative impact to the drainage. Mr. Cully stated the improvements are pretty recent and costly to the City of Moore. Mr. Cully asked how close the proposed homes will be to the existing drainage channel.

Chris Fox, 1025 SE 12<sup>th</sup> Street: Mr. Fox stated he just closed on the vacant lot at 1708 Parkway Drive and would like to ask about any plans for the existing home and some of the old trees on the property.

Mr. Allen asked to address some of the concerns voiced by the neighbors. Mr. Allen stated, the developer must meet the most current drainage requirements. Obviously a drainage report that includes runoff calculations must be provided to the City for review by the City's drainage engineer for approval.

The channel along the north property line will most likely need to be improved. It is not known, at this time what type of material will be used for the improvement. However, an earthen sod channel is not likely due to the amount of water and velocities.

Commissioner Lunow asked if the current plan is to use the existing drive off of 4<sup>th</sup> Street as the access point for the cul-de-sac. Mr. Allen answered, yes basically it will be a modification to an existing ODOT driveway permit.

Chairman Sherrard asked there was anyone else who wished to address this item. Hearing none, a motion

was requested.

Gary Lunow motioned to recommend approval of, **Rezoning Application No. RZ1022**, subject to staff recommendations. Chris Rickman seconded the motion. Roll was called.

**Ayes:** Graham, Lunow, Snow, Jarema, Rickman, Joiner, Sherrard  
**Nays:**  
**Abstained:**  
**Absent:** Burks, Laib

**Agenda Item No. 5b, being:** NEW BUSINESS

Discuss and consider the **Final Plat of QuikTrip No. 7011**, located in the NE/4 of Section 10, T10N, R3W, being south of NE 27th Street and west of I-35 Service Rd. Application by AAB Engineering, LLC/QuikTrip Corporation. **Ward 2.**

The subject site is located west of I-35 and south of NW 27<sup>th</sup> Street. The property is 5.25 acres and is currently zoned C-3 as a Planned Unit Development (PUD#1017) approved in January 2022. The applicant is proposing to develop the property with a travel center and convenience store with 6 diesel pumps and a truck scale. A final plat is required to combine the separate parcels and establish necessary easements.

Public water and sewer are available to serve the site. There is no identified FEMA floodplain located on this property.

Access is provided from NW 27<sup>th</sup> St., the I-35 Service Rd, and N. Moore Avenue.

To mitigate the increased congestion, the following actions should be taken:

- Installation of a flashing warning beacon and reduced speed limits on Shields Blvd. at North Moore Ave. as a minimum, with a fully signaled intersection as the preferred option.
- Signal timing and phasing adjustments at the I-35 and NW 27<sup>th</sup> Street intersections.
- Re-stripe NW 27<sup>th</sup> Street from I-35 to western-most driveway to include a turn-lane. This will help alleviate congestion along NW 27<sup>th</sup> Street and provide a 2-stage left turn movement for Poplar Avenue.
- Widening of N. Moore Avenue

City Staff is in contact with ODOT and the applicant about implementing these recommendations prior to the opening of the facility.

On-site stormwater detention is required and is proposed to be an underground stormwater containment facility under the southwest parking lot.

The amenities approved with PUD #1017 include the following:

- 25% Open Space with an approximate 50% increase in landscaping above city code requirements- 60

trees with minimum 3" caliper and 200 shrubs.

- 80% masonry façade, excluding doors and windows.
- Decorative wrought-iron style fencing around semi-truck parking on the west and south boundary.
- Scale moved to the south of the truck canopy reducing visibility from 27th Street
- No overnight truck parking, truck/trailer repair, laundry facilities, or overnight rest accommodations.
- Naturalized stormwater management practices including an approximately 3600 sq ft rain garden.
- A 10' trail along NW 27<sup>th</sup> Street.

The Envision Moore 2040 Plan calls for this location to be Transitional Commerce. Land uses that are typical in Transitional Commerce include uses that rely on access and visibility from interstates and major roadways. These uses are typically seen as a buffer between residential uses and busy streets. This application was reviewed as to its conformance with the intent of the Plan.

The proposed 25% open space includes increased landscaping at 60 trees with 3" caliper and 200 shrubs and rain garden for targeted stormwater infiltration.

The location of the property is along an identified bicycle route corridor on NW 27<sup>th</sup> Street. As such, the proposed development features a 10' trail along NW 27<sup>th</sup> Street to conform with the Envision Moore 2040 Trails Plan.

