

TO: City of Norman, c/o Planning Department
Norman City Hall (Hand Delivered)

Re: [Second Revised Third Revised](#) PUD Development Plan, Carroll Family LLC

DATE: [September 9, 1999](#) [May 4, 2015](#)

Ladies and Gentlemen:

Carroll Family L.L.C. ("Applicant") respectfully submits this [Second-Third Revised](#) proposed Development Plan for ~~a proposed 90.64~~ [the remaining 51.32](#) acre Planned Unit Development located on the North side of Tecumseh Road, between I-35 Service Road and 36th Avenue N.W., and more particularly described on the accompanying Preliminary Plat and Site Plan. A Rezoning Application for the PUD was previously submitted. The following Exhibits, prepared and submitted by the engineering firm of ~~Spear & McCaleb~~ [SMC Consulting Engineers, P.C.](#), are made a part of the Application:

Exhibit A- ~~Road Improvements Driveway, date 9-9-99~~ [Preliminary Plat, dated 6/1/15](#)

Exhibit B- ~~Preliminary Plat, dated 9-9-99~~ [Preliminary Site Plan, dated 6/1/15](#)

Exhibit C- Landscape Plan (2 sheets) dated 9-9-99

Exhibit D- ~~Street Concept, dated 9-9-99~~ [Open Space](#)

~~Exhibit E- PUD Site Development Standards, dated 9-9-99~~

~~Exhibit F- Traffic Impact Analysis (Hofener), dated 9-9-99, as amended~~

USE: In the accompanying Preliminary Plat, the property is divided into lots and blocks. The Applicant requests that each ~~such~~ area be granted any use permitted as a matter of right for the particular Zoning District, plus any specified individual use, ~~which is shown opposite each such lot on the attached table of Site Development Standards.~~ The term "Service Station" is intended to embrace and include "convenience store and/or car wash", which are commonly associated with an automobile service station. There will be no more than one "Service Station" permitted on ~~Lots 1 and 2 (collectively) in Block 3- Lot 1 in Block 2~~ of the Preliminary Plat.

ACCESS: Access from Tecumseh Road is limited because of highway right-of-way constraints. ~~Roadway details are shown on the "Exhibit A- Road Improvements Driveway". Because no alleyways have been proposed on the Preliminary Plat, all lots smaller than three (3) acres in size, or which share access to public streets, will provide internal connections with cross access easements to adjacent lots to facilitate deliveries, traffic flow and sanitation service. Have been designed in accordance with Seciton 19-402 of the City of Norman. The Plat has large tracts that can be designed adequately without the use of an alley. All utilities, sanitation access, emergency access, and fire protection will be provided and identified without the use of any alley.~~

SITE DESIGN: ~~Because this area is part of a large Special Planning Area, as designated on the Norman 2020 Plan, this application is more in the nature of a 2020 Plan change, rather than a zoning change for any specific user.~~ It is impossible at this juncture, to realistically outline building footprints. Lot lines are shown on the Preliminary Plat, but it must be emphasized that these lot lines are tentative, only. As specific users come forward, final plats and site plans will be submitted for City review and

approval. ~~The one use that appears imminent at this time, is a commercial bank, located on approximately 1.5 acres at the corner of Tecumseh Road and 36th Avenue NW. The number of acres of each lot within the PUD, and the percentage of building coverage, are shown on the attached "Exhibit E — Site Development Standards" sheet, and will be used to regulate proposed development. The number of acres of each lot within the PUD, and the percentage of building coverage will meet requirements of the current zoning ordinance. The site plan represents current real estate requests, but developments will be allowed to reduced lots for larger developments.~~

LANDSCAPING & SITE AMENITIES: ~~More than one third of gross acres of any residential areas will be designated as open space. The percentage of the gross area of each non-residential lot in the PUD is designated on the attachment as landscaped open space, not to be used for streets or parking. The project will fully comply with all Norman ordinances and regulations relating to landscaping and drainage detention. Landscape locations are indicated on "Exhibit C — Landscape Plan". On-site landscaping (including "Streetscaping", as hereinafter defined) will be installed with each Building Permit. Definitions of terms used herein are:~~

