



CITY OF NORMAN, OK GREENBELT COMMISSION

Development Center, Conference Room B, 225 N. Webster Avenue,
Norman, OK 73069

Tuesday, September 19, 2023 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.

ROLL CALL

MINUTES

1. CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF THE MINUTES AS FOLLOWS:

GREENBELT COMMISSION MEETING MINUTES OF AUGUST 15, 2023.

CONSENT DOCKET

INFORMATION: These items are placed on the agenda so that the Greenbelt Commission, by unanimous consent, may designate those items that they wish to approve by one motion. Any of these items may be removed from the Consent Docket and be heard in its regular order. Staff recommends that GBC 23-24 and GBC 23-25 be placed on the consent docket with a finding of No Greenbelt Opportunity.

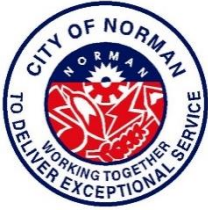
2. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF "NO GREENBELT OPPORTUNITY" FOR GBC 23-24, HAMPTON HOMES.
3. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF "NO GREENBELT OPPORTUNITY" FOR GBC 23-25, CRIMSON FLATS.

NON-CONSENT DOCKET

4. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING GBC 23-23, DAR - MONTE VISTA.

MISCELLANEOUS COMMENTS

ADJOURNMENT



CITY OF NORMAN, OK GREENBELT COMMISSION

Development Center, Conference Room B, 225 N. Webster Avenue,
Norman, OK 73069
Tuesday, August 15, 2023 at 5:30 PM

MINUTES

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.

A. Call to Order

Chair George Dotson called this meeting to order at 5:30 p.m.

B. Roll Call

PRESENT

Commissioner Andrew Hewlett
Commissioner - Chair George Dotson
Commissioner Marguerite Larson
Commissioner - Vice Chair Mark Nanny
Commissioner Rachel Wyatt-Swanson

ABSENT

Commissioner Kristina Wyckoff
Commissioner Richard Bornhauser
Commissioner Zach Dufran

STAFF PRESENT

Zach Abell, Planner I
Amanda Stevens, Development Center Coordinator

GUESTS PRESENT

LeeAnna McNally, 1413 N. Crawford Ave, Norman, OK
Libby Smith, Rieger Law Group, PLLC
Richard McKown, 4409 Cannon Dr. Norman, OK
Sean Rieger, Rieger Law Group, PLLC

C. Approval of the July 18, 2023 Greenbelt Commission Minutes

1. July 18, 2023 Greenbelt Commission Minutes

Motion by Mark Nanny for approval of the July 18, 2023 Greenbelt Commission Minutes;
Second by Marguerite Larson.

The motion was passed unanimously, with no objection.

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CONSENT DOCKET

INFORMATION: These items are placed on the agenda so that the Greenbelt Commission, by unanimous consent, may designate those items that they wish to approve by one motion. Any of these items may be removed from the Consent Docket and be heard in its regular order. Staff recommends that GBC 23-19, GBC 23-20, GBC 23-21, and GBC 23-22 be placed on the consent docket with a finding of No Greenbelt Opportunity.

3. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-20, G2SOK.
5. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-22, SOONER TRADITIONS.

Motion by Rachel Wyatt-Swanson to approve items GBC 23-20 and GBC 23-22 on the Consent Docket and GBC 23-19 and GBC 23-21 on the Non-Consent Docket; **Second** by Andrew Hewlett.

The motion was passed unanimously with a vote of 5-0.

*

NON CONSENT

2. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-19, FRANKLIN WOODS.

Commission Discussion:

- Commissioner Nanny asked how citizens would get from 36th and Franklin to Ruby Grant Park.
- Commissioner Wyatt-Swanson stated that per Council Member Peacock, the plan is to put a raised crosswalk over 36th.
- Richard McKown stated that the sidewalk won't be finished until 36th is widened.
- Commissioner Larson asked about the flood plain and what is going to happen once this is developed.
- Richard McKown explained wanting to preserve the wildlife that is there, and that once 36th is widened, the big drainage structure will be big enough for deer and other wildlife to travel underneath it.
- Richard McKown also explained that there will be other detention ponds.

- The commission discussed that there needs to be a safe way for children in Carrington and this proposed development, Franklin Woods, to get to the park until the expansion of 36th is completed. They felt that the best solution for this would be a trail sidewalk system.
- Richard McKown said that he felt confident that he could get his investors to agree to this, if the Norman Parks and Recreation Department agreed as well. They wanted to include a note to the Parks Department stating that if they extend a trail sidewalk system 8 foot wide minimum, going into the east side of 36th, to the North side of the intersection at Franklin Road, that the park will meet them with the other part of it. This will also include opening up the cable border fence to make a proper pedestrian connection.
- Richard McKown also stated that if the Parks Department extends its portion of the sidewalk out to the intersection, the Carrington development will also place a smaller, temporary sidewalk, connecting the existing sidewalk on the south side of Franklin Road, roughly 600 feet west of 36th Ave.

Motion by Rachel Wyatt-Swanson to approve GBC 23-19, with the addition of the note for the Parks & Recreation Department; **Second** by Mark Nanny.

The motion was passed unanimously with a vote of 5-0.

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4. CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-21, HOLIDAY HEIGHTS.

Commission Discussion:

- Commissioner Larson asked what kind of property was going to be here.
- LeeAnna McNally responded that the property will be utilized for laundry and record keeping. Therefore, the property owners aren’t developing the property in any way, other than extending the parking lot.

Motion by Rachel Wyatt-Swanson to approve GBC 23-21; **Second** by Mark Nanny.

The motion was passed unanimously with a vote of 5-0.

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MISCELLANEOUS COMMENTS

- Commissioner Larson asked about the status of Article 21.
- Amanda Stevens explained that Article 21 is currently still in Legal.
- Commissioner Wyatt-Swanson proposed drafting a letter or an e-mail to City Attorney Kathryn Walker.
- Commissioner Hewlett asked if anyone knew what the concept of GBC 23-22 was going to be.
- Zach Abell said that he heard it was going to be similar to The Mont.

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ADJOURNMENT

Item 1.

The meeting was adjourned at 6:02 p.m.

Passed and approved this _____ day of _____ 2023.

George Dotson, Chair



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/19/2023

REQUESTER: HAMPTON HOMES, LLC

PRESENTER: LORA HOGGATT, PLANNING SERVICES MANAGER

ITEM TITLE: CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-24, HAMPTON HOMES.

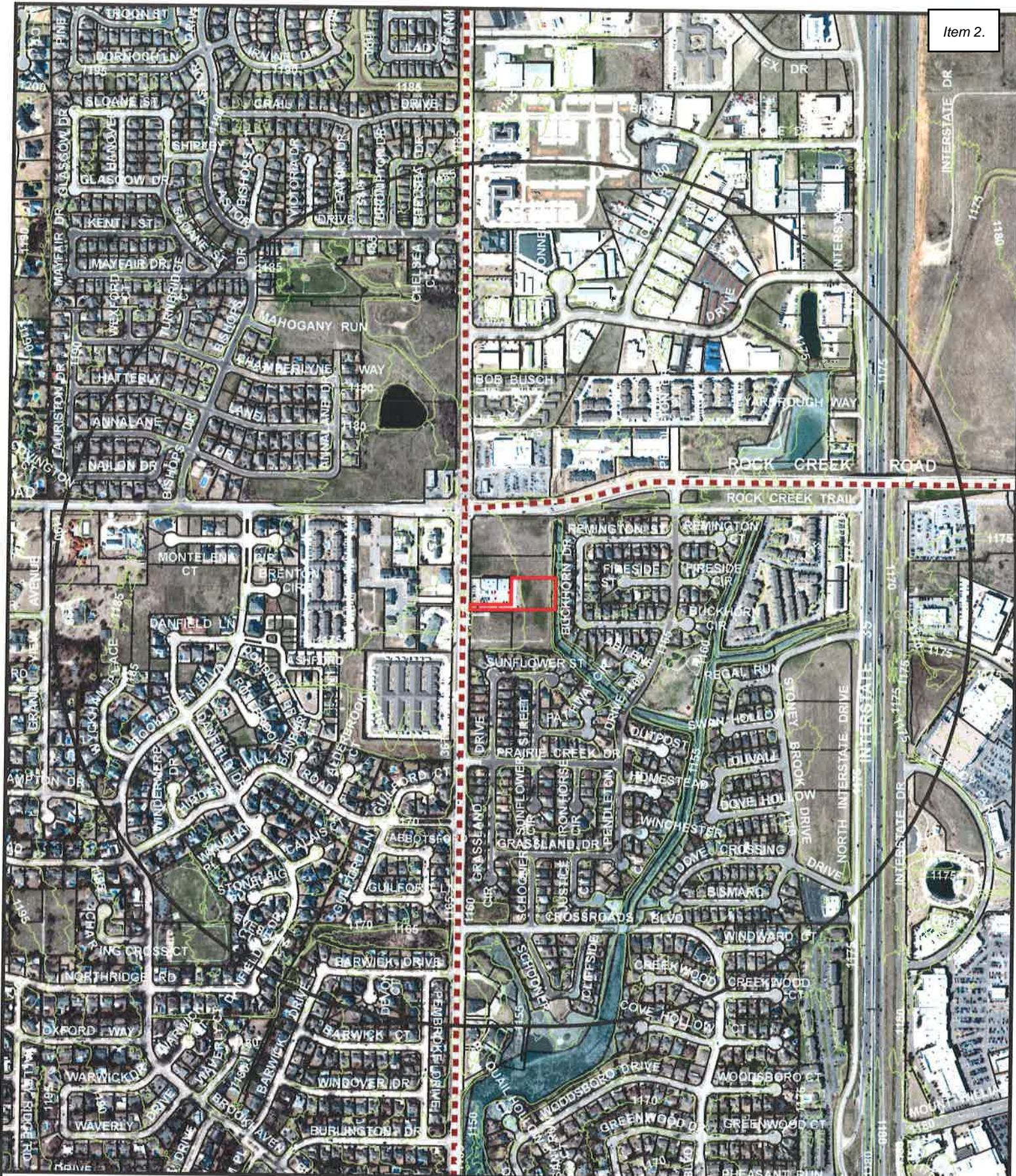
GENERAL INFORMATION

APPLICANT	Hampton Homes, L.L.C.
LOCATION	2281 36 th Avenue N.W.
PROPOSAL	Multi-Family Residential
NORMAN 2025 LAND USE	Current: Office Designation Proposed: High Density Residential Designation
LAND USE	Current: Vacant Proposed: Three (3) apartment buildings
	North: Carwash West: Offices South: Vacant East: Single Family Homes
ZONING	Current: C-1, Local Commercial Proposed: SPUD, Simple Planned Unit Development
	North: C-1, Local Commercial District West: C-1, Local Commercial District South: C-1, Local Commercial District East: R-1, Single Family Dwelling District

SYNOPSIS: The applicant is proposing to develop this site for a multi-family development. The applicant is proposing three buildings with 12 units per building, 36 units on the property. The site development plan is attached.

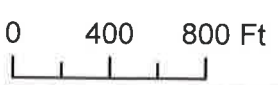
ANALYSIS: There is currently a sidewalk along 36th Ave NW, adjacent to the existing businesses. Additionally, the parking lot drive aisle on the east side of the site will tie into the carwash access drive to the north, providing access through the site from 36th Ave NW to Rock Creek Road. There are no existing greenbelt trails in the area with which to connect. The existing drainage channel along the east boundary would not be an attractive or safe trail. Pedestrians are more apt to utilize the existing sidewalks along 36th Ave NW or along Rock Creek Road. The access along Rock Creek Road will take pedestrians over to the University North Park development. There are no other opportunities for trails provided with this proposal. The sidewalks along 36th Avenue NW and Rock Creek are part of the Priority Greenbelt Trail System, Resolution R-1617-32.

CONCLUSION: Staff places this item on the consent docket for the September 19, 2023 Greenbelt Commission Meeting.



March 2021 Aerial Photography

September 6, 2023



- 1/2 Mile Radius
- Parcels
- 5ft. Contours
- Floodway
- 100yr. Floodplain
- Stream Planning Corridor

- Greenbelt Priority Trails**
- North Norman Tecumseh Trail
 - Scissortail Trail
 - South Legacy Trail
 - East Norman Trails
 - West Lindsey Extension Trail
 - Current & In-Progress Trails

GREENBELT ENHANCEMENT STATEMENT
City of Norman, Oklahoma

Greenbelt Case No. _____ **Pre-Development Case No.** _____

Applicant Name: Hampton Homes LLC Date: 8/30/2023

Contact Person: Mark Grubbs Telephone/Fax/Email: mark.grubbs@gc-okc.com

Name of Development 2281 36th Ave NW Area (Acres) 1.48 acres

General Location 2281 36th Ave NW

Please attach a map, site plan and/or survey map illustrating the proposed development.

Type of Proposal (please check all that apply)

- a. **This is a:** Land Use Plan Amendment ; Preliminary Plat ; Rural Certificate of Survey .
- b. Proposed **Land Use:** Residential Commercial Industrial Other _____

1. Briefly **explain the kind of development**, types of buildings/uses, or character of your proposal **and how it achieves the principles, purposes and goals** of Section 2-330.

The developer is proposing three multi-family structures consisting of 12 units in each. There is a natural greenbelt area along the east boundary within a drainage easement that will not be disturbed. Access will be from a shared divided entry connecting with 36th Avenue NW.

2. Does your proposed development or project incorporate open space(s)?

Yes No

Please check **what** type(s) of **open spaces are proposed** within your development:

- Park: _____ Yes No _____ Public _____ Private _____
- Open Space: Yes _____ No _____ Public Private _____
- Detention Pond: _____ Yes No _____ Public _____ Private _____
- Parking Lot Landscape: Yes _____ No _____ Public Private _____
- Floodplain/Creek: Yes _____ No _____ Public _____ Private _____
- Other _____

If the above noted areas are **accessible** via some **other arrangement** please **explain**.

3. **Does** the open space for this **development include** some kind of **trail or path** that meets the definitions contained in Section 2-327 of the attached guidelines? (Indicate all that are applicable.)

- Public Sidewalks (4-5' wide) _____ Yes No _____
- Natural Trails (compacted earth 8-10' wide) _____ Yes No _____
- Parkway Trails (durable surface 6-8' wide) _____ Yes No _____
- Neighborhood Trails (durable or paved, 6-10' wide) _____ Yes No _____
- Community Wide Trails (paved, 10-12' wide) _____ Yes No _____
- Specialized Trails (equestrian, water, etc) _____ Yes No _____
- Other _____

4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within 1/2 mile** of your proposed development. (If there are **no** such areas within the 1/2 mile radius please **state** such and skip question 5.)

Commercial uses are located directly adjacent to the north and west

5. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow **connection points** promoting non-motorized transportation between key areas. Please **describe** how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting key areas, designated bike paths, and bike parking. (If there is **no** such connectivity please **state** such.)

There is currently a sidewalk along 36th Ave adjacent to the existing businesses. Additionally, the parking lot drive aisle on the east side of the site will tie into the car wash access drive to the north, providing access thru the site from 36th Ave. NW to Rock Creek Road.

6. Please **check**, from the following (or attach a list), **any other** geographical and/or environmental factors in your development that might offer **opportunities** for additions to the Greenbelt System (see Section 2-327).

- Storm water channels
- Detention ponds
- Floodplains
- Stream bank/Riparian corridors
- Utility Easements
- Abandoned/Active RR corridors
- Other _____

How could your development **also incorporate** those elements noted into greenbelts and trails?

