

VINTAGE CREEK ADDITION

Norman, Oklahoma

ARIA DEVELOPMENT, LLC

Developer

A PLANNED UNIT DEVELOPMENT
APPLICATION FOR REZONING AND
PRELIMINARY DEVELOPMENT
PLAN/PLAT

9 February 2015

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Planning & Community
Development

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I. INTRODUCTION

This Planned Unit Development (the “**PUD**”) is being submitted for the sustainable development of the Vintage Creek Addition (the “**Addition**”) in the City of Norman, Oklahoma. The Addition encompasses roughly 82.40 acres located generally on the north side of West Tecumseh Road and between 12th Ave. NW and North Porter Avenue (the “**Property**”), as further shown and described on the preliminary plat documents submitted herewith. This PUD is intended to provide for greater flexibility in the careful design of the residential lots, homes, open space, utilities, drainage, recreational amenities, and circulation within the Addition. Upon completion, the PUD will provide more sustainable and environmentally friendly designs for open areas than would otherwise be attainable under conventional practices and regulations of the development guidelines of the City of Norman.

The PUD is intended to allow that necessary flexibility in order to create a distinctive open space and environmentally friendly development. Therefore, flexibility in the design and construction of roads and lot sizes is critical. This efficient compaction of developed areas within the Property will allow for large amounts of natural open space.

This PUD will enhance the typical R-1 zoning provisions to allow for planning guidelines as further set forth herein. This PUD District will allow the necessary flexibility to create a highly desirable open-space community featuring a variety of family units, enhanced open space areas, and traffic calming circulation patterns.

In order to accomplish these goals, the Applicant hereby requests a rezoning of the Property. The rezoning being requested is for a Planned Unit Development (PUD) for the development of the Property into single family residential lots. The Applicant is submitting a Rezoning Application, Site Development Plan, and Preliminary Plat for approval.

II. PROPERTY DESCRIPTIONS; EXISTING CONDITIONS

A. Location

To the west of the Addition is undeveloped land of agricultural use. To the north of the Addition is undeveloped land of flood plain area and Little River. To the east of the Addition is a planned unit development for the emerging Little River Trails Addition of single family residential homes. To the south of the Addition is the major arterial of W. Tecumseh Road and to the south of that is the growing single family residential additions of Greenleaf Trails and Tecumseh Ridge.

B. Existing Land Use and Zoning

The Property is currently zoned A-2 Rural Agricultural. The Property is currently mostly unimproved, with one single family residential home built long ago and ancillary barns and outbuildings.

C. Elevation and Topography

The Property primarily consists of relatively low slope raw land, and therefore presents a good opportunity to carefully design and implement sustainable development methodologies so that the historical runoff patterns can be taken advantage of within the completed development. The end result of such strategies will be additional open space and a more natural and beautified residential experience in a sustainable framework.

D. Drainage

A Drainage Impact Analysis has been prepared to better illustrate the detention requirements that are required and the solutions planned.

E. Utility Services

Many of the required utility systems for the project (including water, gas, telephone, and electric) are currently being developed in relatively nearby proximity to the Property, as this area of Norman is experiencing significant growth. Sanitary sewer service may be located at the rear of lots where low impact design principals, and/or the location of City of Norman mains, might necessitate such a case. Any masonry walls or fencing that involve foundations proposed within a sanitary sewer easement shall require a consent to encroach through City Council.

F. Fire Protection Services

Fire protection services will be provided by the City of Norman Fire Department and by developer installed fire hydrants at locations per the City of Norman regulations for such.

G. Traffic Circulation and Access

Primary vehicular access to the Property will be provided by way of the adjacent W. Tecumseh Road right of way. In addition, the Addition plans for a connection to the Little River Trails Addition, and a connection to a future addition to the west.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

A. Single-Family Residential Community

The Addition will be comprised of single family residential lots as planned and identified on the preliminary plat as submitted herewith and as shown on **EXHIBIT A** hereto. All EXHIBITS shown herein are incorporated by reference. The Addition will incorporate the R-1 single family district, EXCEPT as modified herein, with this PUD and submitted plat documents controlling over any conflict. The Addition will consist of residential housing with 185 residential single family lots within roughly 82.40 acres in the Planned Unit Development, resulting in an overall density of 2.25 lots per acre.

1. Permitted Uses

- (a) Detached one family dwelling.
- (d) Home occupation.
- (f) Accessory buildings.
- (g) Model Home.

2. Housing Construction

Homes in the PUD will be standard construction, single family, detached homes with a minimum 5-foot side yard. The minimum front yard set back requirements will be 15 feet and the minimum rear set back requirement will be 10 feet or larger to the extent that any utility easement is larger than 10 feet; and subject to exception that rear yard on lots that abut Tecumseh Road shall be a minimum of 15 feet. Rear yard shall allow for uncovered patios to extend to the rear property line, except where conflicts with any utility easement. No covered patios allowed within the building setback or over easements. Houses will be of standard wood frame construction, and will not exceed three stories in height. Garages will observe a minimum setback of nineteen (19) feet. A typical preliminary

lot plan is provided herewith as attached **EXHIBIT B**. Coverage on each lot of total impervious area will not exceed 75% of the lot area.

