

DESTIN LANDING

NORMAN, OKLAHOMA

A PROJECT BY SHAZ INVESTMENTS AND RIEGER, L.L.C.

PLANNED UNIT DEVELOPMENT

APPLICATION FOR REZONING AND
MASTER DEVELOPMENT PLAN

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I. INTRODUCTION

A. Background and Intent:

The DESTIN LANDING PROJECT (“Project”) is a 762 acre master planned community in the southeast portion of the City of Norman. The legal descriptions of the PROJECT are being provided concurrently herewith through the Master Development Plan submittals as part of the overall submittal. While the primary focus of the PROJECT is residential, the PROJECT also features commercial, mixed use and service that play an integral part in creating a unique mixed use master planned community environment. The greenways and open space areas will be a primary focus of the development providing recreational and scenic amenities for the entire community.

The Applicants are requesting an amendment to the Norman 2025 Land Use Plan, and a rezoning of the properties to Planned Unit Development (PUD), and are submitting a Rezoning Application, 2025 Application, and Master Development Plan.

This PUD is intended to carry out the goals of this master planned community. The PUD is written to ensure a unified, quality development. Through creativity in design, sensitivity to the characteristics of the site and compatibility of land uses, a commitment is made to the future of the community.

The following principles will be used in guiding development toward a planned community which can respond to changing market conditions:

- Encouraging innovation through FLEXIBILITY in site design with respect to building spacing, setbacks, height and density of buildings, open space, and parking.
- Allowing a variety of CREATIVE SOLUTIONS to the PROJECT design that may not be possible through the strict application of the local zoning ordinance and subdivision regulations.
- Encouraging a mixed-use, MASTER PLANNED community providing for residential, recreational, commercial, and service uses.
- Encouraging INNOVATIONS in land use that result in the availability of attractive development opportunities.
- Promoting more EFFICIENT use of land and energy through reasonable infrastructure requirements.
- Maximizing the UNIQUE and beautiful physical features of the site.
- Creating development patterns and PROJECT design that further the overall GOALS and POLICIES of the City of Norman.

- Providing appropriate TRANSITIONS between land uses and to adjacent properties while encouraging an overall community focus.
- Providing FLEXIBILITY for both land use type and density to be TRANSFERRED between parcels, responding better to the needs of the changing market conditions over a long period of time.
- Encourage FLEXIBILITY and CREATIVITY in the design of streets to allow departure from strict enforcement of present codes regarding design standards, street widths, drainage, curb and gutters, street lighting, landscaping, utilities and similar aspects.

Upon completion, the PUD will provide a more appealing residential and pedestrian friendly community than would otherwise be attainable under conventional practices and regulations. Therefore, flexibility in the design helps to provide a more innovative and livable community which is positive for future residents. This more efficient design within the PROJECT will allow for uniquely large amounts of natural open space, which will enable the protection of more areas of the natural environment.

The PROJECT is brought forth as a collaborative planning effort by two independent and unaffiliated owners of the two Tracts of land that form this PUD. The Rieger Tract is comprised of approximately 160 acres on the north side of Cedar Lane Road. The Shaz Tract is comprised of approximately 600 acres to the south of Cedar Lane Road. The Applicants have come together in this PUD and Master Development Planning in order to provide a better planned development of all 762.65 acres such that public infrastructure of roads, utilities, and the like can be cohesively planned in a most efficient manner. The parties however are not affiliated and therefore the tracts of land may follow different paths and methods as preliminary and final plats are submitted for approval and as they develop in the future under the auspices and direction of each independent owner.

II. PROPERTY DESCRIPTION/GENERAL SITE CONDITIONS

A. Location

The PROJECT is located in the southeast area of the City of Norman. The property is generally located west and east of 36th Avenue SE, north and south of Cedar Lane Road, north of Post Oak Road and south of State Highway No. 9.

B. Existing Land Use and Zoning

The property is all currently zoned A-2, Rural Agricultural District. The majority of the site is currently raw land, with the only uses being agricultural and one active oil well on the Rieger, L.L.C. Tract. Norman 2025 has the property shown as Very Low Density Residential. To the west of the PROJECT is The Links multifamily golf course development. To the north is Saxon Park, to the south and east is primarily single family estate and agricultural uses. The property lies within both the Norman and Noble Public School Districts, with Cedar Lane Road being the dividing line between the two.

C. Elevation and Topography

The site consists of a variety of topographies; although generally of gentle terrain, some areas along the proposed greenways have some steeper slopes. Generally the site drains to the northeast direction, however, the far southwest section of the property flows to the southwest. There are some areas of floodplain and WQPZ which are proposed to be in open space and future detention areas.

D. Drainage/Detention

A Drainage Report has been prepared to illustrate the general detention requirements and the solutions planned. A prominent feature of this PROJECT is the intent to manage the storm water through environmentally natural methodologies as much as reasonably feasible. A regional drainage solution, embracing the entire area within the PUD, is submitted as **EXHIBIT E**. Specific detention plans will be submitted with each Preliminary Plat and Final Plat, as required by City of Norman ordinances.

E. Utility Services

Many of the required utility systems for the PROJECT (including water, wastewater/sewer, gas, telephone and electric) are currently located in general proximity to the overall property area and boundaries. The Master Development Plan, as submitted herewith, provides the schematic plan as to extension of the necessary utilities to service the PROJECT. **EXHIBIT B** provides a description of the wastewater collection plan for the PROJECT.

F. Fire Protection Services

Fire Protection services will be provided by the City of Norman Fire Department and by Owner provided building sprinkler systems where required by building codes.

G. Traffic Circulation, Access and Impact

Traffic circulation and access in the PROJECT is intended to be pedestrian friendly. The vehicular circulation will be creative in order to create a strong community character and feel. Therefore, the traffic patterns are intentionally designed to create an environment that is not dominated by the vehicle yet allowing both pedestrians and vehicles to exist in a cohesive manner. The main community access drives through the PROJECT are curvilinear in nature with well-placed scenic views to open space and parks.

1. Access:

The access to the PROJECT will be as shown on the Master Development Plan. Primary vehicular access to the PROJECT is planned along the section line corridors, specifically Cedar Lane Road, Post Oak Road, and 36th Avenue SE.

The PROJECT has initially planned public streets to serve all residential lots. However, the Applicants have the option to develop private streets in some parcels where a gated area is desired so long as gated entries are designed and constructed to City of Norman standards. All internal streets will have adequate circulation provided for the fire department and City Waste Management Services.

Due to the general nature of a Master Development Plan, it is premature to list the number of public street intersections. Subdivision streets shall not open onto an arterial street except at an average interval of not less than one-quarter mile, measured from the centerlines. The number of full access street intersections along Cedar Lane Road, Post Oak Road and 36th Avenue SE will comply with the City's Subdivision Regulations (e.g., no closer than 1/3 of a mile apart).

Due to the general nature of a Master Development Plan, it is premature to list the number of driveways that will be allowed. The number and location of driveways will be established at a later date in accordance with the City's Engineering Design Criteria ("EDC"). Such approval will coincide with the approval of the final site plan.

Minimum spacing between driveways may vary (330 to 660 feet) depending on the number of trips generated by the development served by each driveway. The corner clearance between a driveway and a public street intersection may vary between 200 and 350 feet, depending on the type of intersection traffic control at the intersection.

2. Traffic Impact:

A Revised Traffic Impact Analysis ("TIA") **EXHIBIT C** has been provided herewith.

Further, the City's EDC requires the preparation of a Traffic Impact Analysis for developments that cause a significant increase in traffic (100 vehicle-per-hour increase in traffic during the peak hour).

The general nature of a Master Plan and the anticipated changes in land use that come with the refinement of the plan, will affect the projected traffic used for analysis in the TIA. To support a fluid process that defines specific land uses over the next 30 years, the TIA shall be revised as future plats are reviewed and considered.

As the project develops over the next 30 years, subsequent traffic studies will be performed on each development. These additional studies will have specific land uses, sizes and driveway information which will assist in fine tuning the analyses and recommendations as the project develops.

III. MASTER PLAN AND DESIGN STANDARDS

A. Process for City Approval

This 762 acre Master Development Plan is being submitted in a process that is designed to allow for the overall master planning of the area to be structured and adopted first, and then to allow preliminary plats to come forward through the planned phasing as each phase is ready for development. Along with this PUD, the City Greenbelt Commission will review the Master Development Plan, multiple Pre-development meetings will be or have been held, and a 2025 Plan Change will be considered. Consequently all processes as related to the zoning and land uses will be followed as usual with the Master Development Plan. This Master Development Plan will set forth the long term strategy and rules for development of the Property, including but not limited to the maximum amounts, type and location of future development over decades through the Master Development Plan.