Drainage channel along east side of site will be left in its natural state

7. **Please review the statements below and indicated in the space next to each item, whether it does apply ("Yes"), does not apply ("No"), or is not feasible ("NA") to your development. Of specific interest is how your project fits into the public open spaces and parks.**

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below. The Commission will also consider how your project fits into the public open spaces and parks that are existing. Not all considerations will be applicable or feasible for each application.

- na (a) Portions of the Greenbelt System are accessible to the general public.
- no (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- uu (c) Existing easements (e.g., utility, pipeline, oil lease right-of-way, etc.) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

no(d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

no(e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

Y(f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

na(g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

Y(h) Landscaping required by the City has been/will be planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

na(i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

Ys(j) Permeable ground surfaces have been preserved to the extent possible.

Y(k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

Y(l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

Na(m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

Na(n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

Na(o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

Y(p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

na(q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

vs(r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

na(s) Riparian buffers are incorporated into the Greenbelt System.

na(t) The commercial developments have provided for pedestrian access.

vs(u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

na(v) Cluster development has been utilized as a means to develop the Greenbelt System.

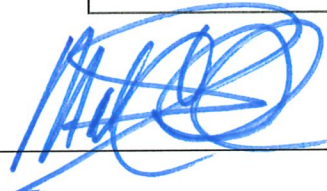
na(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

8. If, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

There are no existing greenbelt trails in the area in which to connect. The existing drainage channel along the east boundary would not be an attractive trail. Pedestrians are more apt to utilize the existing sidewalks along 36th Avenue NW.

[Redacted]

Signature of Applicant or Contact Person (required) : _____



GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION (MAY ATTACH AS SEPARATE SHEET):



Application for Amendment of the
NORMAN 2025 LAND USE AND TRANSPORTATION PLAN

Case No. R- _____

Item 2.

City of Norman Planning & Community Development - 225 N. Webster Avenue - Norman, OK 73069 — (405) 307-7112 Phone

APPLICANT(S) Hampton Homes, LLC	ADDRESS OF APPLICANT 2272 36th Avenue NW, Suite 100 Norman, OK 73072
-------------------------------------------	-----------------------------------------------------------------------------------

NAME AND PHONE NUMBER OF CONTACT PERSON(S) EMAIL:	TYPE OF AMENDMENT(S): <input type="checkbox"/> Growth Area Designation <input checked="" type="checkbox"/> Land Use Plan (Land Use Plan) <input type="checkbox"/> Transportation Plan
------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

LOCATION AND EXTENT OF AMENDMENT(S): 2281 36th Avenue NW
 Application consists of amending the current land use designation of "Office" to a high density residential designation

SIZE OF PROJECT AREA: 1.48 acres

PRESENT DESIGNATION:
 Growth Areas: _____
 Land Use: Office
 Streets: _____
 Other: _____

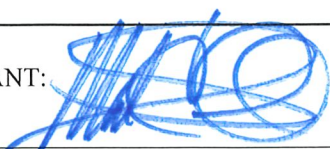
REQUEST TO BE CHANGED TO: High Density Residential Designation

JUSTIFICATION FOR AMENDMENT (Include any change of conditions, appropriate NORMAN 2025 PLAN Policy Statements, and any other evidence which would support the change)(See reverse for Amendment Guidelines):

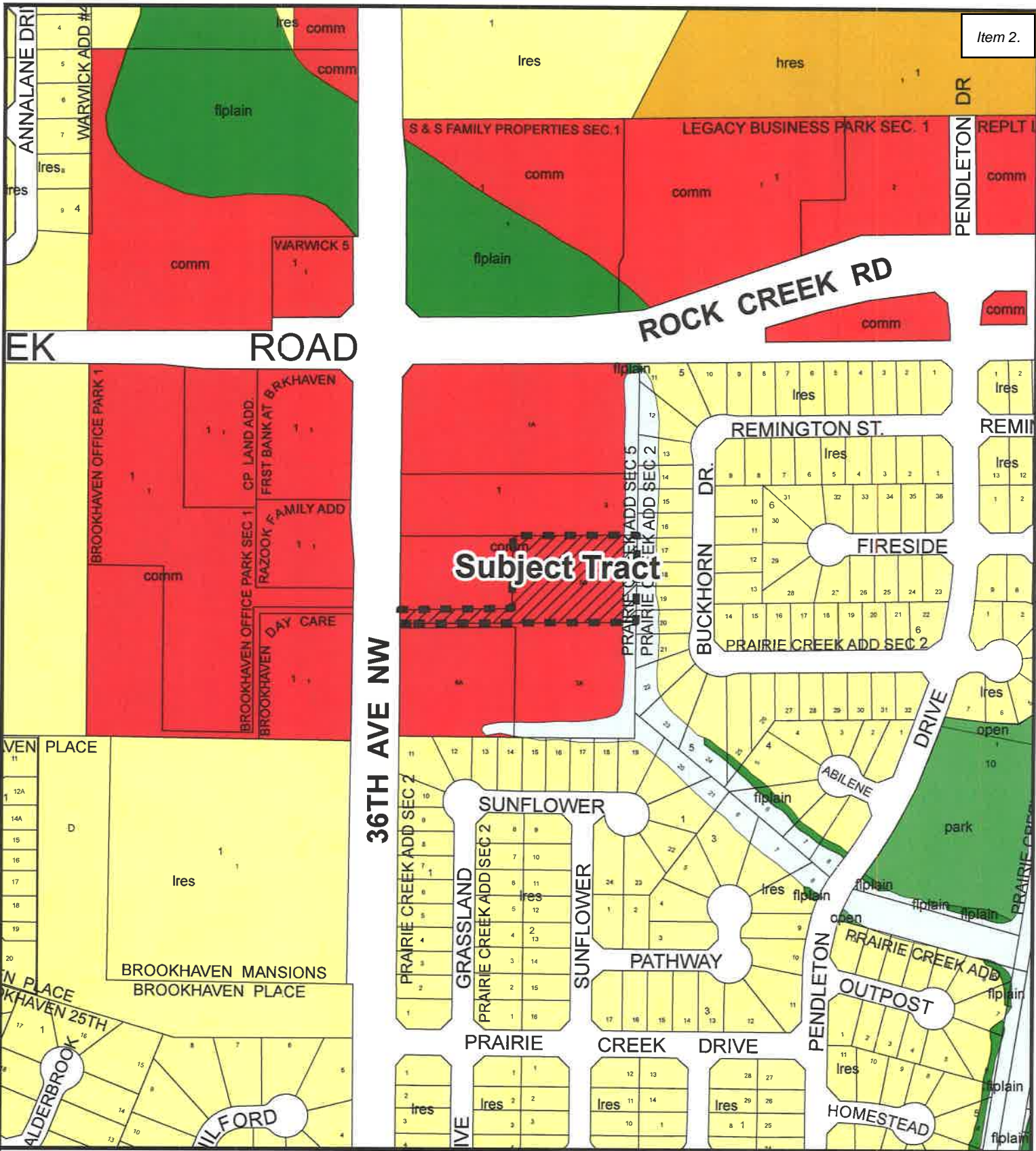
The property is located in a mixed use area with commercial zoning to the west and north and office/commercial uses to the north and south and residential zoning and uses to the east and south.

EXPECTED AFFECTS ON SURROUNDING PROPERTIES: Development will encourage more office and commercial development plus provide additional residents for the area.

(Attach additional sheets, maps, etc., if necessary.)

SIGNATURE OF APPLICANT: 

FOR OFFICE USE ONLY
 Pre-Development # _____ Filing fee of \$150.00
 PD Date _____
 Date Submitted: _____ Checked by: _____



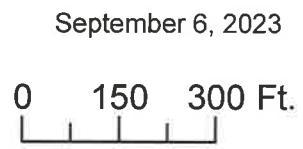
Item 2.

Subject Tract

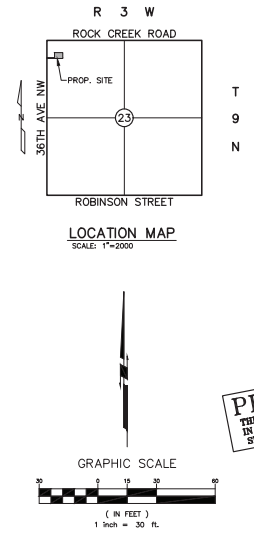
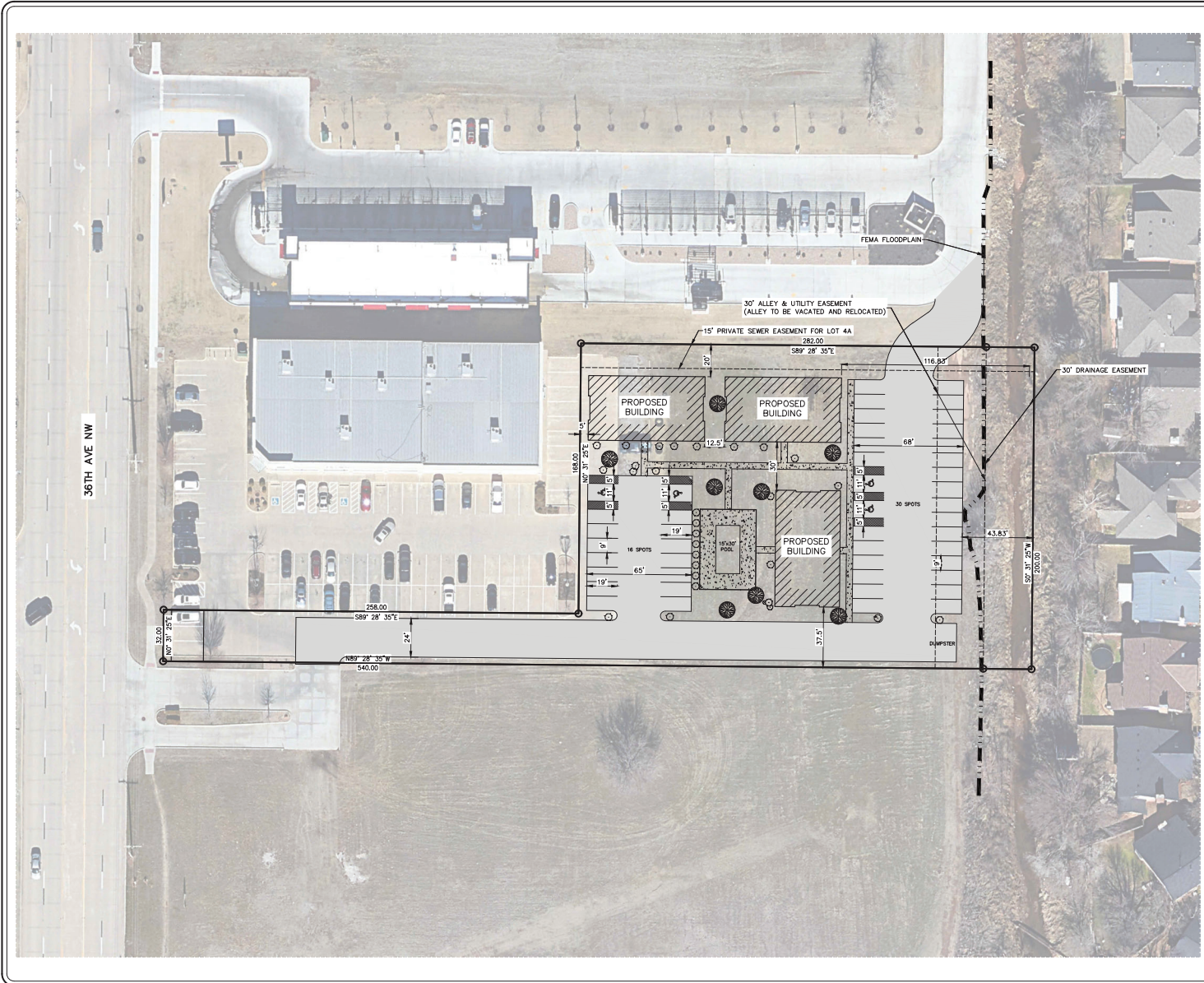
Norman 2025 Land Use Plan



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



 Subject Tract



NUMBER OF UNITS =	18
PROPERTY AREA =	64565 SQ FT
DENSITY =	1 UNIT/3592 SQ FT
IMPERVIOUS AREA =	37667 SQ FT
COVERAGE =	58%
OPEN SPACE =	42%
PARKING =	46 SPOTS



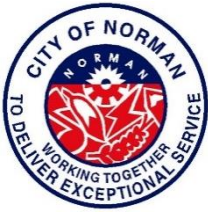
RUBBS CONSULTING, LLC
 CIVIL ENGINEERING & LAND PLANNING
 1900 S. Star Road
 Norman, Oklahoma 73061
 Phone: (405) 205-0041
 Fax: (405) 205-0044
 www.rubbsconsulting.com
 LICENSE NO. 10003
 STATE OF OKLAHOMA

2281 36TH AVE NW
 2281 36TH AVE NW
 NORMAN, OK
SITE PLAN

NO.	REVISIONS DESCRIPTION	DATE

Proj. No.: 23-042
 Date: 08/27/2023
 Scale: (N/A)
 Drawn By: CSB
 Approved By: [Signature]

SHEET NUMBER
EX B



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/19/2023

REQUESTER: CITY OF NORMAN

PRESENTER: LORA HOGGATT, PLANNING SERVICES MANAGER

ITEM TITLE: CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING A FINDING OF “NO GREENBELT OPPORTUNITY” FOR GBC 23-25, CRIMSON FLATS.