~~"perimeter streets" — Tecumseh, 36th Ave., NW and I-35 Service Road;~~

~~"interior streets" — all public streets within the development; and~~

~~"Streetscaping" — Landscaping along interior public streets and perimeter public streets, as shown on "Ex. C — Landscape Plans".~~

~~Streetscaping, as well as interior landscaping, must be shown on a Final Plat, including irrigation. Actual construction of streetscaping and landscaping on any Final Plat can be deferred to the time a building permit is issued for an approved Final Plat. Once built, the maintenance and operation of interior landscaping is the responsibility of the owner of the lot in question. Once streetscaping has been completely installed in the entire development, the maintenance and operation of any **streetscaping** will be the responsibility of a mandatory Property Owners Association ("POA"), to be formed by Applicant.~~

~~The development has already developed the major exterior street and perimeter street. The remaining interior street will be the Carroll Street. The streetscape for Journey Parkway has been completed for the east side. The remaining west side will be constructed as that portion is final platted.~~

~~Interior landscaping, must be shown on a final site development plan for building permit, including irrigation. Actual construction of landscaping on any Final Plat can be deferred to the time a building permit is issued for any approved Final Plat. Once built, the maintenance and operation of interior landscaping is the responsibility of the owner of the lot in question.~~

Landscaping:

~~Landscape planting should enhance the built areas, soften and accent the architecture, build project identity, and screen/buffer objectionable uses and views.~~

~~A. A theme, character, and identity should be established for each building that is compatible with the overall design with emphasis on areas visible to the public. More intense focus on high-use areas, entries, gathering areas, and public rights-of-way is required.~~

~~B. All plant materials should be adaptable to local conditions to fit the intended function and location.~~

Landscape Design Criteria:

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The following landscape standards shall apply to all lots:

A. Minimum Allowance:

1. Total landscaping expenditures for a lot must be a minimum of \$25,000/acre and shall be limited to materials and labor for all in-ground landscaping, irrigation, planters and other landscaping materials. Expenditures shall not include cost of professional fees, hardscape paving, and amenities.
2. Plant Maintenance Requirements:
 - a. Each owner shall be responsible for providing, protecting, and maintaining all landscaping in a healthy and growing condition and replacing it immediately when necessary with the same or equivalent type, size, and quantity.
3. Plant and Bed Materials
 - a. A point system shall be used to determine the minimum amount of landscaping required for each developed parcel. Refer to standards set by the Norman Landscape Ordinance for listing of acceptable plant materials.
 - i. Minimum Points Required:
 - 25,000 points/acre
 - ii. Points per landscape material:
 - 6' Pine Tree-250 points
 - Additional points for additional foot height-50 points
 - 2" caliper ornamental/flowering tree-250 points
 - Hardwood 2-1/2" caliper-300 points
 - Additional points per additional 1/2" caliper-50 points
 - Shrub 5 gallon and greater-50 points
 - Shrub 3 gallon-35 points
 - Ground cover 1 gallon-10 points
 - Ground cover 1 quart or 4" pot-6 points
 - Seasonal beds per 1 SF-6 points
 - Lawn area per 10 SF-2 points
 - Irrigated area per 10 SF-5 points
 - b. Shade, street, and parking lot trees shall be species having a maximum mature spread ranging from 20' to 40' and with a minimum above base mature height of 30' and installation size of 2 1/2" minimum caliper at 6'.
 - c. Evergreen trees have a minimum of 10' in height when installed.
 - d. Flowering trees shall be a 2" minimum caliper when installed.
 - e. Shrubs used for screening purposes shall be a minimum of 2' in height and 19" in width at installation.
 - f. Flower beds are encouraged and shall be planted in acceptable areas to create color, texture, and interest with mulch overlay.
 - g. Shrubbery and ground covers shall be used in mass plantings to provide variety and contrasting visual effect in color, shapes, and texture.
 - h. Mulch materials shall consist of select shredded cypress (Landscape Ordinance doesn't designate mulch).
 - i. Edging use to separate turf areas from beds, shrubs, groundcover, and mulch shall be a high quality steel edging, secured with metal stakes. Plastic or concrete paver edging is not acceptable.
 - j. Landscape buffer strips shall be respected and planted per the Carroll Addition PUD Landscape Standards.