The Master Development Plan through this PUD will allow for a regulatory framework to guide development, and will provide an effective context for decision making by both the Developer and the City as to the various components of the Master Development Plan. The Master Development Plan will address such issues as parks, trails, recreation and open spaces, and master utility plans, and phasing plans.

The City Council and Planning Commission will review and consider all preliminary plats as normal as each preliminary plat comes forward. Each preliminary plat will be brought forward in conformity to this adopted PUD structure and will therefore set the Master Development Plan into motion through the preliminary plats as they are presented in full detail.

Due to the very long term buildout anticipated in such a large 762 acre development, the Master Plan PUD document allows for some flexibility where certain aspects of the PROJECT can adapt as time progresses over decades.

B. Overall Design Intent

This master planned community is creatively planned as a high quality, mixed use community with a blend of commercial, mixed use, multifamily, and multiple densities of residential uses. The vision for the community is based upon the expansive

network of open space and trails that interconnect to the neighborhoods as well as to regional locations such as Saxon Park on the north side of this PROJECT. This community has been designed to create pedestrian friendly neighborhoods which are closely knit and linked to the non-residential uses. The blending of uses and pedestrian/bicycle friendly design is intended to reduce the dependency on the vehicle within the community and provide an environment which encourages alternative modes of transportation (bicycle or walking).

1. Individual parcels shall be designed around a neighborhood focus/theme while reinforcing the overall identity and character of the PROJECT.
2. The clustering of buildings is encouraged in order to minimize the amount of land used, create open space areas, shorten vehicular trips, reduce hard surface areas for drainage, cost, and aesthetics, and to provide visual interest to the community.
3. Buildings, streets, and open space areas shall be situated to maximize the amount and qualities of views and natural light.
4. Building placement, size, height, mass and scale shall be compatible with the surrounding area and provide a reasonable transition from adjacent streets and properties.
5. The use of unifying elements, including but not limited to the use of building materials, colors, landscaping, and signage, is encouraged.
6. The natural features (i.e., drainage ways and existing trees) of the site have been identified and incorporated into the planning process. The Master Development Plan preserves these features to their best advantage and further enhances these elements to create an open space network and quality environment in which to live.

C. Greenways - Parks, Trails and Open Space

Greenways and Open Space Network:

The greenways and open space network including parks, trails, stormwater control areas, and passive open space is the primary focus of this community. Significant and expansive open space of at least 210.57 acres is provided in this community (see **EXHIBIT D**).

Parks:

A roughly 4.4 acre neighborhood public park is the centerpiece of the southwest quadrant and expansive greenways are interwoven throughout the entire PROJECT. Smaller parks are located at key locations within residential neighborhoods and next to or within the commercial/mixed uses.

Private park land, as may be proposed, shall be owned and maintained by a property owners association. All plats and development shall comply with the parkland dedication ordinance and all park land decisions shall be made as approved by the City Council, after review and recommendation of the Norman Board of Parks Commissioners. Any single preliminary plat containing 2,500 or more of projected population will be required to provide public parkland only, with no option for fee in lieu of land or private park.

Trails:

A significant feature of this PROJECT is that the various neighborhoods and non-residential areas are intended to be connected by a network of trails. The various uses of commercial, residential, multifamily, mixed use and service shall interconnect

with minimal crossing of major roads. Streets within the PROJECT are intended to slow traffic without the need for any calming devices to be superimposed within the streets.

D. Stormwater & Utilities Design - Environmentally Friendly Solutions

Stormwater

One of the main goals of this community is to provide environmentally friendly stormwater solutions and to be sensitive to the regional water supply (Lake Thunderbird). Therefore, water quality methods are incorporated into the open space network and multiple solutions are provided within and adjacent to the Water Quality Protection Zones (WQPZ). Some of the specific goals of this PROJECT are:

- Utilize innovative storm water management features within the open space network and within the residential neighborhoods where appropriate.
- Provide storm water treatment Best Management Practices (BMPs).

The size, depth, and outlet of the storm water detention elements is to be determined by Final Engineering Plans, after acceptance of each preliminary plat, based upon a controlled release rate of storm water runoff which shall not exceed the rate allowed by the City of Norman.

Water System:

The water system is being proposed as a master plan that presents a solution for the extension of water services to all phases of the site over the life of the project. The proposed water system is such that it expands in line with the phasing of the project and thus is fitting to the expansion of the project as it progresses. The master plans for the water solution are being submitted herewith to the City and are being approved with this Master Development Plan PUD. It may be that, as the project evolves and develops, different strategies and plans are adopted to accommodate the project as it develops over decades. For now, upon adoption the system as put forth in the master plan will sufficiently serve the project needs.

Sanitary Sewer System:

Likewise, the sanitary sewer system is being proposed as a master plan that presents a solution for the extension of sanitary sewer services to all phases of the site over the life of the project. The proposed sanitary sewer system is such that it expands in line with the phasing of the project and thus is fitting to the expansion of the project as it progresses. The master plans for the sanitary sewer solution are being submitted herewith to the City and are being approved with this Master Development Plan PUD. It may be that, as the project evolves and develops, different strategies and plans are adopted to accommodate the project as it develops over decades. For now, upon adoption the system as put forth in the master plan will sufficiently serve the project needs.

E. Land Use, Density and Design Standards

EXHIBITS attached hereto are incorporated herein by reference and further depict the development criteria for each section. At this juncture, the Applicants have no way of knowing what configuration for a parcel, lot or specific use, any buyer/tenant might want for the areas shown. The Master Development Plan carefully and thoughtfully divides the Property and designates separate Sub-Development Areas ("SDA"). The SDA's are expected to be developed successively, each over a period

of multiple years, with the first SDA to be commenced within five (5) years of the approval of the Master Development Plan, subject to the allowance for an extension of time from the City through the extension procedures allowed for preliminary plats. This does not preclude two or more SDA's being developed within the same time frame. The entire Property is anticipated to take thirty (30) years or more to develop, depending on economic and market conditions. Approval of a Final Plat for any part of any SDA will continue the time allowance for the remaining SDA preliminary plats to be brought forward into final plats under this adopted PUD. However, water and sewer improvements for an entire SDA will be installed, for that particular SDA, at the time the first part of that particular SDA is developed. Applicants propose the following-described uses for all 762 acres of the Property, subject to further qualifications as provided for in this PUD:

“Residential” – Any uses currently permitted as a matter of right in the RE, R-1, R-1A, R-2, R-3, and RM-6 zoning districts of the City of Norman Zoning Ordinance;

“Commercial” – Any uses currently permitted as a matter of right in the C-1, C-2, O-1, and CO zoning districts of the City of Norman Zoning Ordinance;

“Mixed Use” – Any uses currently permitted as a matter of right in the MUD zoning district of the City of Norman Zoning Ordinance, or any uses put forward as a combination of the above commercial, office, and low or high density residential uses.

The primary land use categories, acres and percent of each land use:

Use	Acres	Percent
Single Family Estate	85.90	11
Single Family Low	42.55	6
Single Family Medium	97.75	13
Single Family High	123.01	16
Single Family – Patio Homes	45.83	6
Multi-family/Apartments/Townhomes	78.71	10
Multi-family/Apartments/Senior	17.42	2
Total Residential	491.17	64

Total Commercial	37.89	5
Total Mixed Use	8.91	1
Total Multi-Family/Senior Housing/Service	9.41	1
Total Equestrian Facility	4.70	1
Total Open Space	210.57	28

Project Totals	762.65	100.0
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The maximum total units for this PROJECT shall not exceed 3,500 dwelling units (800 units on the Rieger Tract and 2,700 on the Shaz Tract). At 3,500 total dwelling units per the entire Property of 762 acres, the gross density calculates to 4.5 units per acre. Preliminary planned density and units may be shifted and transferred between SDA's, but only within each ownership Tract (i.e., density and units may be transferred within the Rieger Tract and within the Shaz Tract, but no transfer of density from the Rieger Tract to the Shaz Tract or vice versa), so long as the total PROJECT units are not exceeded for each ownership Tract (800 Rieger; 2,700

Shaz) and the entire unit cap for the PROJECT (3,500). For purposes of calculating traffic an average density is shown below for each land use SDA and on the Preliminary Site Development Plan. However, the land uses and densities identified for each SDA are flexible to allow for responsiveness to market conditions, while maintaining the character and integrity of the overall development plan. For example, Multi-Family/Apartments density may range from 8 du/ac to 22 du/ac as long as the PROJECT total of allowable units is not exceeded. Zero lot line development and cluster housing are also permitted in all multi-family residential SDA's and shall meet building code. All other permitted uses shall follow the City of Norman Zoning Ordinance and shall meet all building codes.