GENERAL INFORMATION

APPLICANT	City of Norman
LOCATION	Northeast corner of Imhoff Road and Oakhurst Avenue
PROPOSAL	Rezoning from PUD, Planned Unit Development, to SPUD, Simple Planned Unit Development; Preliminary Plat – Crimson Flats, A Planned Unit Development
NORMAN 2025 LAND USE	Current: Medium Density Residential Proposed: No change
LAND USE	Current: Vacant Proposed: Multi-Family Residential Project with 75 units
	North: Single-Family Residential West: Under development – Single-Family Residential South: Hitachi property East: Church
ZONING	Current: PUD, Planned Unit Development Proposed: SPUD, Simple Planned Unit Development
	North: R-1, Single-Family Dwelling District West: PUD, Planned Unit Development South: I-1, Light Industrial District East: CO, Suburban Office Commercial District

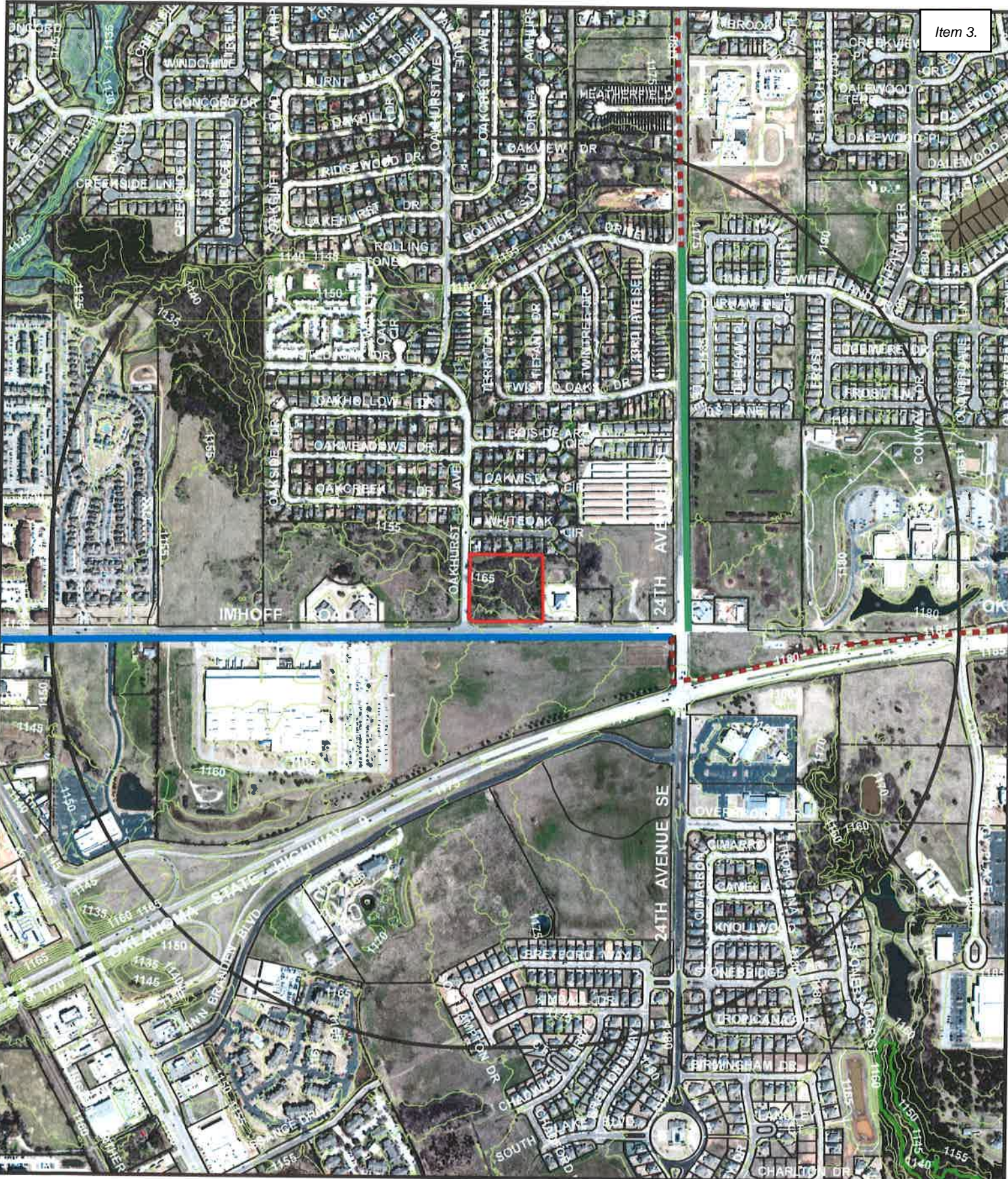
SYNOPSIS: The applicant submitted a preliminary plat for a property containing 4.99 acres at the northeast corner of Imhoff Road and Oakhurst Avenue. The applicant seeks to rezone from PUD Ordinance No. O-0809-1 to SPUD, Simple Planned Unit Development, to allow for the development of a multi-family apartment complex. The City of Norman is working in conjunction with Gorman Management Company/Milestone Property Development for an apartment project with 75 units.

ANALYSIS: The previous zoning for this site was for an assisted residential living center for seniors, with supporting dining, administrative and meeting room facilities. The previous proposal consisted of 75 single story residential units with a two-story central section containing a dining room and recreational and meeting areas.

There is a wide range of zoning in this area. Across Imhoff Road to the south is the Hitachi Computer Products (America), Inc. facility, which is zoned I-1, Light Industrial District. The property to the west is zoned PUD Ordinance No. O-2122-42 and is planned to be developed with smaller lot single-family homes. The area to the north is zoned R-1 and developed with single-family homes. The properties to the east are office and commercial zoning and uses.

There is a sidewalk located on the south side of Imhoff Road. This sidewalk runs the distance between 24th Avenue SE and Classen Boulevard with only one parcel unplatted and no sidewalk. There will be a sidewalk located on the south side of this proposal, north side of Imhoff as well as a sidewalk on the west side of the proposal connecting to the existing sidewalk for the Oakhurst neighborhood. There will be internal open space areas for the residents of the community. There are no other opportunities for trails provided with this proposal.

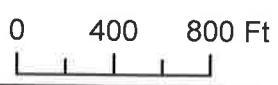
CONCLUSION: Staff places this item on the consent docket for the September 19, 2023 Greenbelt Commission Meeting.



March 2021 Aerial Photography

September 6, 2023

Map Produced by the City of Norman Geographic Information System. (405) 366-5316
The City of Norman assumes no responsibility for errors or omissions in the information presented.



- 1/2 Mile Radius
- Parcels
- 5ft. Contours
- Floodway
- 100yr. Floodplain
- Stream Planning Corridor

- ### Greenbelt Priority Trails
- North Norman Tecumseh Trail
 - Scissortail Trail
 - South Legacy Trail
 - East Norman Trails
 - West Lindsey Extension
 - Current & In-Progress Trails

GREENBELT ENHANCEMENT STATEMENT
City of Norman, Oklahoma

Greenbelt Case No. _____ Pre-Development Case No. _____

Applicant Name: City of Norman Date: 9/1/2023

Contact Person: Lisa Keller Telephone/Fax/Email: 405-326-5464

Name of Development: Crimson Flats Plat Area (Acres) 4.99 acres

General Location: NE corner of Oakhurst Ave & E. Inhoff Rd.

Please attach a map, site plan and/or survey map illustrating the proposed development.

Type of Proposal (please check all that apply)

- a. **This is a:** Land Use Plan Amendment ___; Preliminary Plat ; Rural Certificate of Survey ___.
- b. Proposed **Land Use:** Residential Commercial ___ Industrial ___ Other ___

1. Briefly **explain the kind of development**, types of buildings/uses, or character of your proposal **and how it achieves the principles, purposes and goals** of Section 2-330.

Affordable housing project = 15 units;

2. Does your proposed development or project incorporate open space(s)?
Yes No ___

Please check **what** type(s) of **open spaces** are **proposed** within your development:

- | | | |
|------------------------|----------------------------------------------------|--------------------------------------------------------|
| Park: | Yes <input checked="" type="checkbox"/> No ___ | ___ Public ___ Private |
| Open Space: | <input checked="" type="checkbox"/> Yes ___ No ___ | ___ Public <input checked="" type="checkbox"/> Private |
| Detention Pond: | <input checked="" type="checkbox"/> Yes ___ No ___ | ___ Public <input checked="" type="checkbox"/> Private |
| Parking Lot Landscape: | <input checked="" type="checkbox"/> Yes ___ No ___ | ___ Public <input checked="" type="checkbox"/> Private |
| Floodplain/Creek: | ___ Yes <input checked="" type="checkbox"/> No ___ | ___ Public ___ Private |
| Other | ___ | ___ |

If the above noted areas are **accessible** via some **other arrangement** please **explain**.

3. **Does** the open space for this **development include** some kind of **trail or path** that meets the definitions contained in Section 2-327 of the attached guidelines? (Indicate all that are applicable.)

- | | | |
|----------------------------------------------------|-----------------------------------------|----------------------------------------|
| Public Sidewalks (4-5' wide) | <input checked="" type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Natural Trails (compacted earth 8-10' wide) | ___ Yes | <input checked="" type="checkbox"/> No |
| Parkway Trails (durable surface 6-8' wide) | ___ Yes | <input checked="" type="checkbox"/> No |
| Neighborhood Trails (durable or paved, 6-10' wide) | ___ Yes | <input checked="" type="checkbox"/> No |
| Community Wide Trails (paved, 10-12' wide) | ___ Yes | <input checked="" type="checkbox"/> No |
| Specialized Trails (equestrian, water, etc) | ___ Yes | <input checked="" type="checkbox"/> No |
| Other | ___ | ___ |

4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within 1/2 mile** of your proposed development. (If there are **no** such areas within the 1/2 mile radius please **state** such and skip question 5.)

Oakhurst Park
Ragan Elementary School

5. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow **connection points** promoting non-motorized transportation between key areas. Please **describe** how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting key areas, designated bike paths, and bike parking. (If there is **no** such connectivity please **state** such.)

Sidewalk connecting north, and east/west along the south side of Imhoff

6. Please **check**, from the following or attach a list, **any other** geographical and/or environmental factors in your development that might offer **opportunities** for additions to the Greenbelt System (see Section 2-327).

- Storm water channels
- Detention ponds
- Floodplains
- Stream bank/Riparian corridors
- Utility Easements
- Abandoned/Active RR corridors
- Other _____

How could your development **also incorporate** those elements noted into greenbelts and trails?

7. Please review the statements below and indicated in the space next to each item, whether it does apply ("Yes"), does not apply ("No"), or is not feasible ("NA") to your development. Of specific interest is how your project fits into the public open spaces and parks.

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below. The Commission will also consider how your project fits into the public open spaces and parks that are existing. Not all considerations will be applicable or feasible for each application.

- (a) Portions of the Greenbelt System are accessible to the general public. *(Sidewalk)*
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (c) Existing easements (e.g., utility, pipeline, oil lease right-of-way, etc.) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

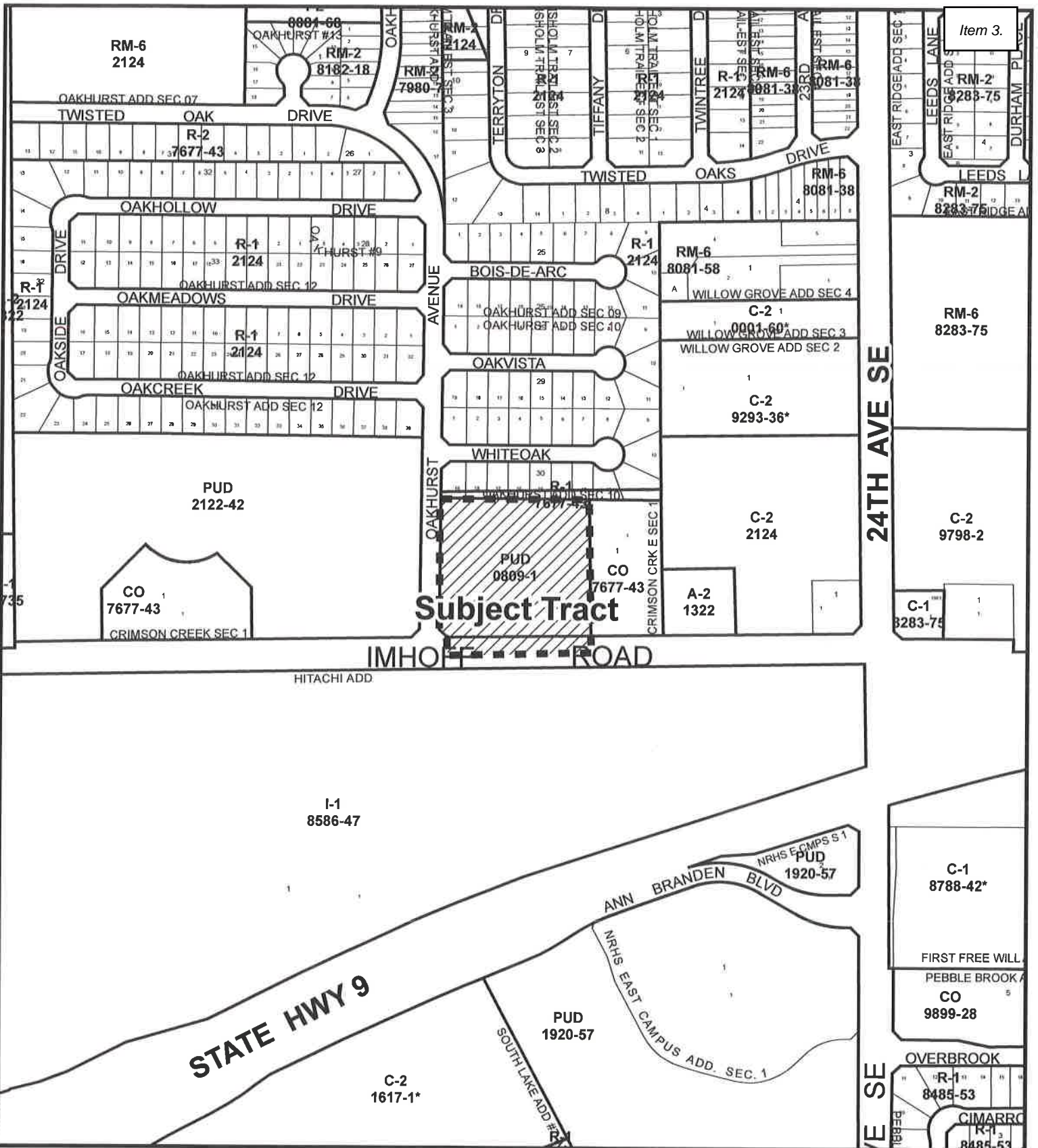
- Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas. *Separately*
- Yes (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.
- No (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- No (g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.
- Yes (h) Landscaping required by the City has been/will be planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.
- Yes (i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.
- Yes (j) Permeable ground surfaces have been preserved to the extent possible.
- Yes (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.
- Yes (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.
- No (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- Yes (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- Yes (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.
- NA (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- NA (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.
- No (r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.
- No (s) Riparian buffers are incorporated into the Greenbelt System.
- No (t) The commercial developments have provided for pedestrian access.
- No (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.
- No (v) Cluster development has been utilized as a means to develop the Greenbelt System.
- No (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

8. If, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

There are no other opportunities for greenway trails within this proposal. The Required sidewalks will be completed; connecting to existing sidewalks.