- k. Parking bays shall have end and intermediate islands for landscaping 9' x 19' or 38' that shall be planted with low shrubs, perennial flowers and/or ground cover/ornamental grasses, 3' feet in height max., plus two required trees (one in a single island).
- l. Entry drives from streets and building entries shall receive additional accent plantings.
- m. A landscaped strip at least 10 feet wide shall be provided between parking and the sidewalk. The strip shall consist of low shrubs (3' in height max.), plus required trees.

B. Irrigation

- 1. A commercial grade automatic irrigation system is required for each parcel. All heads shall be directed to prevent overspray on sidewalks, buildings, vehicles, or other pavement.
- 2. Irrigation control zones shall be separated to permit appropriate irrigation of similar plant materials, sun exposure, land slope, and soil/landscape conditions. System shall be designed such that all irrigation heads shall apply water to a given area at the same rate yielding matched and uniform precipitation rates and uniform coverage. Shrub and turf areas are to be zoned separately.
- 3. Spray heads shall be placed no further than for 'head to head' coverage based on the sprinkler head performance published by the manufacturer. Rotary heads shall be spaced no further than eighty-five percent (85%) and ninety percent (90%) for ¾" inlet and 1" rotaries respectively at the design pressure.

C. Service Area and Dumpster Screening

- 1. Landscaping for a softening effect or a solid screen may be of evergreen shrubs which provide color and texture over all architectural walls.
- 2. All utility service not screened within a solid screen wall or fence shall have a natural evergreen screen which completely screens the utility service from view. Utilities attached to the building shall be painted to match materials attached to.
- 3. Dumpster enclosures shall meet the City of Norman standards and fully conceal dumpster.
- 4. Drawing No. GC-03.

D. Site Amenities

- 1. Site furnishings such as waste receptacles, urns, bike racks etc. shall be black in color and factory power-coated.
- 2. Bicycle parking per City of Norman standards shall be located within 50 feet of an entrance and be easily visible and accessible from entries and parking areas.
- 3. Bike racks shall be an inverted "U" profile Style Bike Rack as manufactured by Site Shapes, "Apex Loop" model or equal and cast-in-place or post-applied to concrete slab. Trash containers shall be Model RR-55 with rain lid as manufactured by Urban Accessories.

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PARKING AND OFF-STREET LOADING: All uses within the PUD shall comply with the off-street parking and loading requirements, ~~and related landscaping provisions,~~ provided by applicable Norman ordinances.

PERIMETER REQUIREMENTS: Because the PUD is bounded by arterial streets on ~~3~~ 2 sides, the setbacks, building heights and coverages on each individual lot shall be governed by applicable Norman ordinances for the particular ~~land use~~ zoning being made of any particular tract within the PUD. All structures must observe a fifty foot (50') front building set back line on both Tecumseh and 36th Avenue N.W.

PROPERTY OWNERS ASSOCIATION: There will be a mandatory POA to operate and maintain the common drainage areas and the streetscaping areas. All internal landscaping is the responsibility of the individual lot owner.

BUILDING- EXTERIOR DESIGN AND MATERIAL: Except as otherwise noted ~~B~~building setbacks and building height maximums will conform to the requirements of the pertinent Zoning District in the ~~Norman~~ zoning ordinance.

~~Buildings with metal exterior walls are prohibited in the PUD, except any building whose East wall is within 150 of the West right-of-way line of the I-35 Service Road abutting the PUD. As to any such authorized metal building, any exterior wall which is exposed to a public street (including said Service Road) must be glass or masonry. If any masonry wall, on any building anywhere in the PUD, is built from concrete blocks, it must be covered with stucco or other comparable finish, and painted in colors compatible with surrounding buildings. No garish colors shall be utilized on exterior walls and/or exterior fixtures. The POA will have final authority regarding exterior colors, if any disputes arise.~~

~~Items stored outside any enclosed building must be screened by an eight foot (8') high opaque fence. Such storage must be behind any applicable building setback lines. Automobiles, trucks, recreational vehicles and boats, which are part of inventories being offered for sale at retail, are expressly excluded from the screening requirement in this paragraph. Additional items can be excluded only with the prior written consent of the City Manager of Norman, Oklahoma or his/her designee.~~

The following minimum requirements are provided as a guide to aid in the building design and to establish a basis for overall project unity. Designers are encouraged to be creative in the adaptation of materials relating to the building function. Any alternative materials, finishes, or colors not listed must be submitted to the ARB for consideration.