This site includes traffic management practices that limit semi-truck access to the rear of the lot, entering from NW 27<sup>th</sup> Street and exiting to N. Moore Ave. These practices will work to keep the site's traffic flow efficient and will help ensure that passenger vehicles will be able to navigate the site without conflict. As previously discussed, there are some congestion concerns at the intersections of NW 27<sup>th</sup> St/NB I-35 Service Road (Broadway) and Shields/N Moore Ave, however, the mitigation measures listed above should help alleviate those concerns.

Although the site does not contain floodplains or other natural drainage features, the application does include naturalized stormwater management practices with a 3,600 sf rain garden. Stormwater Detention is provided with an underground detention facility.

Ms. Weitman explained, compliance with the comprehensive plan was thoroughly discussed during the rezoning process for this project.

In summary, with the designation of this area as Transitional Commerce, the comprehensive plan supports heavy commercial and light industrial uses while stressing the importance of quality appearance since the location is near major highways and neighborhoods. Staff believes that with the amenities provided in the PUD, the proposed land use is conformant with the comprehensive plan and an amendment to the comprehensive plan is not required.

Staff recommends approval of this application.

Commissioner Burks asked if the widening of N. Moore would be a City project. Ms. Weitman answered, the City of Moore is coordinating discussions with the applicant regarding various funding mechanisms for that project. Nothing has been settled on definitively, however a cost share option for all of these improvements, is

on the table for consideration.

Chairman Sherrard asked about the staff report reference to ongoing conversations with ODOT regarding some of the improvements be completed prior to the opening of the store. Chairman Sherrard asked if QuikTrip Corporation is on board with those coordinated efforts involving QuikTrip, ODOT and the City of Moore. Ms. Weitman answered, yes.

Commissioner Snow asked Ms. Weitman, there is no guarantee from ODOT to the City that we will be getting signalization at 27<sup>th</sup> and Shields, correct? Ms. Weitman answered, yes that is true.

Commissioner Snow stated, in his mind, signalization is mandatory. He explained, not even a flashing light/warning beacon will work there. Without a signal, there is no question there will be traffic fatalities at the intersection. People will die. Mr. Snow stated he will not be able, in good conscience, recommend approval of the application prior to installation of a signal light. Mr. Snow stated based on a history of sluggish response times from ODOT on previous projects, Mr. Snow stated he has no faith the signal light would be approved within a practical time line if ever.

Chairman Sherrard asked if the applicant was present. Allen Betchum with AAB Engineering, introduced himself as the civil engineers and surveyors for the site. Mr. Betchum, reminded everyone, up for consideration tonight is a Final Plat that is the culmination of the rezoning case that has already been approved for the use.

Mr. Betchum explained, the hard truth about ODOT is; there is a high standard for allowing traffic signals because basically it contrary to their primary objective, which is to facilitate traffic movements. They are a necessary evil, so their standards are extremely high. They are highly scrutinized and usually takes a significant amount of time to process.

Mr. Betchum went on to say, my understanding of the TIA that was prepared is, even without the signal, there is a minimum standard that has it operating efficiently for the site. This is somewhat of an offline conversation when you start talking about the signal. The Final Plat Application before you, conforms with the original PUD and the intent and certainly meets the standard of the Design Plan that has been prepared for the site.

Commissioner Jarema asked Mr. Betchum to elaborate on the underground detention. Mr. Betchum explained this will be a closed conduit system. In the event of a catastrophic failure this provides a secondary containment point.

Chairman Sherrard asked if there were any members of the audience who wished to address this item. Hearing none, a motion was requested.

Chris Rickman motioned to recommend approval of the **Final Plat of QuikTrip No. 7011**, subject to staff recommendations. Jack Joiner seconded the motion. Roll was called.

**Ayes:** Lunow, Rickman, Joiner, Sherrard  
**Nays:** Snow, Jarema  
**Abstained:** Graham

**Absent:** Burks, Laib

**Agenda Item No. 6 being:** CITIZENS - None

**Agenda Item No. 7 being:** ADJOURNMENT

Chairman Sherrard requested a motion to adjourn at 7:57 p.m.

**Motion:** Kent Graham motioned for adjournment. Gary Lunow seconded the motion. Roll was called.

**Ayes:** Graham, Lunow, Snow, Jarema, Rickman, Joiner, Sherrard

**Nays:**

**Abstained:**

**Absent:** Burks, Laib

RECORDED FROM NOTES & TRANSCRIBED BY \_\_\_\_\_  
Nora Kerbo, Administrative Assistant