Signature of Applicant or Contact Person (required): Jane Huber

GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION (MAY ATTACH AS SEPARATE SHEET):



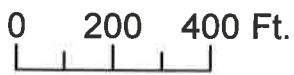
Location Map



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

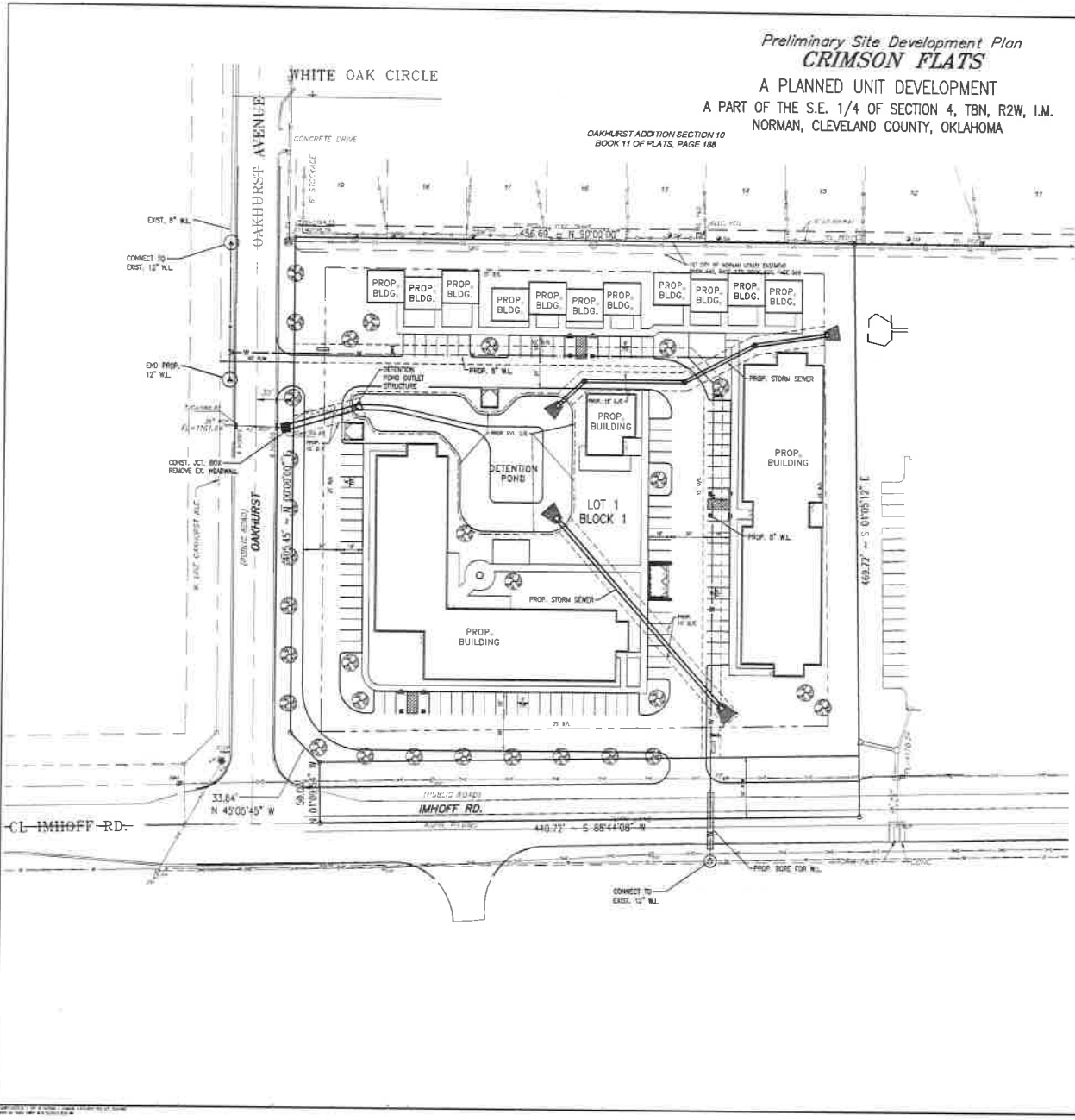


September 6, 2023



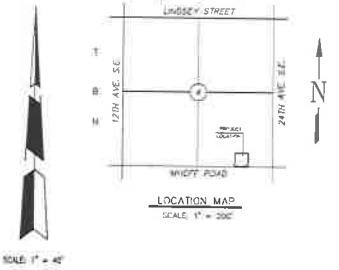
Subject Tract

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Preliminary Site Development Plan
CRIMSON FLATS
 A PLANNED UNIT DEVELOPMENT
 A PART OF THE S.E. 1/4 OF SECTION 4, T8N, R2W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA

OAKHURST ADDITION SECTION 10
 BOOK 11 OF PLATS, PAGE 186



- NOTES:**
1. FIRE HYDRANTS WILL BE LOCATED AND INSTALLED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS.
 2. ALL SANITARY SEWER LINES ARE PRIVATE AND WILL BE 6" DIA. UNLESS NOTED OTHERWISE.
 3. ALL WATERLINES SHALL BE 8" UNLESS OTHERWISE NOTED.
 4. ALL FDS SHALL BE 7" UNLESS OTHERWISE NOTED.
 5. THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ON THE STREET SIDE OF ANY STRUCTURE. THE FDC SHALL BE LOCATED AND ARRANGED SO THAT THE HOSE LINES CAN BE PROPERLY ATTACHED TO THE FDS WITHOUT INTERFERENCE FROM OBJECTS, WHERE MOUNTED ON THE STRUCTURE'S FACADE, A DISTANCE NO GREATER THAN 100' SHALL BE BETWEEN THE FDC AND A FIRE HYDRANT, WHERE THEY ARE REMOTE FROM THE STRUCTURE SERVED. A DISTANCE NO GREATER THAN 50'.
 6. FIRE LANE STRIPING: "NO PARKING FIRE LANE" MARKING SHALL CONSIST OF A SIX (6) INCH WIDE RED STRIPE ALONG THE CURB ON ALL SIDES OF THE BUILDING. THE WORDS "NO PARKING FIRE LANE" SHALL BE MARKED ON THE STRIPES IN FOUR (4) INCH HIGH WHITE LETTERS AT 25-FOOT INTERVALS. STRIPING AND LETTERS SHALL BE APPLIED ACCORDING TO THE CITY OF NORMAN. FIRE LANE & FIRE PROTECTION MUST BE APPROVED BY THE FIRE MARSHAL. PRIOR TO BUILDING PERMIT BEING ISSUED, CONTRACTOR TO COORDINATE ALL FIRE LANE MARKINGS WITH THE NORMAN FIRE MARSHAL.
 - 7) BUILDINGS WILL BE REQUIRED TO BE PROTECTED WITH AN AUTOMATIC SPRINKLER SYSTEM. THE FIRE RISK WILL BE SHOWN ON FINAL PLAT SITE PLAN AND CONSTRUCTION PLANS.

STORM DRAINAGE DETENTION FACILITY EASEMENT

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR RETENTION OF STORM SURFACE WATER AND CONSTRUCTION AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE SOLE DUTY AND RESPONSIBILITY OF THE PROPERTY OWNER. ACCORDING TO THE PLAN OF "STREET STREET" CONSTRUCTION, MAINTENANCE IS DELEGATED OR SUBJECT TO OTHER UNLAWFUL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR IMPEDIMENT TO PUBLIC SAFETY BY THE CITY. CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE CLEVELAND COUNTY ENGINEER WITH COSTS RECOVERED TO AND FROM UNDER SAID PROPERTY OWNER'S ASSOCIATION. OFFICIALS REPRESENTING THE PUBLIC WORKS DEPARTMENT SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY. SHOW HOLDING WITHIN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT. PROPERTY OWNER ASSOCIATION MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

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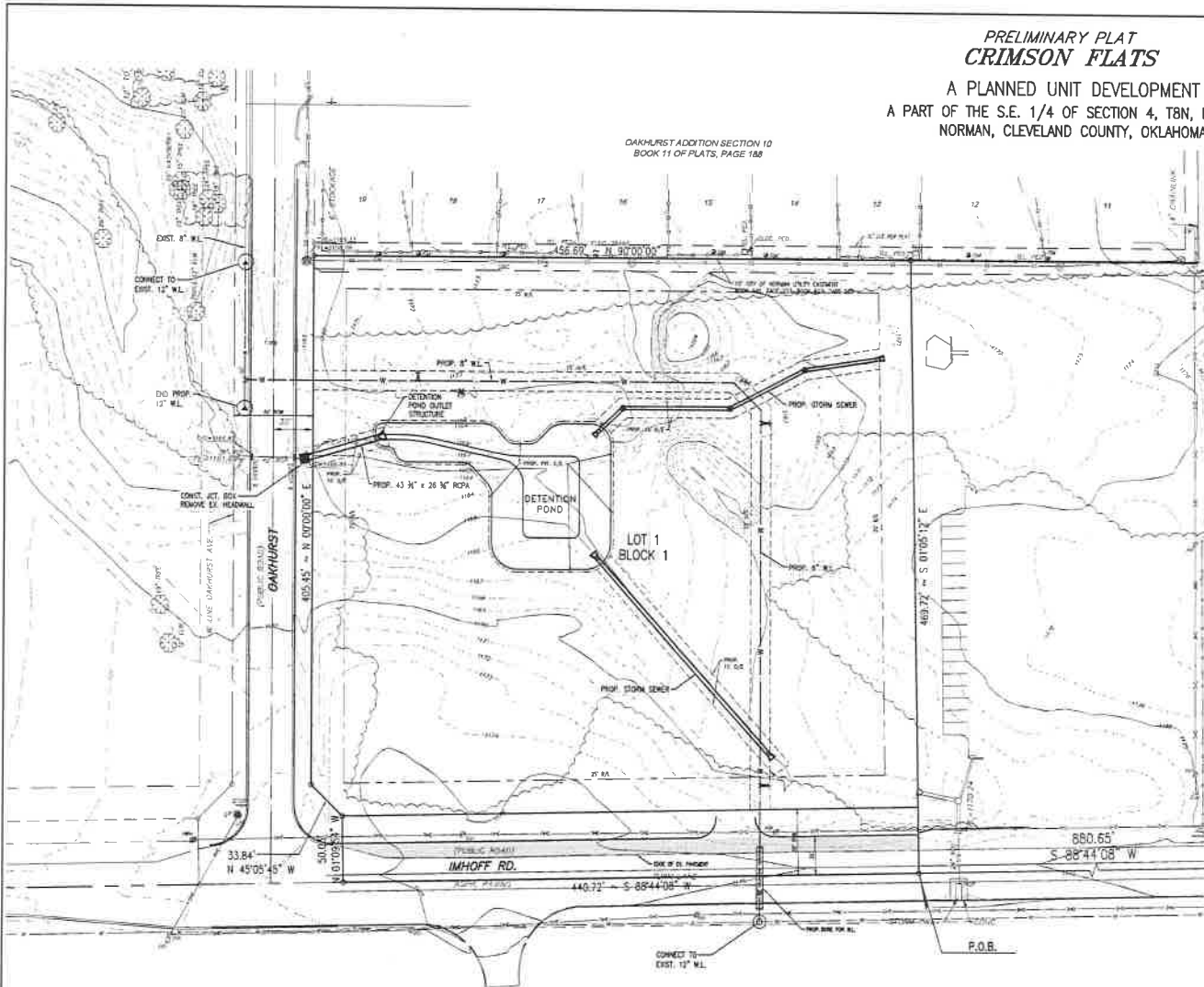
CRIMSON FLATS

IMHOFF RD. & 24th AVE. SE
 NORMAN, OKLAHOMA

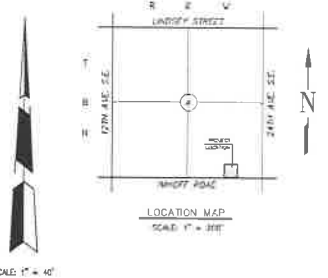
SMC
 Consulting Engineers, P.C.
 1000 N. W. 10th St., Suite 100
 Norman, Oklahoma 73061
 Phone: (405) 833-1111
 Fax: (405) 833-1112
 Website: www.smc-engineers.com

PROJECT NO. 888-13
 SHEET NO. 13
 SCALE: 1" = 40'
 DRAWN BY: JLC
 ENGINEER: Christopher S. Hester
 P.E., LICENSE NO. 10000

Preliminary Site Development Plan



**PRELIMINARY PLAT
CRIMSON FLATS**
A PLANNED UNIT DEVELOPMENT
A PART OF THE S.E. 1/4 OF SECTION 4, T8N, R2W, I.M.
NORMAN, CLEVELAND COUNTY, OKLAHOMA



LEGAL DESCRIPTION
A part of land lying in the Southeast Quarter (SE4) of Section Four (4), Township Eight (8) North, Range Three (3) West of the Indian Meridian, Cleveland County, Oklahoma and being more particularly described as follows:
COMMENCING at the Southeast corner of said SE4; THENCE South 88°44'08" West along the South line of said SE4 a distance of 880.50 feet to the POINT OF BEGINNING;
THENCE continuing South 88°44'08" West along said South line a distance of 440.72 feet;
THENCE North 01°05'54" West a distance of 50.03 feet; THENCE North 45°03'45" West a distance of 33.84 feet to a point on the East right-of-way line of Dakhurst Drive; THENCE North 00°00'00" East along said East right-of-way line a distance of 405.45 feet; THENCE North 80°00'00" East a distance of 456.68 feet; THENCE South 01°05'12" East a distance of 448.72 feet to the POINT OF BEGINNING.

Said tract of land contains an area of 217.421 square feet or 4.99 acres, more or less.

STORM DRAINAGE DETENTION FACILITY EASEMENT

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTED AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE RIGHT, DUTY AND RESPONSIBILITY OF THE PROPERTY OWNERS ASSOCIATED BY THE DEED. LEGAL EASEMENTS, HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNLAWFUL ENCUMBRANCES AND IS DETERMINED TO BE A HAZARD OR IMPEDIMENT TO PUBLIC SAFETY BY THE CITY, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORNE UPON SAID PROPERTY OWNERS ASSOCIATION. OFFICIAL REPRESENTATIVES OF THE PUBLIC WORKS DEPARTMENT, SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY. UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, PROPERTY OWNERS ASSOCIATION MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT, PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

NOTES:

- 1) FIRE HYDRANTS WILL BE LOCATED AND INSTALLED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS. FIRE HYDRANTS WILL BE LOCATED WITHIN 3 TO 6 FEET OF CURB.
- 2) ALL SIDEWALKS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS.
- 3) ALL WATER LINES TO BE 8" DIA. UNLESS NOTED OTHERWISE.
- 4) EXISTING ZONING IS CO.
- 5) STORMWATER DETENTION FOR THIS PROJECT MAY BE COORDINATED WITH AND CONSTRUCTED WITH THE CRIMSON CREEK PROJECT ON THE WEST SIDE OF DAKHURST ROAD.
- 6) BUILDINGS WILL BE REQUIRED TO BE PROTECTED WITH AN AUTOMATIC SPRINKLER SYSTEM, THE FIRE VAULT WILL BE SHOWN ON FINAL PLAT SITE PLAN AND CONSTRUCTION PLANS.
- 7) THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ON THE STREET SIDE OF ANY STRUCTURE. THE FDC SHALL BE LOCATED AND ARRANGED SO THAT THE HOSE LINES CAN BE READILY ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM OBJECTS, WHERE MOUNTED ON THE STRUCTURE'S FACADE, A DISTANCE NO GREATER THAN 100' SHALL BE BETWEEN THE FDC AND A FIRE HYDRANT, WHERE THEY ARE REMOTE FROM THE STRUCTURE SIDEWALK, A DISTANCE NO GREATER THAN 50'. THIS WILL BE DESIGNATED AT THE FINAL PLAT STAGE.
- 8) ACCESS FOR EMERGENCY VEHICLES WILL BE CONSTRUCTED ON DAKHURST AVENUE PER FIRE MARSHALL'S REQUEST. DRIVE SHALL BE CONSTRUCTED WITH GRASS PAVERS AND IS SHOWN ON THE PRELIMINARY SITE DEVELOPMENT PLAN.



CRIMSON FLATS
IMHOFF RD. & 24th AVE. SE
NORMAN, OKLAHOMA

SMC
SMC Consulting Engineers, P.C.
1111 N. W. 23rd Ave., Suite 200
Norman, Oklahoma 73061
Tel: 405.894.1111 Fax: 405.894.1112
E-MAIL: SMC@SMCENGINEERS.COM

PROJECT NO. 081818
DATE: 8-20-13
SCALE: 1" = 40'
DRAWN BY: J.S.
CHECKED BY: S. Anderson
DATE: 8-20-13
Preliminary Plat



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 09/19/2023

REQUESTER: DAR, LLC

PRESENTER: LORA HOGGATT, PLANNING SERVICES MANAGER

ITEM TITLE: CONSIDERATION OF APPROVAL, REJECTION, OR OTHER ACTION REGARDING GBC 23-23, DAR - MONTE VISTA.

