

COMMERCE PARKWAY ADDITION

Norman, Oklahoma

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

Revised June 24, 2005
June 13, 2005

PREPARED BY:

Spear & McCaleb Co., P.C.
815 W. Main
Oklahoma City, OK 73106

TABLE OF CONTENTS

COVER LETTER

I. INTRODUCTION

Background and Intent

II. PROPERTY DESCRIPTION/EXISTING SITE CONDITIONS

- A. Location
- B. Existing Land Use and Zoning
- C. Elevation and Topography
- D. Drainage
- E. Utility Services
- F. Fire Protection Services
- G. Traffic Circulation/Access

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

- A. Architectural Standards
- B. Open Space and Green Space
- C. Traffic Access/Circulation/Parking/Sidewalks
- D. Development Phasing

EXHIBITS

- A. Total Area of Commerce Parkway Addition (Preliminary Plat)
- B. Proposed Green Space for Commerce Parkway Addition
- C. Traffic Engineering Consultants Letter Dated 06/08/05.

I. INTRODUCTION

The Commerce Parkway Addition (CPA) project is proposed as a Planned Unit Development. The project is primary commercial and is approximately 71.17 acres in size with a possible 5.58 acre medium residential community and an 8.03 acre open space (parkland) area.

The applicant is requesting a rezoning of the Indian Hill property to Planned Unit Development (PUD) and is submitting a Rezoning Application/Preliminary Development plan and Preliminary Plat.

The purpose for this application is to stimulate a commercial interest at the gateway to Norman. This site is on the City limit line with the City of Moore. Development has rapidly occurred in Moore attracting many good commercial businesses. Those businesses have been able to vary site plans to accommodate specific individual requirements for lot size.

It is not possible, in this juncture, to realistically outline specific building footprints. This application requests flexibility to respond to those commercial requests and as specific users come forward, final plats and site plans will be submitted for City review and approval. The site plan submitted is purely conceptual. The preliminary plat that is submitted has been divided into a Lot and Block pattern. However, the plat has the capability to change to reduce or increase lots to meet demands based on buyer / tenant requirements.

The property has been previously final platted. Certain infrastructures are constricted or committed with approved construction plans. The waterline has been completely constructed in Indian Hills, service road, and Commerce Parkway. The line is connected to the existing 24-inch waterline in 36th Avenue N.W., thus completing the looped system. A sanitary sewer lift station has been constructed and discharges the raw effluent to the City of Moore sewer treatment plant. The lift station is privately maintained by the CPA Association. No permanent storm drainage structures have been constructed. The east/west collection road named Commerce Parkway will be constructed as shown.

CPA commits heavy landscaping along the I-35 service road and is submitting a landscape plan. In addition, Commerce Parkway will be heavily landscaped, as well, with the installation of decorated lighting. All buildings must be masonry on all sides using 80% of walls, excluding windows, doors, roofs, glass or sidewalk and walkway covers.

The PUD will have the following:

- 1) 20-foot front yard building line. Across the entire front of all lots a minimum 10' landscape strip shall be installed, which may not be encroached upon by parking or outdoor storage. One 8-foot tall canopy tree and one 8-foot tall understory or evergreen tree per each thirty feet of lot frontage, and one three-gallon shrub per five feet of building frontage shall be installed within this landscape strip. A three-year maintenance bond required when new landscaping is installed with the parking lot on the same tract shall cover such planting.
- 2) 20-foot rear yard building line.

CPA proposes the following described uses for the tracts, relating to the total developed land area as follows:

The terms used, immediately above, are defined to mean:

“Residential” – Any uses currently permitted as a matter of right in the RM-2 zoning district of the City of Norman.

“Commercial” – Any uses currently permitted as a matter of right in the C-2 zoning district of the City of Norman.

The anticipated uses for Block 2, Lots 2-5 is Office/Industrial. Block 1, Lots 1-4 may develop independently or as a centralized commercial development.

Lot 6 if Block 2 is capable of residential duplex or professional office.

The maximum lot coverage for all buildings or structures shall not exceed thirty-five to forty (35-40) percent of the lot area.

Final Plats: Whenever CPA has a specific Buyer or Tenant for any portion of the Property, CPA will cause a Final Plat and a Site Plan to be prepared and submitted to the City of Norman, for review and approval. Once approved, CPA will describe the tract, in its deed or lease, by Lot and Block numbers shown on the approved Final Plat. All Final Plats and building permits will be subject to then-applicable ordinances and regulations of the City of Norman.

The northern 600 L.F. of the land owned by CPA (not included in the PUD) has been reviewed and approved by ODOT for the route of the Outer Loop. That portion of the property is not included in the application. If the authorities modify those conditions, CPA reserves the right to bring forward plans for development. Parkland and Green Space requirements

for the entire PUD will be included if any portion of the land currently reserved for the Outer Loop is eventually included in the PUD.