Residential Land Use	Average Density
Residential Estate (single family lots)	1 lot/acre
Residential Low Density (single family)	3 lots/acre
Residential Medium Density (single family)	4 lots/acre
Residential High Density (single family)	6 lots/acre
Patio Homes	6 lots/acre
Service (Assisted Living/Nursing Home)	13 beds/acre
Multi-Family/Apartments	15 units/acre

SDA boundaries are as depicted on the Master Development Plan to establish the general parameters of each SDA, but they are NOT exact and may be adjusted freely as necessary to maximize the useable land area. The actual areas or boundaries of the SDA's may be modified by up to 20% prior to final plat approval, or up to the edges of the WQPZ zones and FEMA flood plain zones, as such zones may exist or pursuant to City of Norman subdivision regulations, and subject to open space and detention requirements, and subject to adopted development regulations of the City of Norman as pertaining to FEMA flood plains and WQPZ zones, and as per US Army Corps regulated Blue Line streams requirements. An approved final plat shall determine the actual final boundary of each SDA. Densities noted for each land use are gross densities for the SDA and are not intended to represent final lot sizes or final areas of each SDA. Allowable lot sizes are provided below. Transfer of densities is permitted between SDA's within each ownership of Rieger and Shaz (but not transferable from Rieger Tract to Shaz Tract or vice versa). Downzoning (change to a less intense use) is allowed in all SDA parcels.

The PROJECT is being brought forth as a collaborative comprehensive planning PROJECT by two different and unaffiliated owners and developers, Rieger and Shaz, for the purpose of creating a unity of planning and cohesive connections and trails. However, the developers, Rieger and Shaz, each retain the right to proceed forward with the development of this PUD independently within each ownership after the Master Development Plan is adopted. Each separate development shall continue to meet the PUD and Master Development Plan as adopted.

Approval of a preliminary plat by the City Council shall be valid for a period of five (5) years from the date of approval; provided, however, that if one (1) or more final plats are filed of record within said five (5) years' time frame, the preliminary plat validity shall be extended for two (2) years, or a total of seven (7) years from the initial date of approval by the City Council. Prior to the expiration of a preliminary plat, previously approved by Planning Commission and City Council, the period of

validity may be administratively renewed by the Development Committee for one (1) subsequent five-year term upon application by the property owner if the preliminary plat to be renewed is identical to the preliminary plat on file or contains only minor amendments.

F. Single-Family Residential District; Estate (30,000 s.f minimum lot size)

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, single family detached residential density and units can be shifted between parcels depending on current market conditions. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the R-1 zoning uses subject to the following qualifications, and to allow for at least the following within this district:

- a. Setbacks shall be as provided as shown on attached **EXHIBIT H**.
- b. Lots to be at least 30,000 gross square feet in area with dimensions being generally 100-130 feet wide and 200-300 feet deep, but with such dimensions not being a requirement as lot dimensions can be widely varied throughout the community.
- c. Open space areas are located throughout the community and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 60%.
- d. Any fencing on lot boundaries backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

2. Housing Construction

Homes in this district shall be standard construction, single family, detached homes. Houses will be of standard wood frame construction. Houses may be one or two stories, and may have attic storage areas and/or basement areas, with a total dwelling height not to exceed 35 feet at the eave. Each house shall have enclosed garages of two vehicles or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

Up to one detached "Guest House" or secondary house unit shall be allowed on the lots, so long as such structure:

- a. Is not taller in height than the main dwelling house; and
- b. Does not have habitable conditioned area that is more than twenty-five percent (25%) of the floor area of the habitable conditioned space in the main dwelling house.
- c. Is a detached or attached accessory building of a permanent type of construction which includes living area and may include a full or half bath. A guest house cannot be leased, subleased, rented or sub-rented separately from the main dwelling. A guest house must be located closer to the primary dwelling on the subject lot than to a primary dwelling on any adjacent lot. The guest house shall not be located more than one hundred feet (100') from the primary dwelling on the subject lot, except where the City determines that a greater setback is appropriate in light of topography, vegetation or unique physical characteristics.

G. Single-Family Residential District; Low Density (9,800 s.f. minimum lot size)

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, single family detached residential density and units can be shifted between parcels depending on current market conditions. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the R-1 zoning uses subject to the following qualifications, and to allow for at least the following within this district:

- a. Setbacks shall be as provided as shown on attached **EXHIBIT H**.
- b. Lots to be at least 9,800 gross square feet in area with dimensions being generally 70 feet wide and 140 feet deep, but with such dimensions not being a requirement as lot dimensions can be widely varied throughout the PROJECT.
- c. Open space areas are located throughout the PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 70%.
- d. Any fencing on lot boundaries backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

2. Housing Construction

Homes in this district shall be standard construction, single family, detached homes. Houses will be of standard wood frame construction. Houses may be one or two stories, and may have attic storage areas and/or basement areas, with a total dwelling height not to exceed 35 feet

at the eave. Each house shall have enclosed garages of two vehicles or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

Up to one detached Guest House or secondary house unit shall be allowed on the lots, so long as such structure:

- a. Is not taller in height than the main dwelling house; and
- b. Does not have habitable conditioned area that is more than thirty percent (30%) of the area of the habitable conditioned space in the main dwelling house.
- c. Is a detached or attached accessory building of a permanent type of construction which includes living area and may include a full or half bath. A guest house cannot be leased, subleased, rented or sub-rented separately from the main dwelling. A guest house must be located closer to the primary dwelling on the subject lot than to a primary dwelling on any adjacent lot. The guest house shall not be located more than one hundred feet (100') from the primary dwelling on the subject lot, except where the City determines that a greater setback is appropriate in light of topography, vegetation or unique physical characteristics.

H. Single-Family Residential District; Medium (5,500 s.f. minimum lot size)

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, single family detached residential density and units can be shifted between parcels depending on current market conditions. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the R-1 zoning uses subject to the following qualifications, and to allow for at least the following within this district:

- a. Setbacks shall be as provided as shown on attached **EXHIBIT H**.
- b. Lots to be at least 5,500 gross square feet in area with dimensions being generally 50 feet wide and 110 feet deep or 45 feet wide by 125 feet deep, but with such dimensions not being a requirement as lot dimensions can be widely varied throughout the PROJECT.
- c. Open space areas are located throughout the PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 75%.

- e. Any fencing on lot boundaries backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

2. Housing Construction

Homes in this district shall be standard construction, single family, detached homes. Houses will be of standard wood frame construction. Houses may be one or two stories, and may have attic storage areas and/or basement areas, with a total dwelling height not to exceed 35 feet at the eave. Each house shall have enclosed garages of two vehicles or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

I. Single-Family Residential District; High Density (4,000 s.f. minimum lot size)

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, single family detached residential density and units can be shifted between parcels depending on current market conditions. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the R-1 or R-1A zoning uses subject to the following qualifications, and to allow for, at least the following within this district:

- a. Setbacks shall be as provided as shown on attached **EXHIBIT H**.
- b. Lots to be at least 4,000 gross square feet in area with dimensions being generally 40 feet wide and 100 feet deep, but with such dimensions not being a requirement as lot dimensions can be widely varied throughout the PROJECT.
- c. Open space areas are located throughout the PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 75%.
- d. Any fencing on lot boundaries backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

2. Housing Construction

Homes in this district shall be standard construction, single family, and/or single family attached homes. Houses will be of standard wood frame construction. Houses may be one or two stories, and may have attic storage areas and/or basement areas, with a total dwelling height not to exceed 35 feet at the eave. Each house shall have enclosed garages of two vehicles or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

J. Single-Family Residential District; Patio Homes (4,000 s.f. minimum lot)

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, single family detached residential density and units can be shifted between parcels depending on current market conditions. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the R-1 zoning uses subject to the following qualifications, and to allow for at least the following within this district:

- a. Setbacks shall be as provided as shown on attached **EXHIBIT H**.
- b. Lots to be at least 4,000 gross square feet in area with dimensions being generally 40 feet wide and 100 feet deep, but with such dimensions not being a requirement as lot dimensions can be widely varied throughout the PROJECT.
- c. Open space areas are located throughout the PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 80%.
- f. Any fencing on lot boundaries backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

2. Housing Construction

Homes in this district shall be standard construction, single family, detached homes. Houses will be of standard wood frame construction. Houses may be one or two stories, and may have attic storage areas and/or basement areas, with a total dwelling height not to exceed 35 feet

at the eave. Each house shall have enclosed garages of two vehicles or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

K. Multifamily District; Apartments or Townhomes

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A**, however, multi-family density and units can be shifted between parcels to meet current market conditions, so long as traffic impact, drainage and other issues of infrastructure are adequate to handle such shift, and meet the requirements of the traffic and storm water drainage master plans. Once a parcel is identified for a specific land use, at the time of final plat, the following standards will apply.