GENERAL INFORMATION

APPLICANT	DAR, L.L.C.
LOCATION	Southwest corner of 24 th Avenue NE and East Tecumseh Road
PROPOSAL	Single-family residential neighborhood
NORMAN 2025 LAND USE	Current: Very Low Density Residential Proposed: Low Density Residential
LAND USE	Current: Vacant Proposed: Single Family Homes
	North: Single Family Homes & Agricultural West: Single Family Homes South: Vacant/Agricultural East: Single Family Homes & Agricultural
ZONING	Current: A-2, Rural Agricultural District Proposed: PUD, Planned Unit Development
	North: A-2, Rural Agricultural District West: PUD, Planned Unit Development South: A-2, Rural Agricultural District East: A-2, Rural Agricultural District

SYNOPSIS: The applicant is proposing to develop this 80-acre site into a single-family, large lot development. The site is planned to be developed into 91 half-acre lots. The site is planned for approximately 13-acres of open space.

ANALYSIS: This site is planned as a large-lot development. Typically, large-lot developments are patterned after the RE, Residential Estates Dwelling District, and sidewalks are not required. However, as presented, the applicant is proposing internal sidewalks for the development, mimicking what was completed at the Montoro Ridge Addition, located at the southwest corner of 12th Avenue NE and East Tecumseh Road.

Both East Tecumseh Road and 24th Avenue NE are designated as Minor Urban Arterials on the Comprehensive Transportation Plan. With these street designations, the right-of-way will contain a five-foot sidewalk. Depending on what the applicant submits at the Final Plat stage, the sidewalks along East Tecumseh Road and 24th Avenue NE could be installed/constructed with the development or the applicant could request deferral that would include deferral of sidewalks and street improvements. Due to no other development improvements in the area, it is realistic the applicant will request this deferral until such time future development comes to the area.

The Priority Greenbelt Trail system, Resolution R-1617-32, details two priority trails; one along East Tecumseh Road, *North Norman Tecumseh Trail*, and one along 24th Avenue NE, *East Norman Trails*.

North Norman Tecumseh Trail

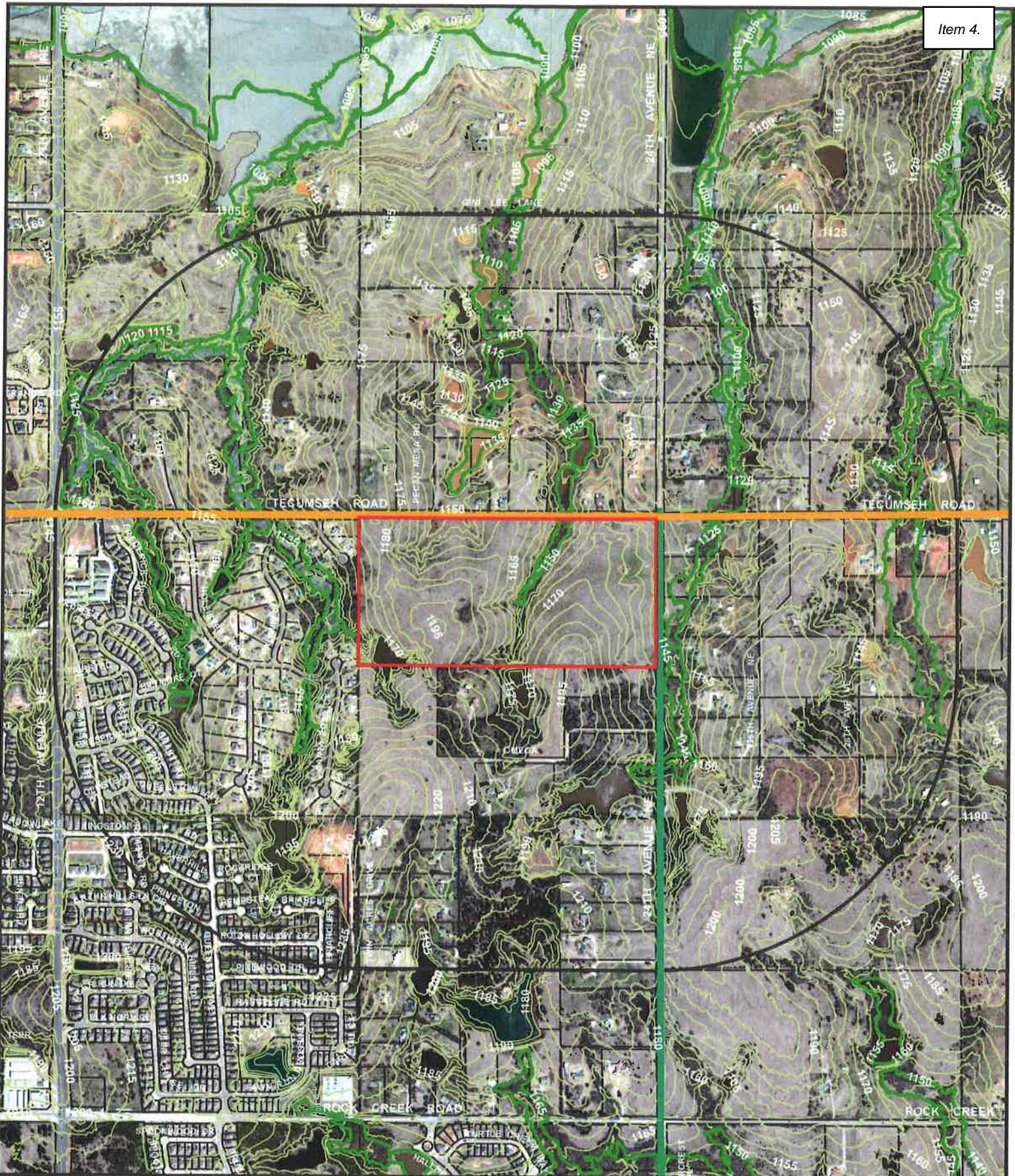
- *Along Tecumseh Road, the North Norman Tecumseh Trail spans from the west at 36th Avenue NW to the east as the northwest corner of Lake Thunderbird State Park, where it will connect with the Scissortail Trail. Although the North Norman Tecumseh Trail follows along a major arterial route, i.e. Tecumseh Road, it is intended that the trail will be distinctly separate from the road infrastructure, meandering through natural areas and connecting residential developments along East Tecumseh Road.*

East Norman Trails (24th Avenue NE)

- *The two north-south trails are along 24th Avenue (East) and 48th Avenue (East). Both trails reach from State Highway 9 in the south to Tecumseh Road in the north, connecting the Scissortail Trail and the North Norman Tecumseh Trail. Although these north-south trails, as well as the east-west trails along Robinson and Alameda Street, are along a major arterial route, it is intended that they will be distinctly separate from the roadway infrastructure, meandering through natural areas where appropriate.*

Please see Resolution R-1617-32, as attached for additional information and the adopted trail map.

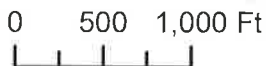
CONCLUSION: Staff places this item on the non-consent docket for the September 19, 2023 Greenbelt Commission Meeting.



March 2021 Aerial Photography

July 3, 2023

-  1/2 Mile Radius
-  Parcels
-  5ft. Contours
-  Floodway
-  100yr. Floodplain
-  Stream Planning Corridor



- ### Greenbelt Priority Trails
-  North Norman Tecumseh Trail
 -  Scissortail Trail
 -  South Legacy Trail
 -  East Norman Trails
 -  West Lindsey Extension
 -  Current & In-Progress Trails



Map Produced by the City of Norman
 Geographic Information System,
 (405) 366-5316
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.

GREENBELT ENHANCEMENT STATEMENT
City of Norman, Oklahoma

Greenbelt Case No. _____ **Pre-Development Case No.** _____

Applicant Name: DAR, LLC Date: September 1, 2023

Contact Person: Gunner Joyce, Attorney for Applicant Telephone/Fax/Email: 405-310-5274; gjoyce@riegerlawgroup.com

Name of Development Monte Vista Estates Area (Acres) approx. 80.00 acres

General Location at the Southwest corner of 24th Ave NE and E Tecumseh Road

Please attach a map, site plan and/or survey map illustrating the proposed development.

Type of Proposal (please check all that apply)

a. **This is a:** Land Use Plan Amendment Preliminary Plat Rural Certificate of Survey

b. Proposed **Land Use:** Residential Commercial _____ Industrial _____ Other _____

1. Briefly **explain the kind of development**, types of buildings/uses, or character of your proposal **and how it achieves the principles, purposes and goals** of Section 2-330.

The Applicant intends to rezone and plat the subject property in order to develop a single-family residential neighborhood. A preliminary conceptual site plan showing a potential layout of the proposed development is attached.

2. Does your proposed development or project incorporate open space(s)?

Yes No _____

Please check **what** type(s) of **open spaces are proposed** within your development:

Park: _____ Yes No _____ Public _____ Private _____

Open Space: Yes _____ No _____ Public Private _____

Detention Pond: Yes _____ No _____ Public Private _____

Parking Lot Landscape: _____ Yes No _____ Public _____ Private _____

Floodplain/Creek: _____ Yes No _____ Public _____ Private _____

Other _____

If the above noted areas are **accessible** via some **other arrangement** please **explain**.

3. **Does** the open space for this **development include** some kind of **trail or path** that meets the definitions contained in Section 2-327 of the attached guidelines? (Indicate all that are applicable.)

Public Sidewalks (4-5' wide) Yes No

Natural Trails (compacted earth 8-10' wide) _____ Yes No

Parkway Trails (durable surface 6-8' wide) _____ Yes No

Neighborhood Trails (durable or paved, 6-10' wide) _____ Yes No

Community Wide Trails (paved, 10-12' wide) _____ Yes No

Specialized Trails (equestrian, water, etc) _____ Yes No

Other _____

4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within 1/2 mile** of your proposed development. (If there are **no** such areas within the 1/2 mile radius please **state** such and skip question 5.)

The are no schools, parks, or commercial sites within the 1/2 mile of the development.

5. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow **connection points** promoting non-motorized transportation between key areas. Please **describe** how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting key areas, designated bike paths, and bike parking. (If there is **no** such connectivity please **state** such.)

The Applicant will install public sidewalks in locations required by City Ordinance.

6. Please **check**, from the following (or attach a list), **any other** geographical and/or environmental factors in your development that might offer **opportunities** for additions to the Greenbelt System (see Section 2-327).

- Storm water channels
- Detention ponds
- Floodplains
- Stream bank/Riparian corridors
- Utility Easements
- Abandoned/Active RR corridors
- Other _____

How could your development **also incorporate** those elements noted into greenbelts and trails?

The elements will be utilized as green open space throughout the property.

7. **Please review the statements below and indicated in the space next to each item, whether it does apply ("Yes"), does not apply ("No"), or is not feasible ("NA") to your development. Of specific interest is how your project fits into the public open spaces and parks.**

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below. The Commission will also consider how your project fits into the public open spaces and parks that are existing. Not all considerations will be applicable or feasible for each application.

- (a) Portions of the Greenbelt System are accessible to the general public.
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (c) Existing easements (e.g., utility, pipeline, oil lease right-of-way, etc.) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

(d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

(e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

(f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

(g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

(h) Landscaping required by the City has been/will be planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

(i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

(j) Permeable ground surfaces have been preserved to the extent possible.

(k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

(l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

(m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

(n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

(o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

(p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

(q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

(r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

(s) Riparian buffers are incorporated into the Greenbelt System.

(t) The commercial developments have provided for pedestrian access.

(u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

(v) Cluster development has been utilized as a means to develop the Greenbelt System.

(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

8. If, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

Signature of Applicant or Contact Person (required):  _____

GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION (MAY ATTACH AS SEPARATE SHEET):

Resolution

R-1617-32

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, ADOPTING A "PRIORITY GREENBELT TRAIL SYSTEM" AS ADDENDA TO THE ADOPTED GREENWAYS AND PARKS AND RECREATION MASTER PLANS TO PROVIDE ADDITIONAL VISIONING SPACE, PARKS, GREENWAYS, TRAILS, RECREATION, AND OTHER PUBLIC TRANSPORTATION FACILITIES WITHIN THE CITY OF NORMAN.

- § 1. WHEREAS, the City Council of the City of Norman established the Greenbelt Commission to advise the City Council on policies pertaining to the promotion, acquisition, maintenance, and improvement of the green spaces, greenways, and trail systems; and
- § 2. WHEREAS, the Parks and Recreation Master Plan was adopted by Resolution R-0910-70 on November 24, 2009, adopting parks, recreation, open space, and trail plans; and
- § 3. WHEREAS, the Greenways Master Plan was adopted by Resolution R-1112-119 on August 29, 2012, recommending implementation through acquisition of greenway corridors as the highest priority, embarking on an extensive trail development schedule of the next ten years, developing strategies to work with private sector development and reviewing/updating the citywide greenways plan; and
- § 4. WHEREAS, the Comprehensive Transportation Plan was adopted by Resolution R-1314-112 on May 13, 2014, adopting Bicycle/Pedestrian and Sidewalk maps identifying certain routes for transportation purposes; and
- § 5. WHEREAS, a temporary 1/2% sales tax for 15 years was approved by voters on October 13, 2015, to provide funding to construct quality of life facilities; and
- § 6. WHEREAS, an update of the Comprehensive Land Use Plan is in progress; and
- § 7. WHEREAS, these and other master plans, such as Stormwater, Water and Sewer, and floodplain programs propose to include common open space, pedestrian, bicycle, and trail systems;
- § 8. WHEREAS, certain segments of these elements either exist or are being constructed, but do not yet form a trail structure upon which to add smaller trails, to provide park access, and transportation systems; and



R-1617-32

- § 9. WHEREAS, many of these trails are not likely to be provided through the development process; and
- § 10. WHEREAS, City Council has been unwilling to utilize eminent domain powers to acquire private property to establish a public trail system, and has preferred to work with private property owners when working toward such a purpose; and
- § 11. WHEREAS, achieving these adopted visions for the citizens of the City of Norman will require dedicated efforts of the City Council to establish priorities to initiate efforts, to coordinate efforts of others, and to facilitate opportunities.

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

§ 12. THAT the "PRIORITY GREENBELT TRAIL SYSTEM" map attached as Exhibit A and the detailed description of the trails attached as Attachment A be adopted as addenda to the Greenway and the Parks and Recreation Master Plans to provide additional visioning for development of priority trails upon which to build additional open space, parks, greenways, trails, recreation, and other public transportation facilities within the City of Norman.

PASSED AND ADOPTED this 28th day of November 2017.