The minimum square foot area requirements for structures in the Addition shall be 1,700 square feet for the Villas (in phases 4, 5, and 6), and 2,000 square feet for the remainder of the Addition (all subject to architectural POA review). This minimum figure is for living space and is exclusive of garages, covered and open porches, basements, detached structures, and breezeways. Each home will include at least a three car garage.

2. Signage

The entrances to the Addition as located at the section line road of W. Tecumseh Road may contain entryway signage and associated walls, fences, landscaping, lighting, and decorative features on each side of the intersection that will identify the Addition. The signs may be built of a variety of materials such as brick, stone, decorative metal, and shall conform to current City signage requirements.

3. Fencing

An opaque fence will be constructed along the rear lot lines of the residential lots that are located along W. Tecumseh Road. Construction material may be a combination of masonry, metal/iron, and/or wood. Construction of fencing may be phased along with the development of the PUD. The fence along the W. Tecumseh Road right of way will be owned and maintained by the Property Owners Association "POA".

In addition, each lot may provide fencing around the backyard of the lot in conformity to the covenants that govern the Addition.

4. Amenities; Park

A significant feature in this Addition is the extension of the Legacy Trail system, which will be provided within the property, with further extension being possible to the west as it develops in the future, and connection possible to the east with Little River Addition as it develops. The proposed Legacy Trail location is as shown on the Preliminary Plat, and would be completed by the completion of full build out of the Addition.

As to any improvements completed for the Legacy Trail path, the City of Norman will undertake perpetual maintenance and care of the Legacy Trail and its associated easement through the Addition, and the City would assume liability for the Legacy Trail and any claims that arise therefrom, as it would be a community driven trail system that would be open to the

general public and intended to link through much of the City beyond this Addition.

The Developer reserves the right, but not the obligation, to provide common area amenities such as a clubhouse with various uses inside, and exterior common area uses such as a pool, parking, playgrounds, gazebos, and other typical common area uses as found in residential neighborhoods.

In addition to the Legacy Trail extension, which would almost accommodate the 2.4236 acre private park land requirement in and of itself, the Developer proposes to provide recreational equipment in the northern tip of the development, in an area between the housing and the flood plain, where Legacy Trail leads.

5. Sales Trailers

If the Developer so chooses, no more than one temporary trailer (manufactured units will meet City code) will be allowed for use by sales representatives for the new homes being built in the Addition. The facility will have a reasonable parking area for customers per City specifications. The trailer will be removed 12 months from the date it is placed on the Property. The trailer will be located within 500 feet of the Addition entrance.

B. Open space and green space

A large open space area is located throughout the center of the Addition. Open space totals 25.59 acres in the Addition, or roughly 31% of the total Addition land area.

A homeowners association will be formed in order to provide a tool to manage the common areas of the Addition and to provide heightened governance of the residents and construction within the Addition.

All lighting over any common area will be shielded from adjacent single-family homes.

A WQPZ corridor exists within the Addition. A Property Owners' Association shall be formed in part in order to ensure maintenance of the non-structural controls/aspects in the WQPZ area through the filing of a protective covenant. The covenant shall be recorded in the land records and shall run with the land and continue in perpetuity.

C. Traffic access/circulation/parking/sidewalks

The PUD will have public streets to serve all lots. The access to the PUD will be from the adjacent section line road and connection to neighboring additions. Landscape buffers will accommodate all City of Norman traffic department sight triangle requirements. All internal streets will have adequate circulation necessary for the fire department and City Waste Management Services.