1. Lot Design

The purpose for the PUD is to extend the RM-6 zoning uses subject to the following qualifications, and to allow for at least the following in this District:

- a. 10' foot front yard building setback line. This is intended to allow for the capability of living areas of the brownstone inspired townhouses to come forward and embrace the streetscape.
- b. 5' foot side yard building setback line.
- c. 5' foot rear yard building setback line, or setback to the utility easement along the back of yard if applicable, whichever is greater.
- d. The density of this area of the PUD shall generally be fifteen (15) dwelling units per acre, however up to twenty (20) dwelling units per acre may be achieved on some parcels as long as the total PROJECT units is not exceeded.
- e. Open space areas are located throughout the overall PUD PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, there is no minimum open space ratio and impervious area coverage ratios of each lot in this district shall be allowed up to 85%.
- f. Recreation space for this district is intended to be included in the overall open space within the overall PUD, as it is intended that this district will be easily walkable and connected to the open spaces throughout the PROJECT.
- g. Any fencing on unit lots backing on to the major perimeter roads (Cedar Lane Rd, Post Oak Rd and 36th Ave.) and the Community Drive will be installed by the developer and maintained by the HOA in order to have a consistent aesthetic look throughout the community.

- h. No dumpsters may be located within 25 feet of a single family residential lot.
- i. RM-6 uses herein shall be exempt from open space ratio requirements and floor area ratio requirements.

2. Housing Construction

Buildings in this district will be standard construction, wood frame construction. Buildings may be three or more stories, with a maximum eave height of 45 feet. Each dwelling unit shall have at least 1.8 parking spaces total per unit if two or more bedrooms per unit, or one parking space per one bedroom unit, of which parking spaces may be provided in garages within or attached or detached to units and/or in common area parking lots. Parking lots in this area of the PROJECT shall be generally hidden behind the dwelling structures as related to the public frontage streets. Garages, where provided, shall be accessed from the rear of the dwelling units.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

L. Multifamily/Senior Housing District:

For location of this use refer to the Master Development Plan, as shown on **EXHIBIT A.**

1. Lot Design

The purpose for the PUD is to extend the RM-6 zoning uses subject to the following qualifications, and to allow for at least the following in this District:

- a. 5' foot front yard building setback line.
- b. 5' foot side yard building setback line.
- c. 10' foot rear yard building setback line, or setback to the utility easement along the back of yard, whichever is greater. If this land use abuts single family a 20' rear yard building setback line will be provided.
- d. Impervious area coverage ratios of each lot in this district shall be allowed up to 85%.
- e. Recreation space for this district is intended to be included in the overall open space within the overall PUD, as it is intended that this district will be easily walkable and connected to the open spaces throughout the community.
- f. RM-6 uses herein shall be exempt from open space ratio requirements and floor area ratio requirements.

2. Housing Construction

This district is planned to be developed as a location for multi-family uses. Buildings may be one or more stories, with a maximum eave height of 45 feet. Garages may be included within any independent dwelling structures with one vehicle or more capacity.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. See Section O.12.

3. Parking

Parking may be accommodated by way of garages within each dwelling where individual dwelling units are constructed, and/or by way of common area parking lots within the district, and/or by way of parallel parking along the streets within this district. Street parking in the public right of way may not be counted towards required parking counts. Parking will be provided at 1.8 spaces per unit basis.

4. Ancillary Uses

In this community the uses allowable under RM-6 designation, this area of the PUD will also allow commercial uses that are reasonably incidental to, and supportive of, the operations of a senior housing/service oriented businesses, such as, but not limited to, beauty salon, coffee shop, gift shop, etc.

M. Commercial District

For location of this use refer to the Preliminary Site Development Plan, as shown on **EXHIBIT A**.

This community includes vibrant walkable commercial areas at key locations within the PROJECT, which are connected back into the residential areas with trails. In essence, the commercial districts serve at least in part as the town center focal points of the residential community. The commercial area would feature walkable streetscapes, with minimal or no building setback lines in order to create an intimate pedestrian commercial feel to pedestrians passing by, and coming from, the homes in the community.

1. Uses Permitted.

The commercial areas of the PUD are intended to allow for any of the following uses to be permitted:

- a. Any use that is permitted as a matter of right in the following districts, subject to restrictive covenants as may be applicable:
 - O-1 Office-Institutional
 - CO Suburban Office Commercial
 - C-1 Local Commercial
 - C-2 General Commercial
- b. Live/work units (of non-retail uses), where a single space is used jointly for a permitted non-residential use as well as a residence for the owner or operator of the non-residential use. The residence must be placed on the 2nd floor or higher.

2. Parking Count Requirements.

Parallel parking may be allowed on the streets within the commercial district to the extent the street width allows for parallel parking, and only in front of commercial lots that have at least a 10 foot front yard setback line. However, new cut back parking areas will be allowed only on roadways carrying less than an average of 1,000 vehicles per day. Where allowed, sufficient maneuvering space for safe backing must be provided. The minimum width of the parking area, measured perpendicularly from the edge of the travel lane, shall be as follows: Parallel 21 feet, perpendicular 9 feet.

Parking quantities shall conform to the City of Norman zoning ordinance on parking requirements as per use of each platted lot.

3. Layout, Area and Height Requirements.

Setbacks:

- a. Side yard setback may be zero, except when buildings in this area of the PROJECT abut property zoned for single-family detached dwellings. In that case, side yard setback must be a minimum of ten feet (10') for one story buildings, plus an additional five feet (5') for each additional story, or portion thereof. (All is subject to the building construction code and any adjustments required therein.)
- b. Rear yard setback may be zero, except when buildings in this area of the PROJECT abut property zoned for single-family detached dwellings. In that case, the rear yard setback must be a minimum of twenty feet (20') for up to two story buildings, plus an additional ten feet (10') for every additional two stories, or portion thereof.

There are no height restrictions in the commercial district, except that within a distance of one hundred feet of any single family residential district the height of any buildings shall be limited to fifty feet, with a required continuous 10' wide landscape buffer of trees along such boundary.

Front facades of buildings shall be oriented toward public streets within or abutting the commercial tract.

Blank unarticulated walls shall not be permitted along any exterior wall facing a public street. Such walls shall have architectural treatments that are the same as the front façade, including consistent style, materials, colors, windows, and details.

Impervious area coverage ratios of each lot in this district shall be allowed up to 90%.

All aspects of all exterior improvements made to any property in the community, must be approved by a Property Owner Association ("POA") Architectural Control Committee in writing, in its sole discretion, prior to commencement of 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. Review by the Architectural Committee is also required prior to the submittal to the City of Norman. See Section O.12.

4. Fencing

Within the commercial area, any fencing that is visible from the arterial and internal roads shall be constructed primarily from the same exterior materials of the commercial buildings the fences are associated with, or from ornamental metal, decorative masonry fencing, decorative wood that is in harmony with the primary structures on the property, or natural living plant materials as a continuous barrier so long as such materials and landscaping is maintained in good condition as an adequate screen by the POA and/or property owner. If the commercial use is adjacent to single family residential uses a 6' minimum opaque fence will be installed. This fence shall be maintained by the POA (if one exists in a multi-owner situation), or the owner, to ensure a consistent aesthetic feel throughout the community.

5. Loading/Service Areas

Any loading or service areas shall be located at the side or rear of the commercial buildings, and screened from view of public roads, and in such a manner that they are not visible from the adjacent arterial roads. Screening walls shall be built from similar material to the exterior of the primary façade of the commercial buildings and shall be located around the loading and service areas such that they are screened from any abutting residential lots.

6. Dumpster and Trash Enclosures

Dumpsters shall be kept within an enclosure that is approved per City standards and is primarily constructed of similar exterior materials as the primary façade of the commercial building(s) it is associated with.

Dumpsters may be shared between multiple property occupants and uses.