[Signature]
Mayor Pro Tem

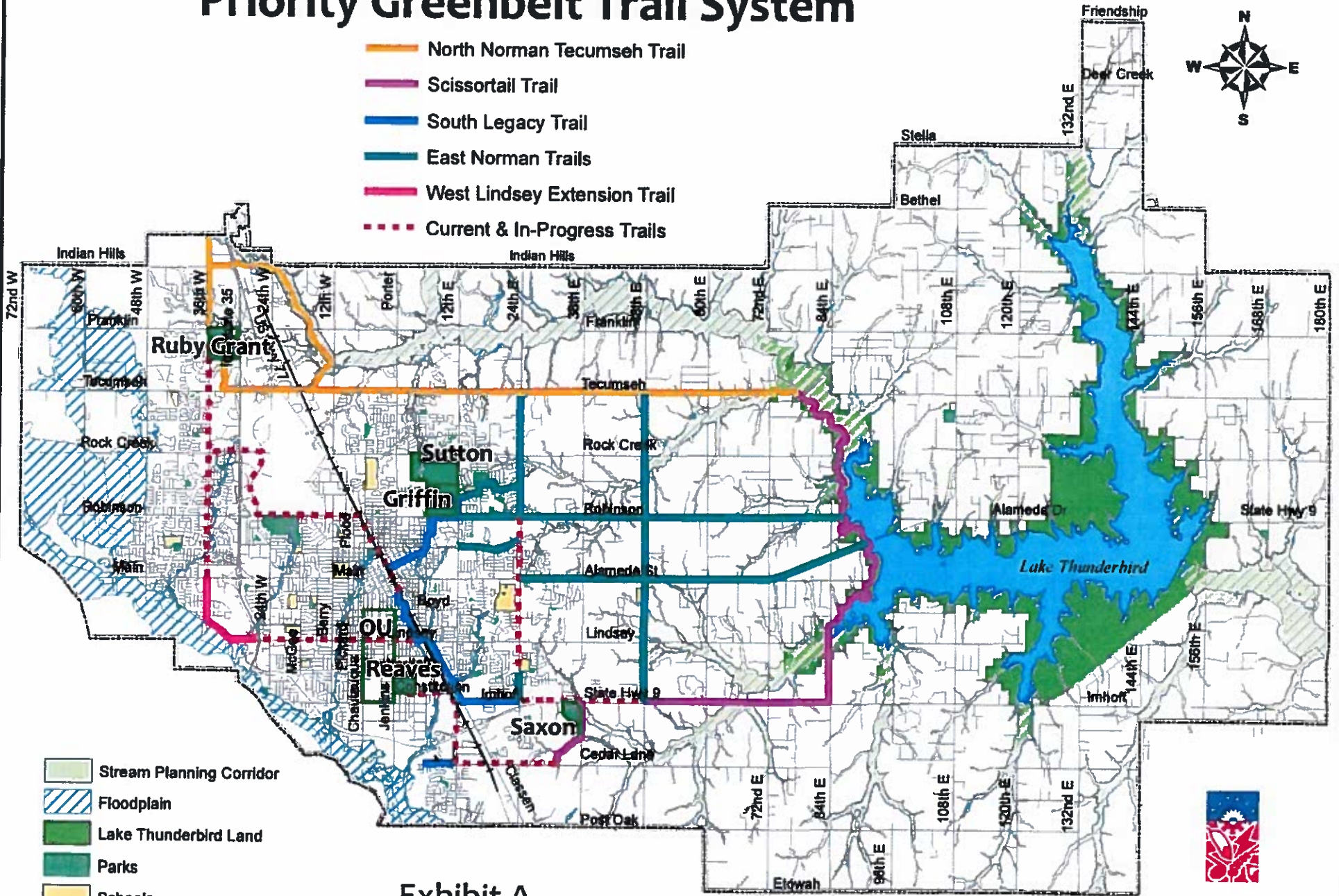
ATTEST:

[Signature]
City Clerk



Priority Greenbelt Trail System

-  North Norman Tecumseh Trail
-  Scissortail Trail
-  South Legacy Trail
-  East Norman Trails
-  West Lindsey Extension Trail
-  Current & In-Progress Trails








-  Stream Planning Corridor
-  Floodplain
-  Lake Thunderbird Land
-  Parks
-  Schools

Exhibit A
November 28, 2017



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

**Greenbelt Priority Trail Proposal
City of Norman Greenbelt Trail System**

Prepared by the Greenbelt Commission

City of Norman
Oklahoma

November 21, 2016
Revised December 26, 2016
Revised November 7, 2017

Purpose: To provide a conceptual plan for the development of essential Greenbelt trails that will establish the foundation for a more extensive trail system throughout urban and rural Norman. The Greenbelt trail system will connect and provide access to “green” areas such as parks, greenways, natural features and rural areas from points of interest such as schools, shopping and residential areas. This effort will encourage non-motorized travel while providing extensive year-round opportunities for Normanites to interact with nature and to recreate outdoors. These proposed trails integrate with the bicycle and pedestrian plan in the adopted Transportation Plan (2013), current transportation bond projects, and ODOT Transportation projects (e.g. Highway 9 renovations).

Overview of proposal: Five trails are proposed that when completed, will form numerous trail loops, ranging in distance from 6 to 35 miles, around urban Norman and throughout rural Norman, with multiple connections to the west shoreline of Lake Thunderbird. In addition, the trails will allow pedestrian travel from downtown Norman to Lake Thunderbird, as well as to the southeast quadrant of Norman, south of Highway 9, and northward to north Norman along Tecumseh Road, where both locations have new and growing neighborhoods.

The North Norman Tecumseh Trail starts at Ruby Grant Park, forming an approximate six-mile loop trail roughly defined by 36th NW Ave., Indian Hills Road, the Little River riverbed, and Tecumseh Road. The trail also extends eastward along Tecumseh Road all the way to the northwest corner of Lake Thunderbird State Park where it connects with the Scissortail Trail.

The Scissortail Trail travels along east Highway 9 from southeast Norman to the Dave Blue Creek, where it then follows northeast along the Dave Blue Creek towards the west shore of Lake Thunderbird. At Lake Thunderbird, it will go northward along the west shore where it meets the Alameda segment of the East Norman Trails at the Alameda Bridge. It continues northward along the west shoreline, connecting with the East Norman Trails at Robinson Street, and continuing all the way to Tecumseh Road to connect with the North Norman Tecumseh Trail. The theme of the Scissortail Trail will focus on the flora and fauna of central Oklahoma, highlighting seasonal wildflowers, wildlife and bird identification and their behaviors and habitats, and the unique ecological features of meadows, creek beds, and forested areas of central Oklahoma.

The South Legacy Trail connects with the current Legacy Trail at its southern terminus just SE of downtown Norman, and continue southward, linking Brandt Park (i.e., OU Duck Pond), apartments and high-density developments along Classen Boulevard with south OU campus and on into the far southeast area of Norman, south of Highway 9. This trail will also connect with the Scissortail Trail, thereby connecting south central and south east Norman with trails to Lake Thunderbird. The South Legacy Trail will continue to highlight the history of Norman and central Oklahoma, paying particular attention to the historical and cultural contributions of under-represented groups.

The East Norman Trails comprises a network of trails throughout east rural Norman providing multiple connections between urban Norman with Lake Thunderbird, as well as links between the North Norman Tecumseh Trail to the north and the Scissortail Trail to the south and east. When interconnected with these other trails, the East Norman Trails form multiple loops ranging in distance from 6 to 20 miles. Primary east-west trails are along Robinson (between 12th East Ave. and Lake Thunderbird) and Alameda Street and Alameda Drive (between 24th East and 72nd East, and then along Alameda Drive to Lake Thunderbird). Primary north-south trails are along 24th East Ave. and 48th East Ave. between Tecumseh and Highway 9. Two spurs connect 12th East Ave. and 24th East Ave. The first is along High Meadows Drive, Northcliff Ave., and Creighton Drive, connecting High Meadows Park, Northeast Lions Park, and Creighton Park. The second spur is from East Main Street to Crestland Park, and then following along the south bank of Rock Creek to 24th East Ave.

The West Lindsey Extension – 36th SW Ave. Trail connects west Lindsey Street and 36th SW Ave. This connection links west-side Norman and Lindsey Street. Current renovations of west Lindsey Street between I-35 and Berry Road will provide pedestrian access to the South Legacy Trail. The West Lindsey Extension trail will connect with the future Canadian River Park which a Norman Forward project.

DETAILED TRAIL DESCRIPTIONS

The North Norman Tecumseh Trail

The North Norman Tecumseh Trail starts at Ruby Grant Park with two paths, one going north and the other going south. The north path travels north along 36th NW to the city limits of Norman. Here it will connect with Telephone Road in Moore, thereby providing intra-urban connectivity. At the intersection of 36th NW Ave. and Indian Hills Road, the trail turns east, following Indian Hills Road over I-35 until it reaches the Little River. At the Little River, this trail continues southward along the western side of the Little River, crossing Franklin Road about halfway between 24th NW and 12th NW.

The south path from Ruby Grant Park travels south to Tecumseh Road, and then follows Tecumseh Road east, crossing I-35 and the railroad tracks. East of the railroad tracks, this trail turns northward to reach the Little River, where it connects with the north path of the North Norman Tecumseh Trail loop just west of 12th NW Ave. Combined, the north and south paths create an approximate six-mile loop trail in northwest Norman integrating Ruby Grant Park and the Little River.

Along Tecumseh Road, the North Norman Tecumseh Trail spans from the west at 36th NW Ave. to the east at the northwest corner of Lake Thunderbird State Park, where it will connect with the Scissortail Trail. Although the North Norman Tecumseh Trail follows along a major arterial route, i.e. Tecumseh Road, it is intended that the trail will be distinctly separate from the road infrastructure, meandering through natural areas and connecting residential developments along Tecumseh Road.

The Scissortail Trail

The Scissortail Trail begins at the intersection of Highway 9 and 24th SE Ave. and travels eastward along Highway 9 using the pedestrian/bicycle pathway being built as part of the ODOT upgrade of Highway 9. The Scissortail trail continues along Highway 9 until reaching 84th SE Ave. where it turns north along 84th Ave. for approximately one mile to where the Dave Blue Creek crosses 84th SE Ave. Where the Dave Blue Creek crosses 84th SE Ave., the trail follows northeast along the north side of Dave Blue Creek floodplain until reaching Lake Thunderbird State Park property. There the trail turns northward, following the western shoreline until reaching the Alameda Bridge where it will connect with the Alameda Street segment of the East Norman Trails. At this point, there is a park area with trail head parking and restrooms. The Scissortail Trail continues northward along the west shore of Lake Thunderbird, connecting again with East Norman Trails at Robinson Street, until it reaches Tecumseh Road where it connects with the North Norman Tecumseh Trail.

A south spur along 36th SE Ave. from Highway 9, travels southward to about halfway between Highway 9 and East Cedar Lane. There the trail travels southwest along the water protection zone area, connecting the Scissortail Trail with Saxon Park and the South Legacy Trail on E. Cedar Lane Road.

Trailheads for the Scissortail Trail are located at Saxon Park, the Dave Blue Creek area at 84th SE Ave., and at the Alameda Bridge.

The South Legacy Trail

The South Legacy Trail is a continuation of the current Legacy Trail, extending into south-central and southeast Norman. It has a spur connecting downtown Norman with the East Norman Trails at Griffin Community Park. Likewise, it connects with the Scissortail Trail at 36th SE Ave. and E. Cedar Lane Road. Thus, this segment of the South Legacy Trail is a critical link between central, core Norman with the East Norman Trails and the southern Scissortail Trail.

The South Legacy Trail starts at the southern terminus of the current Legacy Trail located at Duffy Street. The South Legacy Trail moves south through neighborhood areas, until reaching the northern boundary of the Brandt Park (i.e., OU Duck Pond) at Brooks Street. South of the Brandt Park, the trail continues south along Classen Blvd. to Constitution Ave., where it turns west and continues to Jenkins Ave. This connects Reaves Park with the South Legacy Trail. At the intersection of Classen Blvd. and East Imhoff Road, the trail turns east along Imhoff to connect with the Scissortail Trail at the intersection of Highway 9 and 24th SE Ave.

The South Legacy Trail south of Highway 9 runs along E. Cedar Lane Road from Truman Drive to almost 36th SE Ave, where it connects with the Scissortail Trail.

The South Legacy Trail will also travel north from E. Cedar Lane Road along 12th SE to cross Highway 9 where there is a traffic crossing light for pedestrians and bicycles. The trail will continue northward along 12th SE until connecting with Constitution.

A spur connecting downtown Norman to Griffin Community Park will run along E. Main to the traffic circle at Main and Acres, and then travel north up N. Carter Ave. This will provide access to Frances Cate Park. The South Legacy Trail will continue eastward along the south side of E. Robinson until reaching 12th SE Ave., where pedestrian crosswalk and traffic lights allows safe crossing of Robinson and thereby connecting to Griffin Community Park.

The East Norman Trails

The East Norman Trails forms a network of trails, with multiple trail loops varying from 6 to 18 miles in distance, throughout east rural Norman. This network of trails provides multiple connections between urban Norman with Lake Thunderbird, as well as between the North Norman Tecumseh Trail to the north and the Scissortail Trail to the south.

The two east-west trails are along Robinson and Alameda Street. The trail along Robinson spans from 12th East Ave. to the western shore of Lake Thunderbird, thereby linking Griffin Memorial Park with the North Norman Tecumseh Trail along the western shore of Lake Thunderbird. The Alameda Street trail spans from 24th East Ave. to 72nd East Ave. where it then follows Alameda Drive to the Alameda Bridge, connecting with the Scissortail Trail. Both trails link east urban Norman with Lake Thunderbird State Park.

The two north-south trails are along 24th East Ave. and 48th East Ave. Both trails reach from State Highway 9 in the south to Tecumseh Road in the north, connecting the Scissortail Trail and the North Norman Tecumseh Trail. Although these north-south trails, as well as the east-west trails along Robinson and Alameda Street, are along a major arterial routes, it is intended that they will be distinctly separate from the roadway infrastructure, meandering through natural areas where appropriate.

Two spurs connect 12th East Ave. with the 24th East Ave trail, both of which directly link core Norman with the East Norman Trails. The first spur starts at the intersection of 12th NE Ave. and High Meadows Drive. This spur trail follows High Meadows Drive eastward, turning north at Northcliff Ave. and then east on Abe Martin Drive, and continuing on Creighton Drive (Abe Martin Drive and Creighton Drive are connected by a pedestrian path), until it reaches 24th NE Ave. This first spur connects the George M. Sutton Wilderness Park, Griffin Community Park, High Meadows Park, Northeast Lions Park and Creighton Park.

The second spur starts at the intersection of 12th East Ave. and East Main Street, traveling east to Crestland Park, where then it follows along the south bank of Rock Creek to 24th East Ave.

The West Lindsey Extension – 36th SW Ave. Trail connects west Lindsey Street and 36th SW Ave. This connection links west-side Norman and Lindsey Street. Current renovations of west Lindsey Street between I-35 and Berry Road will provide pedestrian access to South Legacy Trail. The West Lindsey Extension trail will connect with the future Canadian River Park which a Norman Forward project.



Application for Amendment of the NORMAN 2025 LAND USE AND TRANSPORTATION PLAN

Case No. R- _____

City of Norman Planning & Community Development - 225 N. Webster Avenue - Norman, OK 73069 — (405) 307-7112 Phone

APPLICANT(S) DAR, LLC	ADDRESS OF APPLICANT c/o Rieger Law Group PLLC, Attorney for Applicant 136 Thompson Dr, Norman, OK 73069
---------------------------------	--------------------------------------------------------------------------------------------------------------------------

NAME AND PHONE NUMBER OF CONTACT PERSON(S) c/o Gunner Joyce, Attorney for Applicant 405-310-5274 EMAIL: gjoyce@riegerlawgroup.com	TYPE OF AMENDMENT(S): <input type="checkbox"/> Growth Area Designation <input checked="" type="checkbox"/> Land Use Plan <input type="checkbox"/> Transportation Plan
----------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

LOCATION AND EXTENT OF AMENDMENT(S): at the Southwest corner of 24th Ave NE and Tecumseh Road

SIZE OF PROJECT AREA: Approximately 80.00 acres

PRESENT DESIGNATION:

Growth Areas: _____

Land Use: Very Low Density Residential

Streets: _____

Other: _____

REQUEST TO BE CHANGED TO: Low Density Residential

JUSTIFICATION FOR AMENDMENT (Include any change of conditions, appropriate NORMAN 2025 PLAN Policy Statements, and any other evidence which would support the change.):

The Applicant seeks to amend the NORMAN 2025 Land Use Designation to Low Density Residential in order to allow for the development of a large lot, single-family residential neighborhood on the property. The Applicant has provided a preliminary conceptual site plan showing a potential layout of the development.