II. PROPERTY DESCRIPTION/EXISTING SITE CONDITIONS

A. Location

Commerce Parkway Addition is located at the NW corner of Indian Hills Road and 36th Avenue N.W. The site is bordered on the south by Indian Hills Road; bordered on the east by I-35 Service Road; bordered on the west by 36th Avenue N.W.; and bordered on the north by City of Moore. No significant development is adjacent to the tract.

B. Existing Land Use and Zoning

The property is currently zoned I-1 and A-2. The site is currently vacant and is under construction per the approved final plat. No buildings or structures exist on the property. An active oil well is on the site.

C. Elevation and Topography

The site is 80% flat with steep drainage ravines located on the north. A portion drains to the southeast corner. The remaining land slopes to the north.

D. Drainage

A Drainage Impact Analysis was prepared and approved by the City Engineer. The report may be modified with subsequent final plats.

E. Utility Services

All of the required utility systems for the projects (including water, sewer, gas, telephone and electric) are currently located adjacent to the boundaries of the property.

F. Fire Protection Services

Fire protection services will be provided by the City of Norman Fire Department and by Owner provided NFPA 13R building sprinkler systems.

G. Traffic Circulation and Access

Primary vehicular access to the site would be provided by Indian Hills Road, I-35 Service Road, and 36th Avenue N.W. Commerce Parkway is under construction and construction plans have been approved. Updated Traffic Impact Analysis will be required as the project is final platted to establish intersection design and pro-rata cost sharing.

III. DEVELOPMENT PLAN AND DESIGN CONCEPT

A. Architectural Standards

Construction Material

All nonresidential buildings constructed in the PUD shall have all exterior walls constructed using masonry material, which shall mean and include brick, slump-faced or decorative concrete block, stucco, concrete (poured in place, pre-cast or tilt-wall) with aggregate, sandblasted or textured coating finish, stone, rock or other structural material of equal durability and architectural effect, covering at least eighty percent (80%) of said walls, exclusive of all windows, doors, roofs, glass, or sidewalk and walkway covers. Smooth faced concrete block or concrete tilt-wall, except as accent to approved finish material, shall not be included in the 80% coverage requirement on the principal facade.

Roof Design Standards

In an effort to screen rooftop mechanical equipment, other appurtenances, and flat or built-up roofs, all structures having a 6,000 square feet or less footprint shall be constructed with a pitched roof. Those structures having a footprint greater than 6,000 square feet shall be constructed with either a pitched, parapet or mansard roof system (enclosed on all sides). Standing seam metal roofs shall be constructed of a factory-treated, non-metallic, matte finish. Metal roofs with lapped-seamed construction, bituminous built-up roofs, and flat, membrane-type roofs which are visible from adjacent public ROW shall be prohibited.

Mechanical Equipment Screening

All buildings must be designed such that no mechanical equipment (HVAC, etc.) or satellite dishes shall be visible from I-35, Indian Hills Road, 36th Avenue N.W., and Commerce Parkway. This shall include equipment on the roof, on the ground, or otherwise attached to the building or located on the site. Rooftop mechanical equipment and / or other rooftop appurtenance screening shall be accomplished by either the construction of 1) the roof systems described above or 2) an architectural feature which is integral to the building's design and

ensures that such equipment is not visible from adjacent public ROW. All rooftop mechanicals or architectural features described herein shall be shown on the required building elevations at the time of site plan approval.

Façade Articulation

On all non-residential buildings, all façades which are visible from I-35, Indian Hills Road, 36th Avenue N.W., and Commerce Parkway, the following horizontal and vertical articulation must be met:

- a. Horizontal Articulation: No building façade shall extend greater than three (3) times the wall's height without having a minimum off-set of 15% of the wall's height, and such off-set shall continue for a minimum distance equal to at least 25% of the maximum length of either adjacent plane.
- b. Vertical Articulation: No horizontal wall shall extend for a distance greater than three (3) times the height of the wall without changing height by a minimum of 15% of the wall's height, and such height change shall continue for a minimum distance equal to at least 25% of the maximum length of either adjacent plane.

Exposed Columns

Exposed structural support columns shall be constructed of, or clad in, the same masonry material as the principal façade of the structure. Architecturally significant columns (e.g. fluted, etc.) may be permitted.

Architectural Fencing

All architectural fencing which runs roughly parallel to and are visible from the I-35, Indian Hills Road, 36th Avenue N.W., and Commerce Parkway rights-of-way, shall be constructed of the primary masonry materials of the building, wrought iron or living plant material. It shall not run in a straight line without being off-set by a minimum of 6 feet every 60 feet. No chain link fencing with metallic finishes will be allowed within the PUD.

Loading and Service Areas:

Loading and service areas shall be located at the side or rear of buildings. A minimum 10 foot solid screening wall shall be required to screen views of loading docks and loading spaces intended for tractor/semi-trailer delivery from any public right-of-way. This 10 foot wall must screen the entire loading dock or space. Screening material shall utilize similar masonry materials to the front façade. The accommodation of adequate access for service delivery trucks may be evaluated to determine the extent of screening required.