7. Signage

All signage shall be in conformance with the City of Norman's sign codes, as amended from time to time, and comply with applicable commercial regulations, subject to the POA Architectural Committee review and approval in POA Architectural Committee's sole discretion.

N. Mixed Use District

For location of this use refer to the Preliminary Site Development Plan, as shown on **EXHIBIT A**.

This district includes a vibrant walkable mixed use and commercial area at key locations within the PROJECT, which is connected back into the residential areas with trails. The mixed use district area would feature walkable streetscapes, and may feature minimal or no building setback lines in order to create an intimate pedestrian commercial/mixed use feel to pedestrians passing by, and coming from, the homes in the community.

1. Uses Permitted.

The Mixed Use District of the PUD is intended to allow for the following uses to be permitted:

- a. Any use that is permitted as a matter of right in the following districts:

All uses listed in the Commercial Districts above.

- b. Mixed-use buildings in which one or more dwelling units may be located on the upper floor(s) provided that at least the first floor use is a permitted use in C-1 districts.
- c. Live/work units, where a single space is used jointly for a permitted non-residential use as well as a residence for the owner or operator of the non-residential use.

2. Parking Count Requirements.

Parking quantities shall conform to the City of Norman zoning ordinance on parking requirements as per use of each platted lot.

3. Layout, Area and Height Requirements.

Setbacks:

- a. Side yard setback may be zero, except when buildings in this area of the PROJECT abut property zoned for any single-family detached dwellings. In that case, side yard setback must be a

minimum of five feet (5') for one story buildings, plus an additional five feet (5') for each additional story, or portion thereof.

- b. Rear yard setback may be zero, except when buildings in this area of the PROJECT abut property zoned for single-family detached dwellings. In that case, the rear yard setback must be a minimum of ten feet (10') for up to two story buildings, plus an additional ten feet (10') for each additional two stories, or portion thereof.
- c. Buildings should generally be constructed at the front property line, but may be set back up to ten feet (10') from the property line to accommodate for architecturally required indentations or for increased public sidewalk or plaza areas. Building step-backs are permitted above the second floor of any building.

There are no height restrictions in the mixed use district, except that within a distance of one hundred feet of any single family residential district the height of any buildings shall be limited to fifty feet, with a required continuous 10' landscape buffer of trees along such boundary.

Blank unarticulated walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Such walls shall have architectural treatments that are the same as the front façade, including consistent style, materials, colors, windows, and details.

Open space areas are located throughout the overall PROJECT and form an extensive feature of the PROJECT, and thus due to extensive common area open space, impervious area coverage ratios of each lot in this district shall be allowed up to 90%.

4. Fencing/Screening

Within the mixed use area, any fencing that is visible from the arterial and internal roads shall be constructed primarily from the same exterior materials of the commercial buildings the fences are associated with, or from ornamental metal, decorative masonry fencing, decorative wood, or natural living plant materials as a continuous barrier. If the non-residential use is adjacent to single family residential uses a 6' minimum opaque fence will be installed. This fence shall be maintained by the HOA to ensure a consistent aesthetic feel throughout the community. This fence should be maintained by the HOA (if one exists in a multi-owner situation), or the owner, to ensure a consistent aesthetic feel throughout the community.

5. Loading/Service Areas

Any loading or service areas shall be located at the side or rear of the commercial buildings, and in such a manner that they are not visible from the adjacent arterial roads. Screening walls shall be built from similar material to the exterior of the primary façade of the commercial buildings,

and/or living natural plants shall be located around the loading and service areas such that they are screened from any abutting residential lots. Applicants may request an alley waiver on preliminary plats for the mixed use areas in this PROJECT.

6. Dumpster and Trash Enclosures

Dumpsters shall be per City standards and kept within an enclosure that is primarily constructed of similar exterior materials as the primary façade of the commercial building(s) it is associated with. Dumpsters may be shared between multiple property occupants and uses.

7. Signage

All signage in any area of the PROJECT shall be in conformance with the City of Norman's sign codes, as amended from time to time, and comply with applicable commercial or mixed use regulations, subject to the POA Architectural Committee review and approval in POA Architectural Committee's sole discretion.

O. Miscellaneous Development Criteria

1. Site Plan and Final Plat

For all cases of subdividing and development within the scope of this Master Development Plan, a preliminary plat of the land in question shall be drawn and submitted to the Planning Commission and City Council. This Master Development Plan is not intended to comply with or fulfill the requirements of a preliminary plat and thus the requirements of a preliminary plat and all associated documentation shall be fulfilled upon each part of the Master Development Plan as it is brought forward for consideration. The Master Development Plan currently submitted with this PUD may be further refined, subject to final approval by the Norman City Council, once preliminary and final site development plans and plats are submitted with each preliminary and final plat. As the PUD process is intended to foster innovative and creative design, the Applicants may exercise some flexibility in the design and layout of the roads and parcels as shown on the preliminary plat at such time of preliminary plat submittal.

Changes/modifications to the Master Development Plan:

Major Changes:

Major changes shall include any significant and substantial changes to the proposed Master Development Plan as submitted herewith and changes that require a formal amendment of this Ordinance, or any other change for which a public hearing is required by law or by the City Code except as specifically provided herein. Major changes are those that significantly alter the layout, densities, and uses put forth in the Master Development Plan, alter any traffic master plans except as allowed below, or significantly alter the design or scope of the Master Development Plan.

Whether a change is major or minor shall first be determined by the City Planning Director. If a developer or landowner disagrees with the City Planning Director's decision, appeal may be taken to the City Council. It is noted that pursuant to Section III.E. above, density locations and boundaries of each of the SDA's may be changed and thus will NOT be considered major changes. However, the maximum densities cannot be changed without City Council approval.

Changes to parkland location, for either a permanent or temporary park, may be approved administratively by the Development Committee but only upon approval by the Director of Parks and Recreation, or his or her designee. If the Director of Parks and Recreation or his or her designee denies a proposed change in parkland location, the application for renewal of the preliminary plat cannot be approved administratively.

Traffic master plan alterations may be approved by the Development Committee, so long as the layouts of the traffic corridors are not substantially altered. All alterations to the traffic master plan must conform to adopted public safety and traffic management standards before being approved administratively. If the Director of Public Works or his or her designee denies a proposed change in the traffic master plan, the application for renewal of the preliminary plat cannot be approved administratively.

Major changes must be approved by the City Council after such hearing and recommendation by the Planning Commission as required by statute or City Ordinance pursuant to submittal and processing of a petition filed by Owner, with notice to all owners within 350 feet of the subject property, as set forth in the City Code.

Minor Changes:

Minor changes shall include any change not defined herein as a major change or a technical change. Minor changes may be approved by the Development Committee.

Technical Changes:

Technical changes shall include any change to the engineering plans and specifications, any change to the building plans or changes in the Master Development Plan which are determined by the Development Committee as in substantial compliance with the PUD.

2. Park/Open Space/Amenities

- a. At least fifteen percent (15%) of the total land areas within each of the two Tracts of ownership (15% of the Shaz 600 acres, and 15% of the Rieger 160 acres) within the Property will be designated as permanent open space. Subject to the modifications allowable under Section III.E., at a minimum the open space areas will be as shown on **Exhibit D** – Greenspace Exhibit; additional open space areas may be included on future preliminary plats. Within this

community open space and green space areas consist of planned walkways, trails, playground areas, and landscape/natural areas. The open spaces also include the areas planned for private park land and associated structures and uses consistent with Park Land Zoning District are allowed for in the open space areas.

- b. Public park donation will comply with the requirements of the City of Norman parkland dedication code, as being either a public parkland donation, a private parkland commitment in twice the amount of the required public donation, or a fee in lieu of a public park dedication, or may be a combination of any of the three methods (such as partially a public dedication and partially a fee in lieu of).
- c. Walking trails will be constructed at various locations throughout the greenways and open space common areas, with such trails being built from hard surfaces and/or natural surfaces, and/or other suitable materials as appropriate to the location within the community.
- d. The PROJECT will comply with City Ordinances and regulations relating to landscaping and drainage detention. On-site landscaping (including streetscaping) will be installed when a Building Permit is issued.

The owner of any given lot will always be responsible for the installation and maintenance of landscaping, plus the installation of any applicable streetscaping on each such lot.