EXPECTED AFFECTS ON SURROUNDING PROPERTIES: No adverse impact is expected.

(Attach additional sheets, maps, etc., if necessary.)

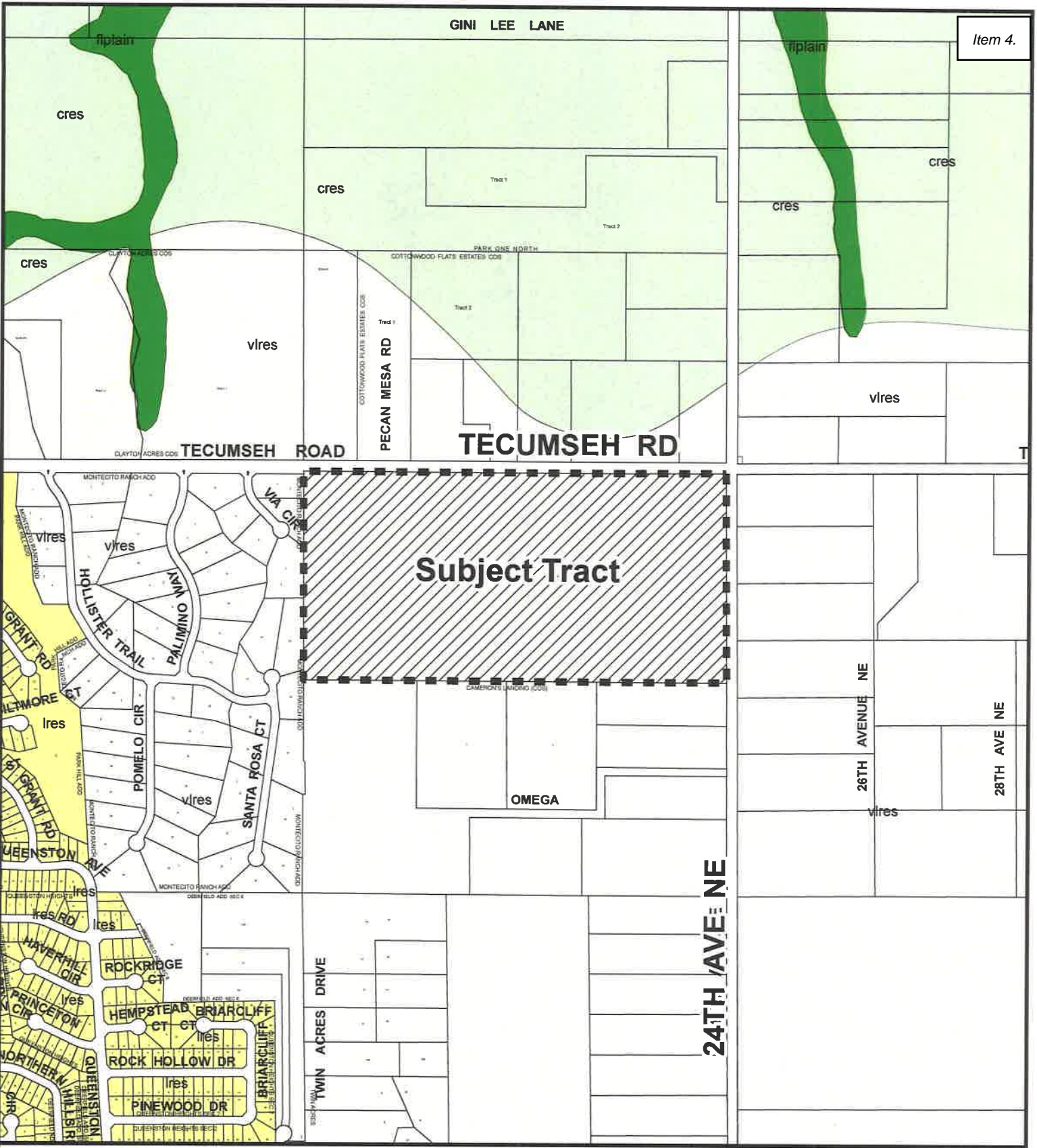
SIGNATURE OF APPLICANT:

FOR OFFICE USE ONLY

Filing fee of \$150.00

Date Submitted: 9-1-2023
GES submitted

Checked by: mt



Norman 2025 Land Use Plan



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



September 6, 2023



 Subject Tract

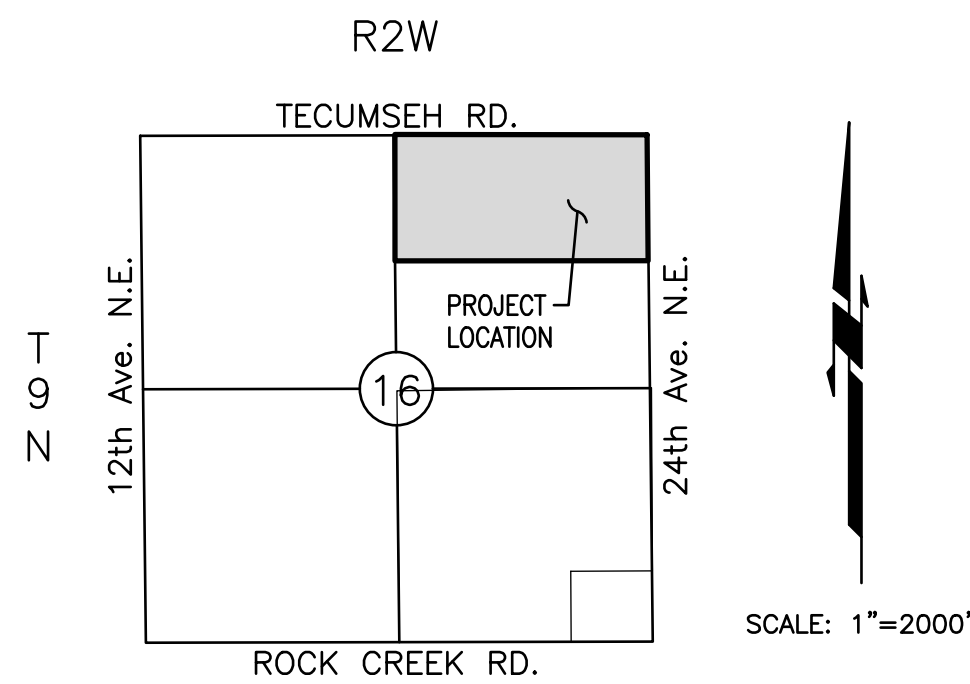
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Preliminary Plat MONTE VISTA ESTATES

A PLANNED UNIT DEVELOPMENT
A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
NORMAN, CLEVELAND COUNTY, OKLAHOMA

RESIDENTIAL LOTS - 91
OPEN SPACE AREA = 13.01 AC.±

SCALE: 1" = 100'



LEGAL DESCRIPTION

A tract of land lying in the Northeast Quarter (N.E. ¼) of Section Sixteen (16), Township Nine (9) North, Range Two (2) West of the Indian Meridian, Cleveland County, Oklahoma being more particularly described as follows:

BEGINNING at the Northeast Corner of said N.E. ¼;

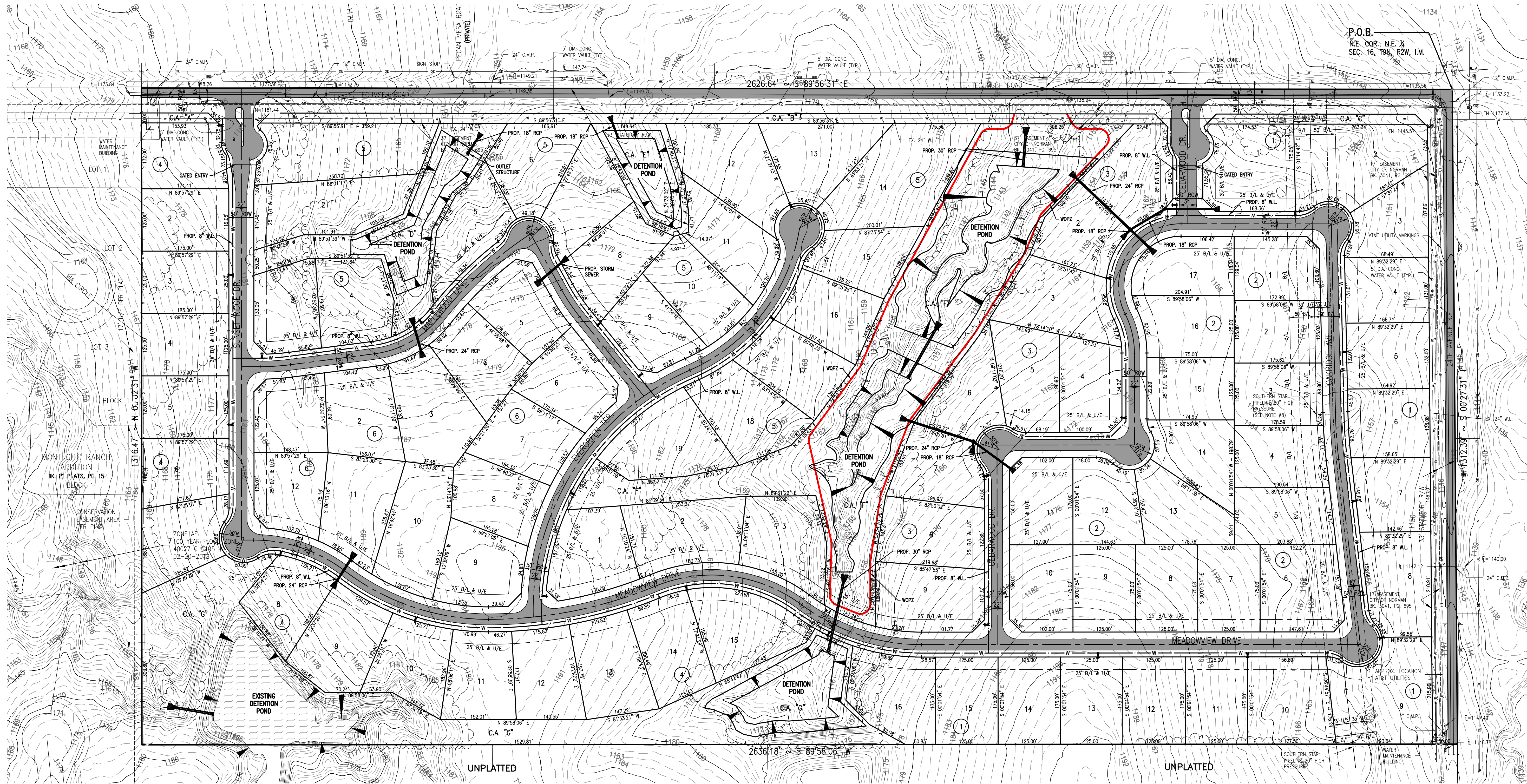
THENCE South 00°27'31" East along the East line of said N.E. ¼ a distance of 1312.39 feet;

THENCE South 89°58'06" West a distance of 2636.18 feet to a point on the East boundary line of the filed final plat of MONTECITO RANCH ADDITION (as filed in Book 21 of Plats, Page 15-19);

THENCE North 00°02'31" West along the boundary of said final plat a distance of 1316.47 feet to a point on the North line of said N.E. ¼;

THENCE South 89°58'31" East along said North line a distance of 2626.64 feet to the POINT OF BEGINNING.

Said tract of land contains 79.40 acres, more or less



STORM DRAINAGE DETENTION FACILITY EASEMENT

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTED AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE RIGHT, DUTY AND RESPONSIBILITY OF THE PROPERTY OWNERS ASSOCIATION IN THE PLAT OF RED CANYON RANCH EAST; HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNUSUAL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE CITY, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORN UPON SAID PROPERTY OWNERS ASSOCIATION. OFFICIALS REPRESENTING THE PUBLIC WORKS DEPARTMENT, SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY. UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, PROPERTY OWNERS ASSOCIATION MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT, PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

NOTES

- REFER TO DRAINAGE REPORT FOR SPECIFIC DATA.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT APPLICABLE STANDARDS AND SPECIFICATIONS FOR CONSTRUCTION FOR THE CITY OF NORMAN.
- THE PROPOSED USE OF THE PROPERTY IS FOR "RE" RESIDENTIAL ESTATE DWELLINGS.
- ALL WATERLINES SHALL BE 8" UNLESS NOTED OTHERWISE. FIRE HYDRANTS ARE GRAPHICALLY ILLUSTRATED.
- PAVED STREETS SHALL BE 22' WIDE AND SHALL HAVE 50' WIDE STREET RIGHT-OF-WAY PER CITY OF NORMAN STANDARD ST-04.
- NO SEPTIC TANKS OR LATERAL LINES SHALL BE PLACED WITHIN 15' OF WATER LINE ALONG TECUMSEH ROAD.
- TECUMSEH ROAD WILL BE IMPROVED TO RURAL COLLECTOR STANDARDS.
- 20" HIGH PRESSURE SOUTHERN STAR PIPELINE IS COVERED BY A BLANKET R/W CONTRACT IN ALL OF THE NE/4 OF SECTION 16 WITH CITIES SERVICE GAS COMPANY (BK. 211, PG. 470).

(WQPZ) WATER QUALITY PROTECTION ZONE

NOTE: THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION EXCEPT AS PERMITTED BY THE DIRECTOR OF PUBLIC WORKS UNLESS SUCH DISTURBANCE IS DONE IN ACCORDANCE WITH 19-514(E) OF THE NORMAN CITY CODE.

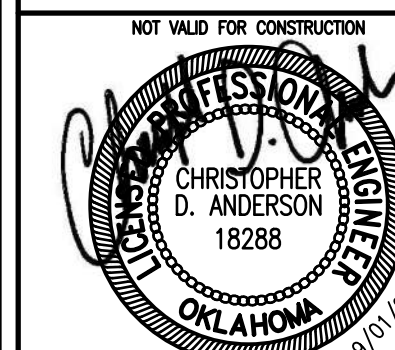
NOTE: THE WQPZ IS SUBJECT TO PROTECTIVE COVENANTS THAT MAY BE FOUND IN THE LAND RECORDS AND THAT RESTRICT DISTURBANCE AND USE OF THESE AREAS.