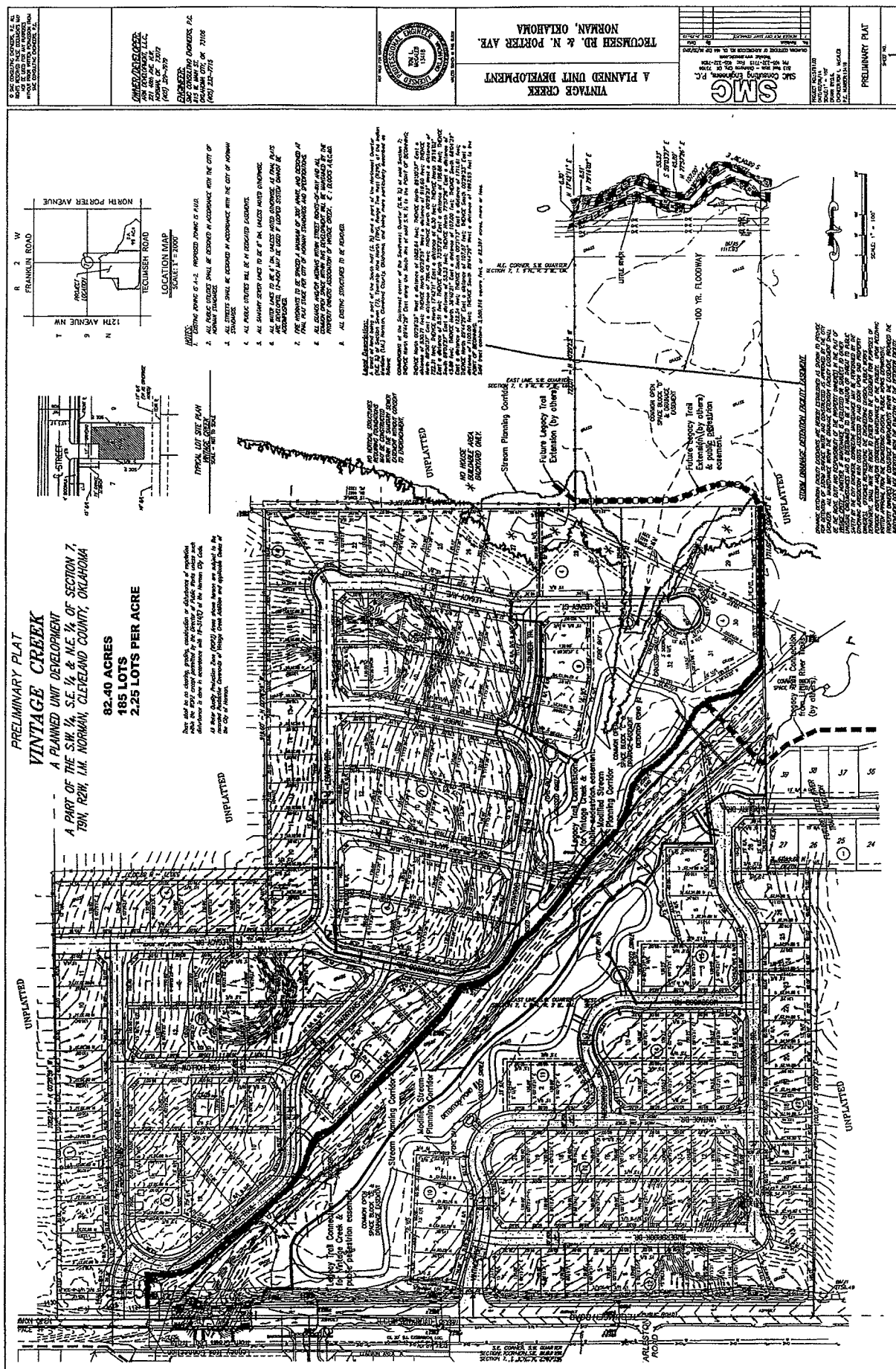
A City sidewalk exists along W. Tecumseh Road. Public sidewalks will be provided along all interior streets and constructed to City of Norman Standards.

D. Development Phasing

The project may be developed in phases. Market demand will be the determining factor in the number of units constructed. A phasing diagram is attached hereto.

E. POA Architectural Review

All aspects of all exterior improvements made to any property or lot in the community, must first be approved by a Property Owner Association (“POA”) Architectural Review Committee in writing, in its sole discretion, prior to commencement of any construction. The City of Norman shall not issue a building permit unless and until the POA has provided written approval of the proposed improvements in the building permit application. Particularities such as design, building, use, and improvement requirements of a POA and its Architectural Review Committee and the covenants governing the Addition may be far more restrictive than the provisions of this PUD or of the applicable City of Norman building code. It shall be the obligation of the lot owner to comply with the requirements of the covenants, the POA and its Architectural Control Committee.



The diagram illustrates a residential lot layout with the following features and dimensions:

- STREET**: Located at the top of the lot.
- 5' R**: Radius of the curb at the street intersection.
- 4' SIDEWALK**: Width of the sidewalk on the street side.
- 13' | 13'**: Dimensions indicating the width of the sidewalk and the distance from the sidewalk to the front property line.
- 50' ROW**: Right-of-Way line.
- FRONT P**: Front Property Line.
- 17' DRIVEWAY**: Width of the driveway.
- 19' GARAGE SETBACK**: Setback from the front property line to the garage structure.
- 7**: Lot number.
- 8 HOUSE**: The main house structure, shown with diagonal hatching.
- 9**: Lot number.
- 15' B/L**: Backset from the street to the front of the lot.
- 10' B/L**: Backset from the street to the rear of the lot.
- 5' B/L**: Backset from the street to the side of the lot.
- SIDE P**: Side Property Line.
- 5' B/L**: Backset from the street to the side of the lot.
- 10' U/E (OR AS OTHERWISE NOTED)**: Utility Easement or other noted setback.
- REAR P**: Rear Property Line.

SCALE - NOT TO SCALE

EXHIBIT C

Proposed Open Space Diagram