3. Project Signage

Each and every sign must comply fully with the City of Norman sign ordinance, except as specifically modified by the following:

- a. Entranceways to residential areas:
Each entrance to this PROJECT (as shown on the Preliminary Plat) from the main adjacent roads (Cedar Lane, Post Oak and 36th Avenue) may contain an entryway sign(s) designating the PROJECT or area name. The sign(s) may be lit and landscaped with appropriate vegetation and planter areas designed so as not to interfere with traffic sight lines.
 - The setback for ground entranceway signs may be a minimum of ten feet (10') from the right of way, which includes signs that can have an increased size under existing City ordinances.
 - Signage can bear only the name of this PUD Development (the Rieger tract and the Shaz tract may have different names).
 - Signage must be less than 15' in height.
 - All signage shall be outside of the traffic sight line triangles as this is not a consent to encroach upon such.

- b. Model Signage
Each model home shall be allowed one (1) model description sign per Section 18-411 of the Norman Sign Code.
- c. Each Applicant shall be allowed up to four (4), two-sided, temporary sales signs of one hundred (100) square feet on each Tract of the PROJECT. Said signs shall be removed when 100% of the lots have been sold to residential homeowners.

4. Streets, parking and sidewalks

- a. Streets:
Streets within the PROJECT are designed creatively to foster a unique community feel. Curvilinear streets and reduced pavement widths provide less impervious surface and less storm water runoff. The Arterial streets will be constructed per the City of Norman standards. Streets within commercial and mixed use parcels can follow the City of Norman standards. For residential streets within the PROJECT the following street standards apply:

Collector (Community Drive):

60' right of way width
34' pavement (face of curb to face of curb)
5' sidewalks on both sides of the street
10' tree yard between the curb and sidewalk
No on street parking

Local Street (internal to single family detached parcels):

50' right of way width
26' pavement (face of curb to face of curb)
4' sidewalks on both sides of the street
9' tree yard between the curb and sidewalk

Minor Local Street (within the Single Family Estate and Low Density parcels):

50' right of way width with curb and gutter or 60' width with ditches (no curb and gutter)
24' pavement (curb to curb)
4' sidewalk on both sides of the street
9' tree yard between the curb and sidewalk

Local Street (internal to multi-family parcels only):

60' right of way width
36' pavement (curb to curb)-10' travel lanes and 8' parking lane on both sides
4' sidewalks on both sides of the street
9' tree yard between the curb and sidewalk

- o New cut back parallel parking areas will be allowed only on roadways carrying less than an average of 1,000 vehicles per day. Where allowed, sufficient maneuvering space for safe backing must be provided. The minimum

width of the parking area, measured perpendicularly from the edge of the travel lane, shall be as follows: Parallel 21 feet.

- b. Sidewalks:
All sidewalks will be at least four feet (4') wide and provide adequate access to the buildings along with all PROJECT amenities. A five-foot wide City sidewalk will be provided generally along the section line roads that abut the PROJECT, constructed to City of Norman Standards. Sidewalks shall be placed no less than 1' from the abutting property lines.
- c. Sidewalks in single family detached parcels:
Sidewalks within single family detached parcels will be provided on both sides of the street.
- d. Sidewalks along Cedar Lane:
Current City of Norman ordinances require two (2), five foot (5') wide sidewalks, one on each side of Cedar Lane, each running the entire east-west length of the Property
- e. ADA guidelines:
Sidewalks will meet ADA guidelines, however, any trails within the PROJECT shall be excluded from any requirements to meet ADA guidelines as many of them are planned to follow the natural landscape and feature the natural beauty of the terrain. Therefore, meeting ADA guidelines may not be feasible.
- f. Block length:
Block length within single family detached parcels can be generally up to 700' in length, measured along the centerline of block.
- g. Cul-de-sac:
A cul-de-sac shall not generally exceed 600' in length. In large estate lot areas, cul-de-sacs shall not exceed 1200' or 16 lots, whichever is greater.

5. Transportation Improvements

Transportation improvements shall be provided pursuant to the Traffic Impact Analysis and recommendations therein, as such have been adopted with this PUD, or with future preliminary and final plats.

6. Right of Way

Transportation improvements shall be provided pursuant to the Traffic Impact Analysis and recommendations therein, as such have been adopted with this PUD, or with future preliminary and final plats

7. Development Phasing

The Applicants shall be permitted to develop the PROJECT in phases. Each phase shall be considered separately and shall not need to satisfy the open space, bulk density, or other requirements under the City's Code, provided that upon completion of development of all phases, in accordance with the Master Development Plan, said requirements shall be satisfied by the development considered as a whole, in accordance with this PUD as approved by the Norman City Council. PROJECT may be developed in phases at pace determined by market demand. Therefore, the market demand will be the determining factor in the number of units constructed in each SDA on lots, the number of lots developed at any given time, the progression of amenities that will serve the community, and all other aspects of sequence and timing in the development of the PROJECT, as determined by the Developer excluding the required public improvements necessary to serve the PROJECT as it is constructed. **EXHIBIT F** depicts the general phasing approach for infrastructure and construction of the PROJECT. At each "phase" a revised calculation of density, open space coverage shall be submitted to the City of Norman in keeping with proposal approved by the City Council.

8. Utilities/Infrastructure

Public utilities are planned as shown on the proposed Master Development Plan submitted herewith.

Utilities will be extended throughout the property as necessary to permit development of the property.

9. Lighting

All lighting over any common areas will be shielded from adjacent single-family homes. New commercial projects lighting shall meet the standards of the commercial lighting ordinance where applicable. Decorative street lights will be allowed within the common areas and parks within the PUD.

10. Sales Trailers

A temporary trailer will be allowed for use by sales representatives within each of the residential districts in the PROJECT. The trailer will have a parking area for customers per City specifications. The trailer will be removed within approximately twelve months after being on the site.

11. Landscaping

Landscape within the PROJECT for residential and non-residential uses will meet the City of Norman Ordinance. See **Exhibit G** (Preliminary Landscaping Plan)

12. Property Owner Association

A mandatory POA will be created to maintain all common elements, the intended pathways and all private open areas and improvements. The Developer may create one POA for the entire PROJECT, or may create one POA for the commercial and mixed use districts and one POA for the residential districts, with such decision being at the Developer's discretion. All aspects of all exterior improvements made to any property, must first be approved in writing by the Architectural Control Committee, in its sole discretion, of the applicable Property Owners Association prior to issuance of building permit and prior to commencement of any construction on any lot. The requirements set forth herein are not exhaustive or exacting as to the requirements that may be set forth by the Architectural Control Committee in its reviewing judgment, which may be much more extensive, restrictive, prohibitive, and descriptive than any of the requirements in this PUD or the building code. The separate tracts of ownership (Rieger and Shaz) may be developed under separate and independent POA's and governed independently, under different names and management. Additionally, the following requirements shall apply:

- Applications shall not be submitted to, or accepted by, City for review unless POA approval is included in application packet.
- All covenants shall be reviewed and approved at the Norman City Attorney's Office for compliance with City Code prior to approval of any final plat within this Project.

EXHIBITS

- A. Proposed Master Development Plan
- B. Wastewater Collection Study (on file at the City of Norman)
- C. Traffic Impact Analysis (on file at the City of Norman)
- D. Greenspace
- E. Drainage Impact Report (on file at the City of Norman)
- F. Phasing Plan
- G. Preliminary Landscaping Plan
- H. Typical Lot Layouts