A. Architectural design should contribute to the project identity and provide an attractive high-quality environment.

1. Large massing of three-dimensional forms of buildings shall be broken into smaller components. Varying building facades, rooflines, wall planes, and windows must be used to avoid large expanses of blank walls or materials.
2. Buildings shall incorporate durable, high-quality materials that reflect permanence including 75% brick or stone masonry on opaque walls. In addition to the masonry, cast stone, ground or rock face CMU with integral color, stucco (limited quantities), architectural concrete, composite metal panels (ACM) and glass may be used.
3. Large expanses of flat, undifferentiated surfaces should be broken up with building lines, joints and reveal changes in texture and color, and wall surfaces that create shadows, contrast, and interest.
4. Large flat walls shall incorporate variations in horizontal wall plane of at least 16" with massings, pilasters, spaced columns, reveals, etc.
5. Windows may be recessed, "punched", banded, vertical, curtain wall, or combined with adjacent matching spandrel glass.
6. Highly reflective building materials such as mirrored glass or panels are not permitted.
7. Large expanses of bright colors are not allowed nor are garish non-harmonious colors allowed in the sole opinion of the ARB.
8. At least one (1) exterior amenity space should be provided with each office building where employees and visitors may take advantage of the outdoors. Such amenity spaces shall include landscaped seating or recreational activity areas.

9. Pedestrian gathering areas such as plazas, patios, or other usable landscaped amenities should be in scale with and appropriate to the use and the facility's needs.

B. Exterior Materials

The following materials are acceptable. Substitutions may be submitted and considered at the sole discretion of the ARB (upon receipt of complete actual samples, renderings, and documentation).

1. Modular brick masonry as manufactured by Acme as follows:
 - a. Acme Tulsa, velour Modular Mingle
 - 1) 45% Blend 2 (Garnet)
 - 2) 15% Blend 3 (Crimson)
 - 3) 20% Blend 5 Light (Tuscany Light)
 - 4) 20% Blend 5 Dark (Tuscany Dark)
 - b. Buildings must utilize at least three (3) of the colors listed above
2. Mortar-"buff" color admixture
3. Cast Stone-smooth, limestone or buff color stone
4. Renaissance Stone-"Nutmeg"
5. Prairie Stone-"Limestone" chisel face or ground face
6. Rockcast-"Buffstone" chisel face or ground face
7. Natural Indiana Limestone
8. Natural Stone-Tan, buff, or neutral colors at the discretion of the ARB.
9. Cultured Stone as manufactured by Owens Corning, El Dorado or approved equal
 - a. Joints must be grouted and raked ½" deep.
10. Metal (handrails, balusters, sign posts, light fixtures)-black (anodized or powder coated) or satin stainless steel.
11. Metal canopies or sun shades shall be aluminum and prefinished to match window framing, metal panels, or other approved color.
12. Prefinished metal coping-Kynar 500 finish to match adjacent wall material.
13. Stucco-EIFS Dryvit brand colors are listed. Substitute manufacturers may be used upon sample approval by the ARB. No EIFS shall be installed within 7'-0" of finished grade.
 - a. Dryvit #103 "Natural White"
 - b. Dryvit #37BB "Popcorn"
 - c. Dryvit #449 "Buckskin"
 - d. Other neutral colors upon submittal and approval of the ARB.
14. Glass and window framing-Vision glass may be gray, blue, green, or clear, insulated, low-E, and equivalent to PPG Solarcool glass.
 - a. Glass shall be tempered per code as required.
 - b. Any spandrel glass shall match the vision glass in color and be vertically tempered with no distortion.
 - c. Aluminum window framing shall have black or clear anodized finish.
 - d. Vertical joints in glass may be flush-glazed or butt-jointed with a structural black silicone seal. Corner joints at butt-jointed glass shall receive a 1" square black anodized aluminum tube.
15. Hardware-all exterior door hardware shall be US 32D finish, brushed stainless steel.
16. Aluminum composite panels (ACM)-shall be four (4) or six (6) mm thick with reveal mounting system and wet or dry joints. Finish shall be factory anodized or premium paint finish.