Trash and Recycling Receptacles

Trash and recycling receptacles shall be four sided with a gate and to the side or rear of the principal building. They shall be screened by a minimum eight foot (8') solid masonry screen and shall utilize similar masonry materials to the principal façade of the structure.

Play Structures

Play structures, not used as the principal use of the premises, shall not be placed outdoors between the primary building and any adjacent public ROW.

Requirements for Outdoor Storage

The following are requirements for outdoor storage for non-residential uses within the PUD. All uses with storage and display of any goods, materials, merchandise, equipment, parts, junk or vehicles (overnight parking) shall not be permitted unless in conformance with the following:

- a. All proposed areas used for outdoor storage and the associated method of screening shall be indicated on an approved site plan along with scaled elevation drawings indicating the type of screening and materials proposed to be utilized. Chain link fencing with a metallic finish with plastic slat inserts shall not constitute an acceptable screening device.
- b. No portion of the screening device shall be used for advertising and display of signage or materials.
- c. Outdoor storage areas shall observe all setback requirements for the principal building on the lot.
- d. All surface areas dedicated to outdoor storage must be constructed of an all weather surface material and shall be exclusive of any required parking.
- e. Materials stored outdoors, excluding vehicles, trailers, and mobile machinery or equipment, shall be stacked no higher than one (1) foot below the top of the required screen.
- f. Where the principal use of the premises involves the sale and display of finished vehicles, such as automobiles, boats, and recreational vehicles, no special screening will be required for the display of inventory for sale other than landscaping that would be required for parking areas and other buildings required by this PUD and the City of Norman; however, screening will be required for vehicles held in any service and / or repair yards.
- g. The outdoor storage of living plant material stored on the ground is not subject to the screening requirements; however, screening will be required for all equipment, tools, vehicles, etc. associated with the upkeep and maintenance of the living plant material that are stored outdoors.

- h. In no instance shall outside display of merchandise be located within, nor encroach upon, a fire lane, maneuvering aisle, or a parking space necessary to meet the minimum parking requirements of all the uses on the lot.

Screening

Items stored outside any enclosed building must be screened by a fence, which contains elements of the primary masonry facade of the structure which is tall enough to completely screen the stored items from the view of passing motorists and pedestrians. In no event shall such fence be less than six feet (6') tall. Such storage must be behind any applicable building setback lines. Automobiles, trucks, recreational vehicles, boats and similar fully-finished products, which are part of inventories being offered for sale at retail, are expressly excluded from the screening requirement in this paragraph. At the time any Final Plat is submitted, it must specify any outdoor storage and /or sales area.

Signage

- Entryway signs:
The entrance to the PUD at I-35 Service Road and Indian Hills Road will contain a sign designating the development. The sign will conform to current City signage requirements. The sign may be lighted and landscaped with appropriate vegetation and planter boxes designed so as not to interfere with traffic site lines. Vegetation may also be located in the traffic-calming device at the entry; similar to what is located on the entry fence.
- Other signage:
All other signage related to specific structures within the PUD will be in conformance with the City of Norman's sign codes with regard to size and height; however, all signs must also be approved by CPA to ensure consistency within the PUD.

Amenities

- Streetscapes along Commerce Parkway & I-35 Service Road.
- Decorative lighting along Commerce Parkway.

B. Open space and green space

Open space areas will be located throughout the project. Open space will exceed 15% of the total site area.

If a residential component is platted, the developer will pay a fee-in-lieu of park land dedication.

The project will fully comply with all Norman ordinances and regulations relating to landscaping. On-site landscaping will be installed when a Building Permit is issued. Commerce Parkway will be landscaped, irrigated, and have decorative lighting. This will be constructed with the public roadway.

The maintenance of any and all streetscaping (along with the operation and maintenance of all common drainage / detention areas and any other common areas) will be the responsibility of a mandatory Property Owners Association that has been formed by CPA.

C. Traffic access/circulation/parking and sidewalks

The PUD will have public streets to serve all lots. The access to the PUD will be from Indian Hills Road, 36th Avenue N.W., I-35 Service Road, and Commerce Parkway (internal public streets). No private gates are planned. Landscape buffers will accommodate all City of Norman traffic department sight triangle requirements. All internal streets will have adequate circulation provided for the fire department and City Waste Management Services.

All private sidewalks will be four feet (4') wide and provide adequate access (normal/handicapped) to the buildings along with all project amenities. A five-foot wide City sidewalk will be provided along Indian Hills Road and 36th Avenue N.W., constructed to City of Norman Standards.

D. Development Phasing

The project may be developed in phases in any sequence. Market, demand will be the determining factor in the number of units constructed. Phase One will be the construction of Commerce Parkway, the landscape areas, lighting along Commerce Parkway, all public utilities associated with Commerce Parkway, and a waterline loop around the property. Phase Two is project to be the southwest portion of the tract. Phase Three will be the residential/office area.