EXHIBIT A

Proposed Master Development Plan

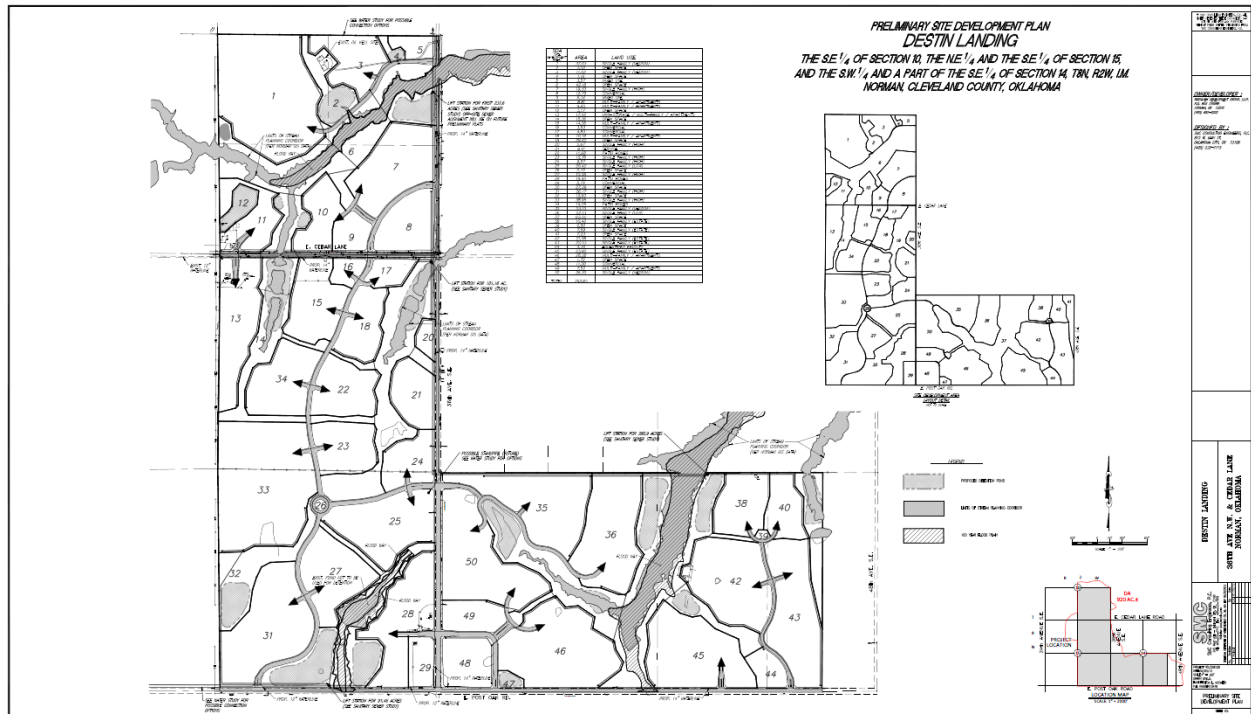
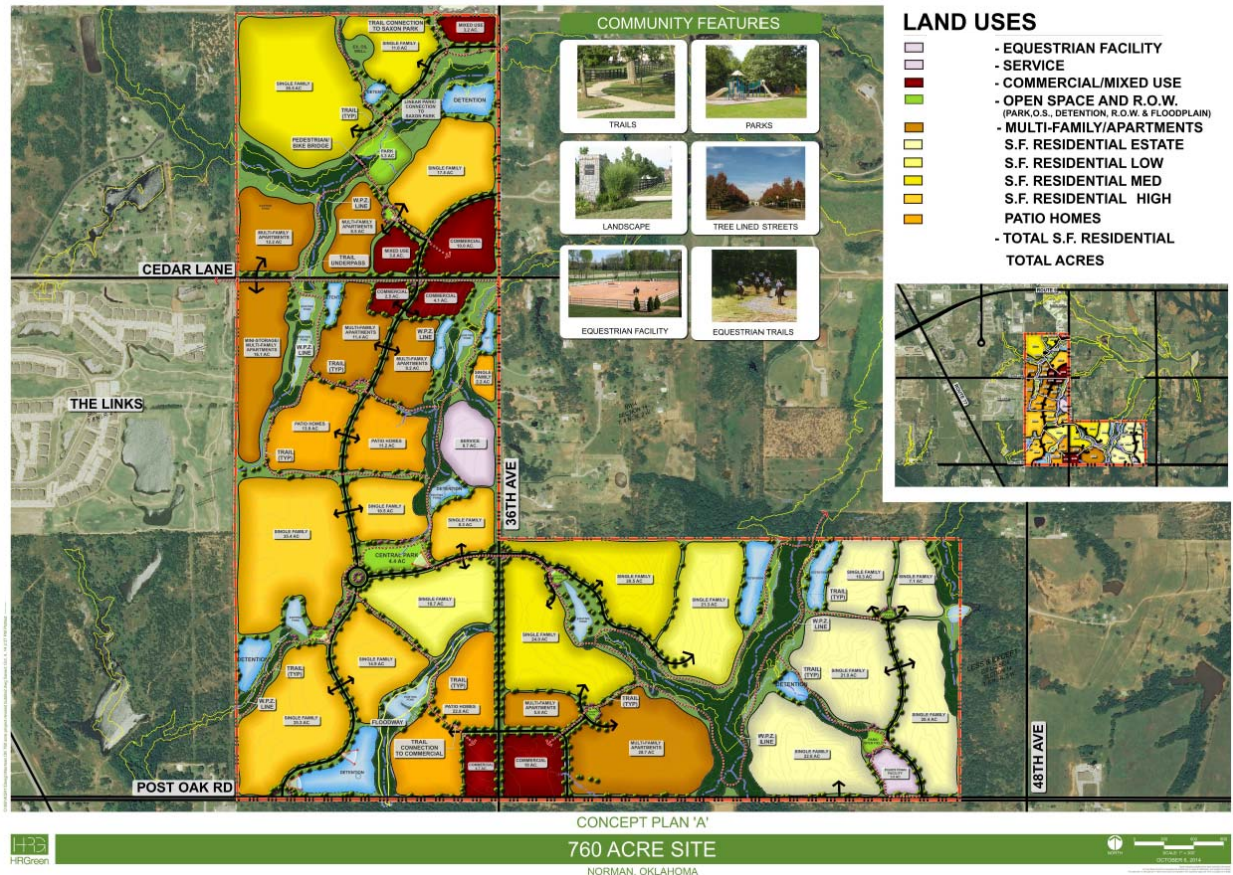


EXHIBIT B

Wastewater Collection Study (on file at the City of Norman)

EXHIBIT C

Traffic Impact Analysis (on file at the City of Norman)