17. Multifamily materials-

- a. Exterior veneer shall be a minimum of 40% masonry.
- b. Exterior trim shall be horizontal or "shingle style" cement fiber siding.

C. Rooftop Mechanical Units

1. All rooftop mechanical units and equipment shall be approved by the ARB and fully screened with a building parapet or screen that matches the material and/or color of the building materials, so as not to be visible by a person standing on any abutting street or building of similar elevation.
2. Rooftop mechanical units shall be shown to scale on all CD submittals.

D. Roofing

1. Low Slope Roofs-Light-colored roofing color (white TPO, EPDM) shall be used to reduce heat gain and also be applied to the back side of any exposed parapets.
2. Metal Roofing-Standing Seam Metal by AEP-Span, Berridge, or equivalent
 - a. Finish shall be Kynar 500 Finish or equal
3. Natural slate roofing
4. Synthetic slate roofing by DaVinci or equivalent
5. Composition Roofing (multi-family sections only)-forty (40) year laminated shingle
6. Awnings or horizontal canopies-standing seam metal, open louvers or fabric allowed. Colors as manufactured by Sunbrella shall be submitted for approval by the ARB. Frames shall be painted to match exposed awning material or black.

E. Fencing and Walls

1. Fencing or screening shall be used to distinguish private gathering spaces from public spaces where appropriate.
—Wrought iron and masonry are the permitted materials. No flammable or wood materials may be used for fencing. All fence sections receive factory or powder coat finish. Fence materials shall be compatible and coordinate with each building design.

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SIGNS: Each and every sign must comply fully with the Norman Sign Ordinance and other applicable regulations, except that areas designated as "Entry Signage" on "Exhibit C – Landscape Plan" and "Exhibit D – Streetscape Concept" may be a maximum of fifty (50) square feet. Any such "Entry Signage" signs which are on opposite sides of a street must have the same name of the Development being entered.

Please advise if any changes need to be made in the documents related to this Application. Thank you.

Respectfully submitted,

Tom McCaleb, P.E.
Engineer for Applicant

Enclosures
Cc: Client

~~TRAFFIC LIGHTS:~~ At a future date, there will likely be a need for a traffic signal at each of the following three (3) intersections: (A) 36th Avenue, NW and Tecumseh; (B) I-35 Service Road and Tecumseh; and (C) Common Road and Tecumseh. The Applicant has requested the City of Norman to ask the Oklahoma Department of Transportation ("ODOT") to place each of these three traffic signals on the State system, to fund their construction. In such event(s), this Applicant and the Developer of land on the opposite side of Tecumseh will each contribute ten percent (10%) of the cost of construction of each such traffic signal, within sixty (60) days after the City of Norman delivers written certification to the Applicant that any such traffic signal is ready to be put out for bid. The developers of this property and the property on the opposite side of Tecumseh, which is concurrently being submitted for rezoning, will collectively furnish the engineering for each such light within ninety (90) days after the City of Norman delivers written request to the Applicant that such engineering be furnished.

In the event that the City has not received approval of State, Federal or other outside funding for any of said three traffic signals, at the time any Final Plat is submitted, then as to each such "unfunded" signal, a part of the platting fee payable to the City of Norman will be that particular lot's (or lots') ~~prorate~~ share of the cost of such traffic signal(s), based on trip generation. The ~~total~~ share of construction cost to be borne by this Applicant and the Development on the opposite side of Tecumseh, under the trip generation formula, will be as follows:

~~36th Avenue NW and Tecumseh~~ Thirty three percent (33%)
~~I-35 Service Road and Tecumseh~~ Fifty six percent (56%); and
~~Common Road and Tecumseh~~ One Hundred percent (100%)

~~COVENANTS:~~ Applicant will prepare and submit restrictive covenants, consistent with the Narrative and its Exhibits, at the time the first Final Plat is submitted. Such covenants will cover, at a minimum, common maintenance, detention requirements, building size and design.

~~INTERIOR PUBLIC STREETS:~~ It is recognized that good planning requires a limit on length of a public street that can be built from the perimeter (i.e. Tecumseh, I-35 Service Road and/or 36 Avenue NW) into the PUD, without having to access a perimeter street at a second point. Accordingly, each of the following lots in the PUD cannot have a Final Plat approved unless its pertinent abutting public street will access any PUD perimeter street(s) at no less than two (2) separate intersections: Lot 2, Block 1; Lots 2, 3, 4 and 5, Block 2; and Lot 6, Block 3.

~~WIDENING OF TECUMSEH:~~ Applicant and the Developer of land on the opposite side of Tecumseh will jointly share the cost of adding up to a 12-foot width of hard surface street to Tecumseh Road, built to the same standards as are used in the current Tecumseh Road Project, and built in the existing roadway easement.

Please advise if any changes need to be made in the documents related to this Application.
Thank you.

To: City of Norman c/o Planning Department
Norman City Hall (hand-delivered)

RE: Addendum to the Carroll Second Revised PUD Development Plan

DATE: October 19, 1999

Ladies and Gentlemen:

As requested by staff, the Applicant submits this Addendum to the PUD narrative, previously filed, in order to clarify the timing of, and payment for, required street improvements.

WIDENING OF TECUMSEH, EAST OF 36TH AVENUE: The current contract being performed by T.J. Campbell Company stops approximately 900 feet East of 36th Avenue, along Tecumseh Road, which is approximately 200 feet West of Common Boulevard. A change order with T.J. Campbell Company will be solicited, to add a 5th land to Tecumseh, from 36th Avenue East along Tecumseh, to the end of said Campbell project. If such change order is signed, then at the time of signing, this developer will contribute ½ of the cost of such widening and, simultaneously, the developer on the opposite side of Tecumseh Road shall contribute the other ½. If no change order is signed, then the City of Norman will seek to designate this widening as a Federal project, in which case 80% of the widening will come from Federal Funds and the remaining 20% will be divided equally between this developer and the Developer on the opposite side of Tecumseh Road. In the meantime, any development along this portion of Tecumseh Road, at the time of final platting, must build (or, at the election of the City, post the cost of constructing) its prorata share of the widening under the City of Norman's "Deferred Construction" ordinance. Provided, however, a property owner may build the entire widening project along this portion of Tecumseh under Recoupment District, as provided by the ordinances of Norman.

With respect to the widening of Tecumseh Road from the East end of the Campbell project, as described in the preceding paragraph, on East along Tecumseh Road to the Interstate Service Road, the City of Norman will seek to designate this widening as a Federal project, in which case 80% of the widening will come from Federal funds and the remaining 20% will be divided equally between this developer and the Developer on the opposite side of Tecumseh Road. In the meantime, any development along this portion of Tecumseh Road, at the time of final platting, must build (or, at the election of the City, post the cost of constructing) its prorata share of the widening under the City of Norman's "Deferred Construction" ordinance. Provided, however, a property owner may build the entire widening project along this portion of Tecumseh under a Recoupment District, as provided by the ordinances of Norman.

RE IMPROVEMENTS TO SERVICE ROAD NORTH OF TECUMSEH: The City of Norman will solicit designation as a Federal project for widening and striping that may be required for this section of Service Road. If successful, the Developer shall be responsible for paying all of the local share of such Federal project. If no Federal project has been approved at the time that a final plat is sought for any land abutting this section of the Service Road, then an owner, at the time of final platting, must build (or post the cost of constructing) its prorata share of the improvements under the City of Norman's "Deferred Construction" ordinance. Provided, however, a property owner may do all of the improvements along this portion of this Service Road as shown in numbered figure 7 of this TIA, under a Recoupment District as provided by the ordinances of Norman, concurrent with such final platting.

Note: Numbered figure 7 of this TIA shows the widening of Tecumseh occurs all on the South side of Tecumseh Road. However, pursuant to a requirement of the Oklahoma Department of

~~Transportation, such widening will all take place on the North side of Tecumseh Road. Drawing No. 7 will not be revised, but it is understood and required that such widening shall all be on the North Side of Tecumseh Road centerline, with costs being shared by the Developers and/or owners on both sides, as outlined herein.~~

~~————— Please advise if you need anything else. Thank you.~~