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OWNER:
Michael R. & Glenda L Argo
4211 24th Ave. N.E.
Norman, Oklahoma 73071

Developer:
DAR, L.L.C.
2900 Washington Dr.
NORMAN, OKLAHOMA 73069

Engineer:
SMC Consulting Engineers, P.C.
815 W. Main Street
Oklahoma City, OK 73106



MONTE VISTA ESTATES
TECUMSEH RD. & 24TH AVE. N.E.
NORMAN, OKLAHOMA

SMC
Consulting Engineers, P.C.
815 W. Main Street
Oklahoma City, Oklahoma 73106
Phone: 405-232-7715 Fax: 405-232-7659
Website: www.smcok.com

OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. CA 464 EXP. 09/20/2025

No.	Revision	Date

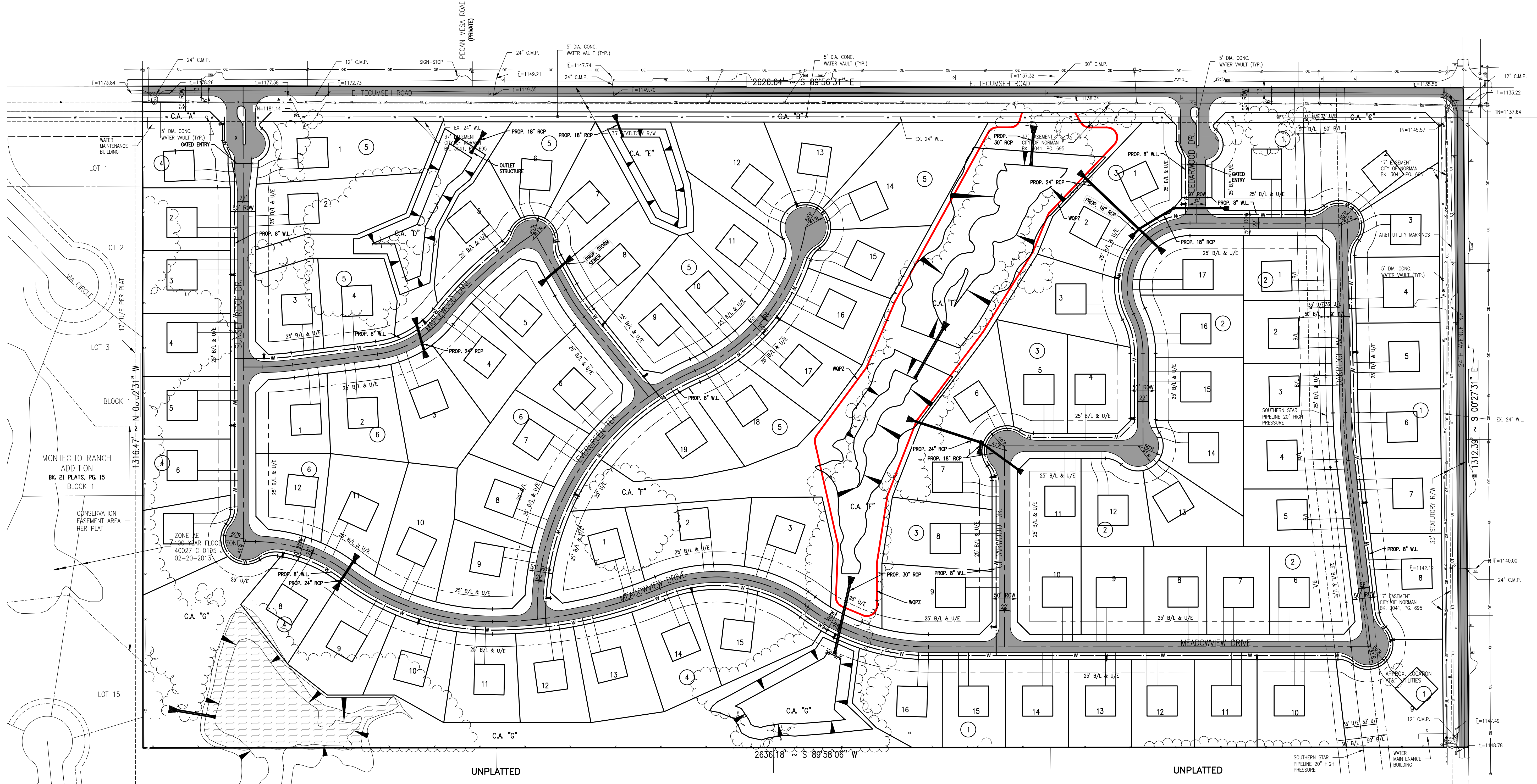
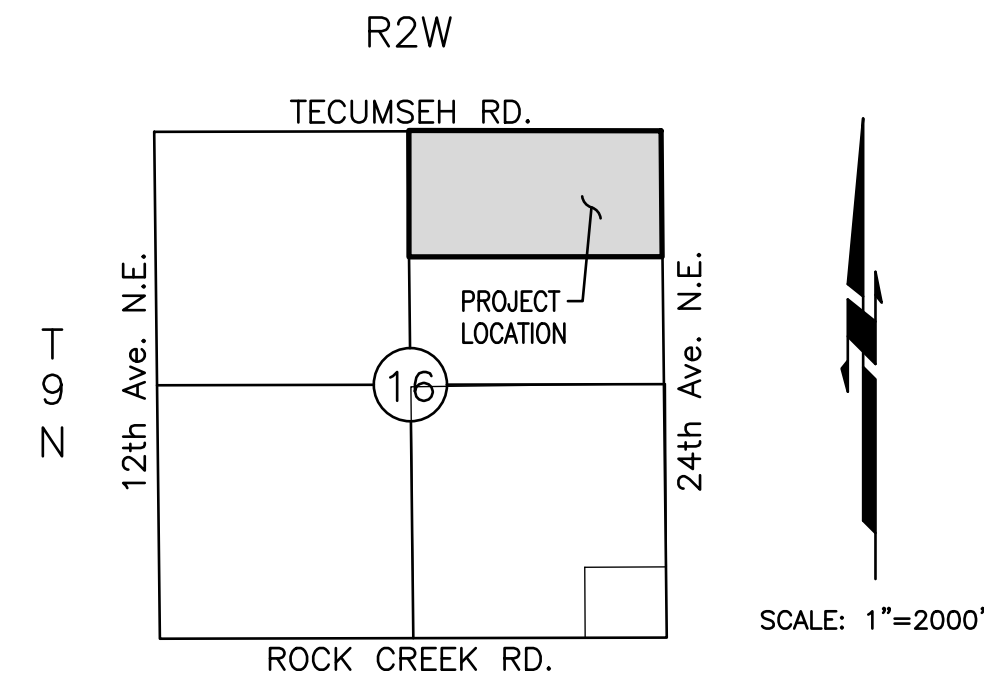
PROJECT NO: 6551.00
DATE: 9/01/23
SCALE: 1" = 1/4"
DRAWN BY: ———
ENGINEER: Christopher D. Anderson
P.E. NUMBER: 18288

Preliminary Plat
SHEET NO.
1

Preliminary Site Plan
MONTE VISTA ESTATES
 A PLANNED UNIT DEVELOPMENT
 A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA

RESIDENTIAL LOTS - 91
 OPEN SPACE AREA = 13.01 AC.±

SCALE: 1" = 100'

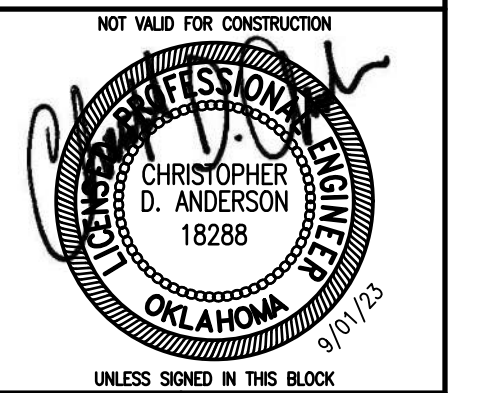


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OWNER:
 Michael R. & Glenda L Argo
 4211 24th Ave. N.E.
 Norman, Oklahoma 73071

Developer:
 DAR, L.L.C.
 2900 Washington Dr.
 Norman, OKLAHOMA 73069

Engineer:
 SMC Consulting Engineers, P.C.
 815 W. Main Street
 Oklahoma City, OK 73106



MONTE VISTA ESTATES
TECUMSEH RD. & 24TH AVE. N.E.
NORMAN, OKLAHOMA

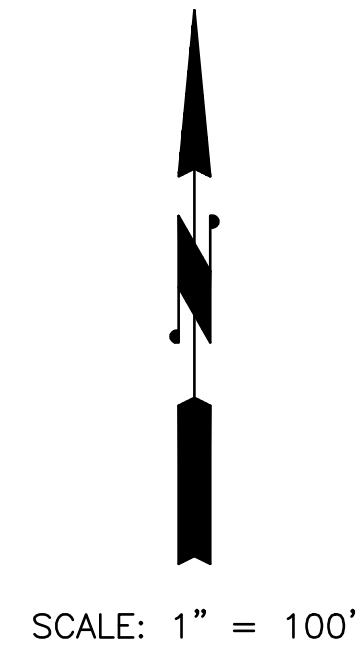
SMC Consulting Engineers, P.C. 815 W. Main Street Oklahoma City, OK 73106 Phone: 405-232-7715 Fax: 405-232-7659 Website: www.smcok.com	By _____	Date _____
	No. _____	Revision _____

PROJECT NO.: 6551.00
 DATE: 9/01/23
 SCALE: 1" = 100'
 DRAWN BY: D.G.
 ENGINEER: Christopher D. Anderson
 P.E. NUMBER: 18288

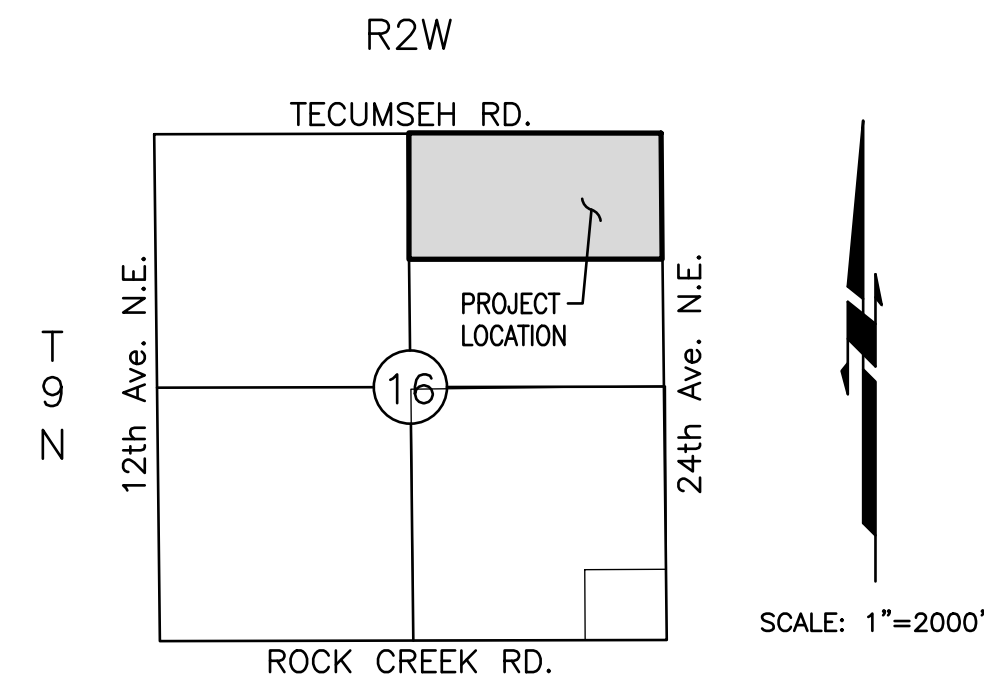
Preliminary Site Plan
 SHEET NO.
 1

Greenspace Exhibit MONTE VISTA ESTATES

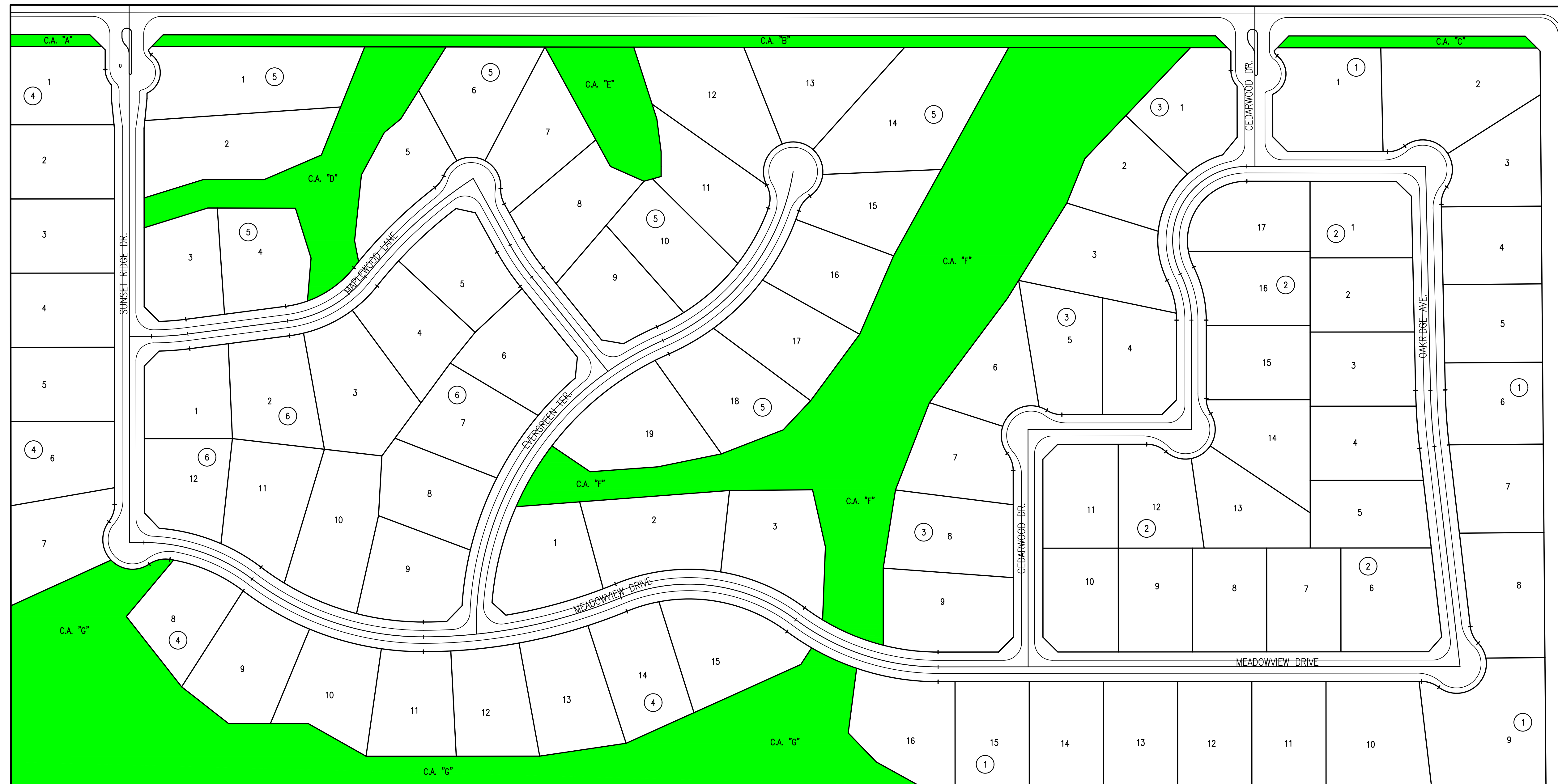
A PLANNED UNIT DEVELOPMENT
A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
NORMAN, CLEVELAND COUNTY, OKLAHOMA



OPEN SPACE AREA = 13.01 AC.±



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MONTE VISTA ESTATES
TECUMSEH RD. & NORMAN, OKLAHOMA

SMC
Consulting Engineers, P.C.
1000 N. Lincoln Blvd.
Norman, OK 73069
PH: 405-232-7715 Fax: 405-232-7639
Website: www.smcok.com

OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. CA 464 EXP. 09/20/2025

No.	Revision	By	Date

PROJECT NO.: 6551.00
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ENGINEER:
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Greenspace Exhibit

SHEET NO.
1