EXHIBIT D Greenspace

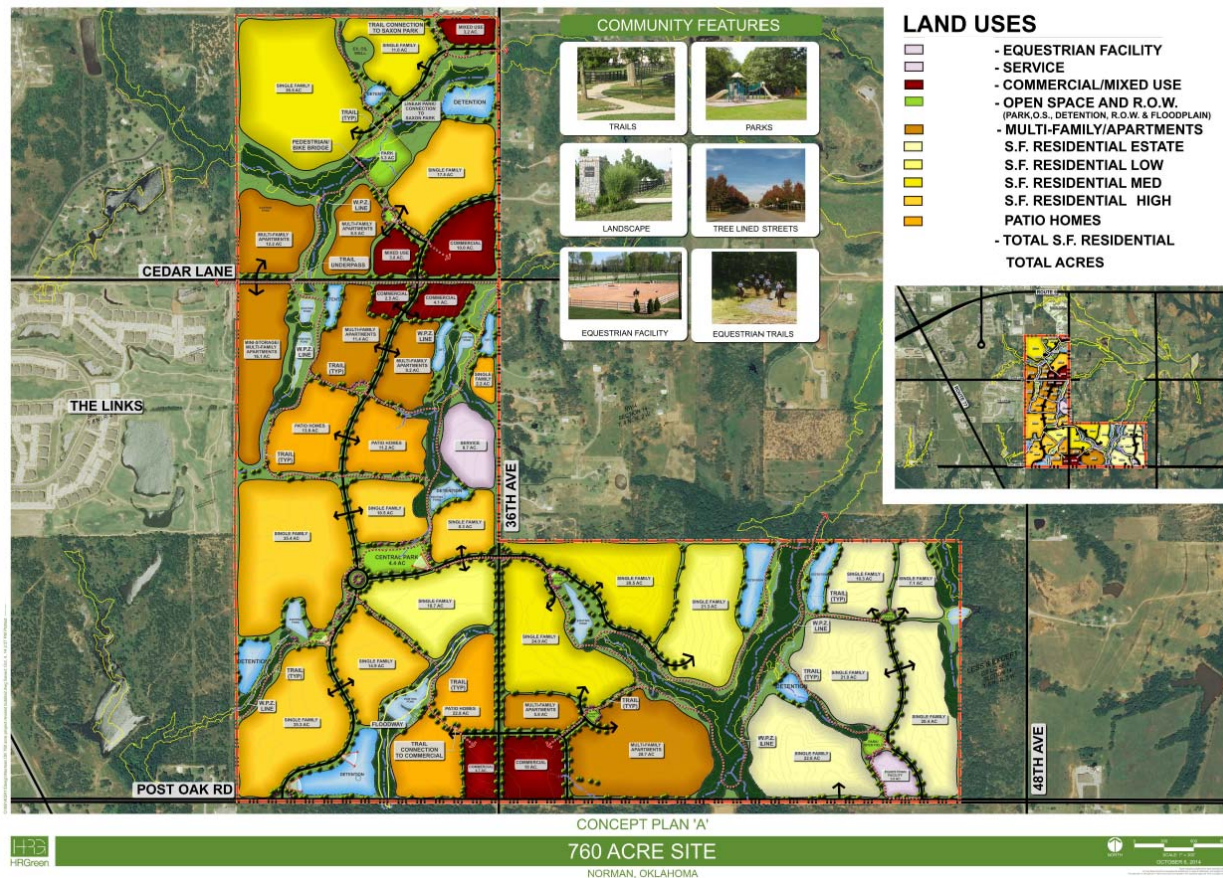
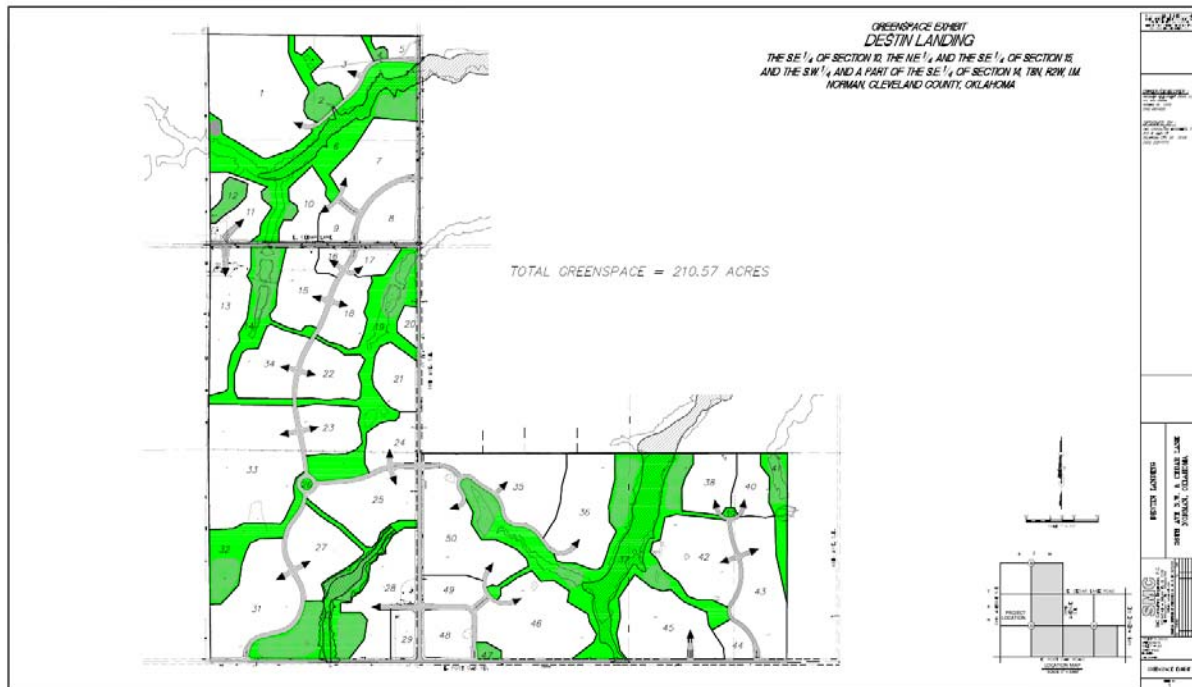
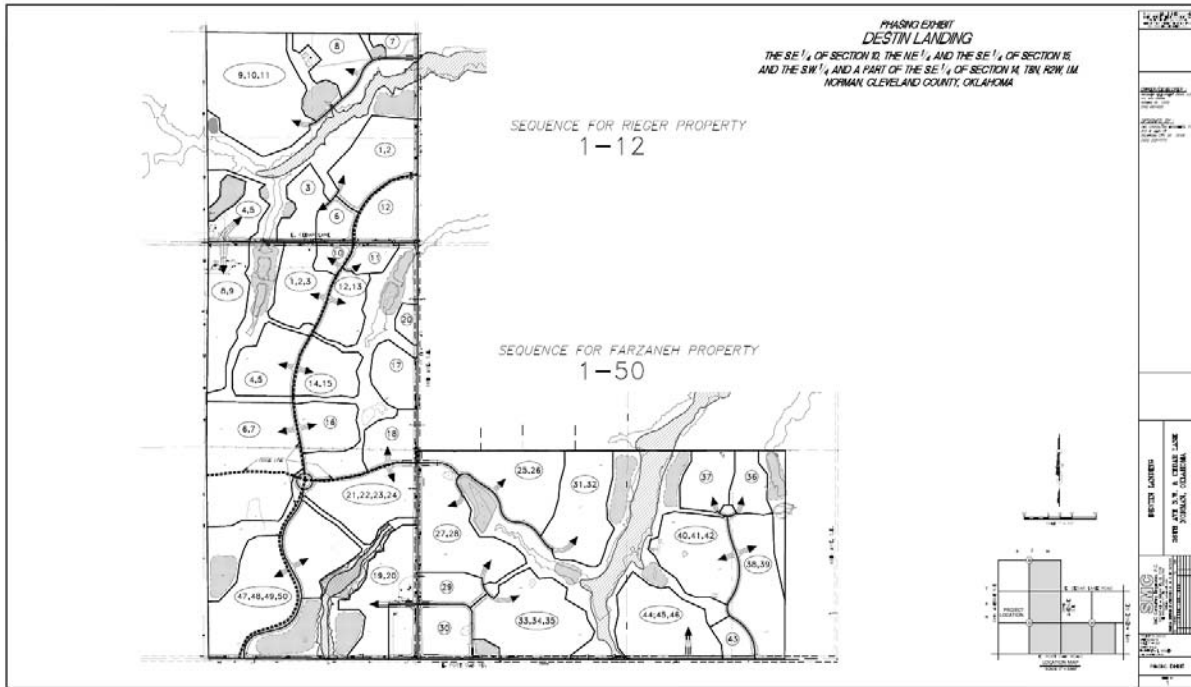


EXHIBIT E

Drainage Impact Report (on file at the City of Norman)

EXHIBIT F

Phasing Plan



Preliminary Landscaping Plan

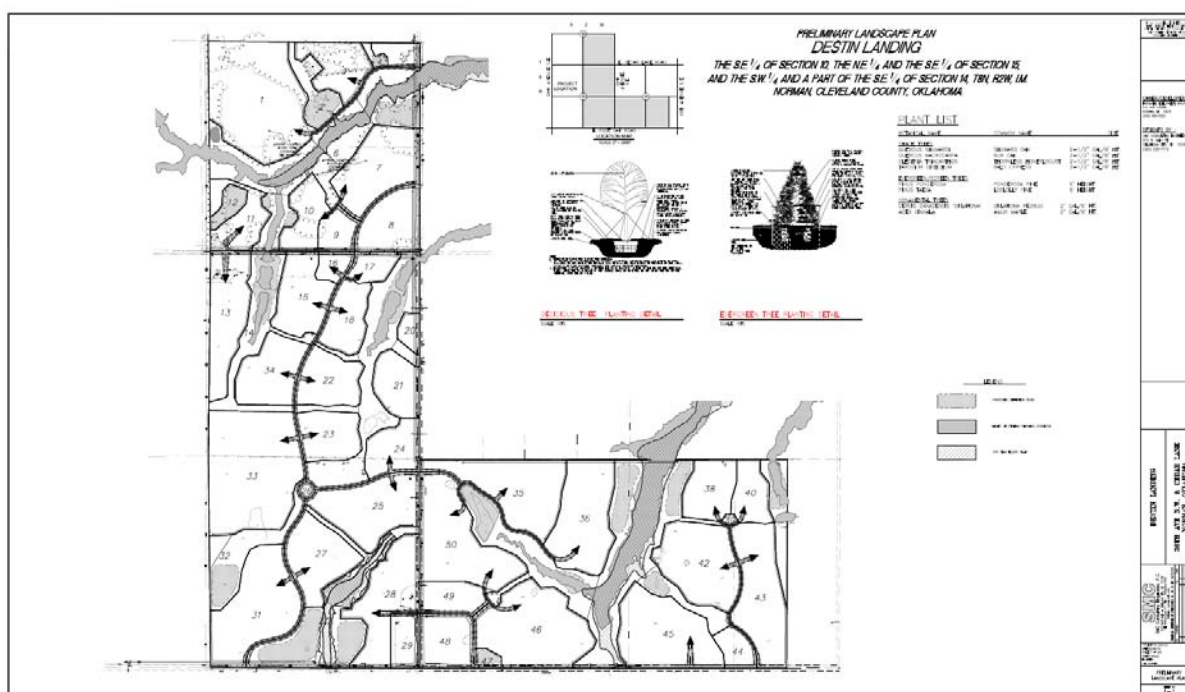


EXHIBIT H
Typical Lot Layouts, Setbacks:

