



# TABLE OF CONTENTS

| 01 | Executive Summary                         | 4 – / |   |
|----|---|-------|---|
| 02 | Site / Building Infrastructure Assessment | 4 – 7 | , |
| 03 | Departmental Characteristics              | 4 – 7 | , |
| 04 | Graphic Diagrams                          | 4 – 7 | , |
| 05 | Space Programming Matrix                  | 4 – 7 | , |
| 06 | Personnel Assessment                      | 4 – 7 | , |
| 07 | Economics                                 | 4 – 7 | , |
| 80 | Departmental Redundancies                 | 4 – 7 | , |
| 09 | Appendices                                | 4 – 7 | , |

# **MASTER PLAN TEAM**

ADG | Blatt Project Manager, Design Development, Mechanical and Plumbing Assessment

**CEC Corporation** Civil and Electrical Assessment

White and Associates Construction Estimator

Artman Appraisals Commercial Appraiser





# EXECUTIVE SUMMARY

# **EXECUTIVE SUMMARY**

### **Master Plan Goal**

The purpose of this Master Planning effort, as noted in the original request for qualifications, is to develop a "sound, actionable, and fiscally responsible Public Works and Utilities facilities master plan that supports all aspects of both Departments' operational needs existing now and in the future. Currently, the Public Works Department has operations at three major locations: North Base, Lindsey Yard and City Hall. The City Utilities Department also has operations at North Base, City Hall and four other locations. The facilities master plan should focus on the preservation and potential redevelopment and/or readapting of current facilities as well as the identification of and/or planning for new facilities to establish a framework for the anticipated Department facility needs for the next 20 – 30 years.

### **Master Plan Process**

ADG | Blatt and the North Base Master Plan team have embarked on a series of tasks in order to compile the necessary data and information to fully execute this Master Plan effort.

- Task 1: Information Gathering
- Task 2: Programmatic Inventories
- Task 3: Operations Interviews
- Task 4: Program Projections and Space Allocations
- Task 5: Concept Development
- Task 6: Feasibility Study (current task)
- Task 7: Final Report

At the conclusion of each task, ADG | Blatt has submitted its findings in report format to the City of Norman Department of Public Works for review, comment, and approval. Throughout Tasks 4 and 5, as programmatic adjacencies were identified and conceptual designs began to take shape, the team had regular meetings with all divisions of Public Works and staff from the Utilities, Parks and Facility Maintenance, and Fire Departments. Staff feedback is crucial to the overall success of the design and this project was the proud benefactor of a wealth of commentary from all stakeholders.

This Final Report is be a comprehensive document compiling all of the information acquired throughout this process, notes from employee interviews, site commentary, cost estimates and projections, financial data, proposed master plan, and any other necessary documents relevant to this effort.





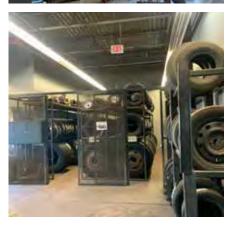












# **Project Considerations**

The North Base Master Plan team is working to develop a Final Master Plan package that reflects the guiding principles from the City's vision and common themes generated during interviews in Tasks 1 - 3 with Public Works, Parks and Facility Maintenance, Utilities and Sanitation, Fire, as well as City of Norman management staff. These guiding principles include the following:

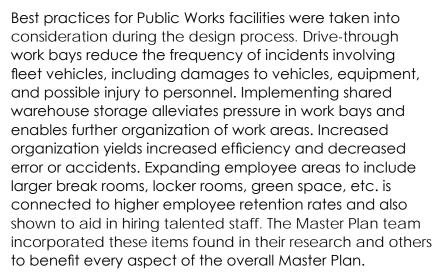
- Improve Efficiencies
  - Create space for shared work functions (ie. a shared welding in a centralized location for ease of use)
  - Combine shared functions and programs into the same space
  - Eliminate redundancies in administrative support staff by combining duplicated spaces
- Improve (and expand) Employee Areas
  - Enlarge employee locker rooms and break areas
  - Provide additional employee amenities to attract and retain talented staff
  - Explore outdoor wellness areas and green space

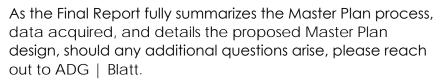
- Implement Sustainable Elements
  - Utilize solar energy to offset utility costs
  - Incorporating electric vehicle charging stations throughout the campus
- Increase Storage
  - Establish systematic organization in designated areas, reducing storing items in work areas which can potentially halt or hinder productivity
  - Provide storage bays that can house heavy-duty equipment and fleet vehicles in the event of a weather event that will not interfere with daily operations
- Address Parking
  - Separate employee parking from fleet parking and removed from daily operational circulation of vehicles
  - Ensure adequate parking for light, medium, and heavy-duty vehicles now and with projected growth for the next 30-years
  - Provide covered parking throughout the campus



# **Master Plan Development**

As the Master Plan's tasks were in progress and considerations were being formed, the concept for the proposed design began to take shape. As outlined in Section 08 of this Volume, redundancies between departments were identified and informed the direction of programming adjacencies. Refining duplicative tasks and functions will help streamline operations and enable space to be used more efficiently.











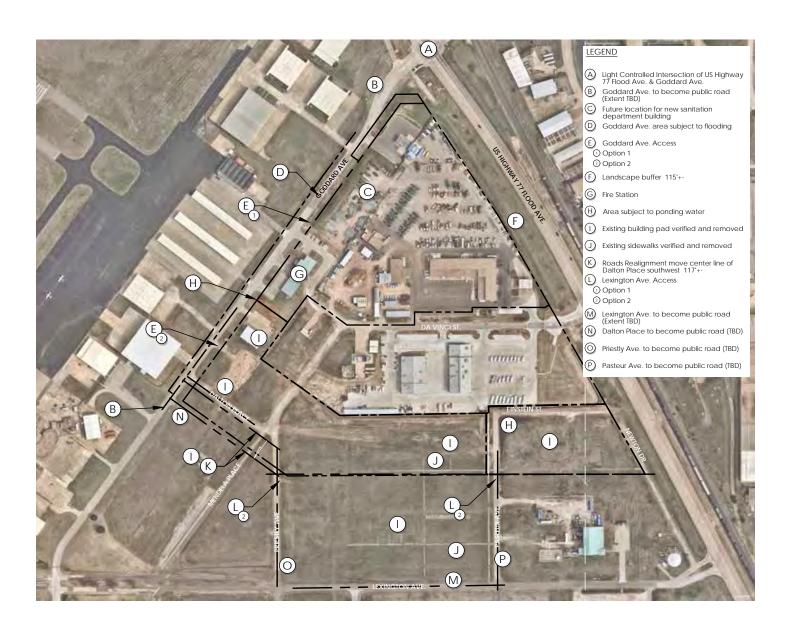




# SITE / BUILDING INFRASTRUCTURE ASSESSMENT

## **NORTH BASE**

The overall City of Norman owned property is approximately 26 acres, located on the north side of Norman, bounded at the intersection of US Highway 77 on the east and Goddard Avenue and Max Westheimer Airport on the west. The southern boundary of the site is an irregular line approximated on the eastern boundary by Einstein Street and on the western boundary by an alignment that separates the City of North Fire Station No. 7 and the University of Oklahoma Sooner Flight Academy. Adjacent to the southern boundary is University of Oklahoma property. Recent improvements to the internal Da Vinci Street subdivides the property into northern and southern sections. The affected area of this proposed Master Plan effort is approximately 10.4 acres.



### Current Infrastructure

The site and building components located on the North Base Campus contain City of Norman departmental presences as follows (RE: Site Map and Site Infrastructure Matrices):







### Fleet Management Department Building:

Located north of Da Vinci Street, the current building contains both Fleet Maintenance and Line Maintenance Departments.

### Traffic Control Department Building:

Located north of Da Vinci Street, the current site presence includes a primary building and several ancillary structures.

### Sanitation Department Building:

Located north of Da Vinci Street and towards the western portion of the property, the current building contains is obsolete and is to be replaced with a new structure.

### Fire Tower Training Facility:

Located on the southern portion of the property and south of Da Vinci Street, this facility is being phased out and relocated to a possible off- site location. This property will become available as a part of the proposed Long Range Master Plan







### Compressed Natural Gas (CNG) Fueling Station:

Located north of Da Vinci Street and in the northernmost portion of the property, this station is one of the newer structures on the property. This facility has been diligently maintained with respect to both maintenance and code/ordinance compliance and is an integral component of the north base campus. This facility is to remain in action and is not intended to be modified in the short term.

# Compressed Natural Gas (CNG) Slow Fueling Infrastructure:

Sanitation: Eleven (11) stations with the capacity for twenty-two (22) sanitation vehicles. The location of these fueling stations is adjacent and convenient to the proposed new Sanitation Building.

Fleet Maintenance: Seven (7) stations with the capacity for fourteen (14) vehicles. The location of these fueling stations is in the central portion of the property.

Growth: Sub-grade raceways with rough stub ups have been provided for an additional five (5) stations with a capacity for ten (10) potential slow fill fueling stations. The location of these fueling stations is in the central portion of the property.

### **Petroleum Fueling Stations:**

Located north of Da Vinci Street and towards the eastern portion of the property, the current two island station is undersized for the needs of the facility and are supplied by sub-grade tanks that are nearing the end of their life cycle.



# Proposed / Future Infrastructure Under Construction:

The site and building components located on the North Base Campus contain City of Norman departmental presences as follows (RE: Site Map and Site Infrastructure Matrices):





### Proposed Transit and Public Safety Maintenance Building:

Currently under construction, this facility will house a duplicated staff of the existing fleet maintenance building and will support approximately 30 large vehicles including buses, fire apparatus and police vehicles. The vehicles serviced out of this facility will represent approximately 3% of the current City of Norman Fleet (30 of 900).

### Proposed CNG slow fuel stations and Electric Vehicle Charging Stations:

Currently under construction, a CNG line has been extended from the current on site infrastructure to the paved area east of the new Proposed Transit and Public Safety Maintenance Building. This area will contain new CNG slow fueling stations.

Currently under construction, the paved area east of the new Proposed Transit and Public Safety Maintenance Building will contain new electric vehicle charging stations.

### **Proposed Parks Maintenance Building:**

Currently under construction, this facility will house the staff and support functions that currently reside at the Reaves Park, Griffin Park, Hall Park and City Hall facilities.

### **Proposed Sanitation Department Building:**

New Sanitation Department building is proposed to the northwest of the current sanitation vehicle slow fuel CNG stations. Construction has not commenced for this building.

### **Proposed Vehicle Wash Bay:**

New Vehicle Wash Bay building is proposed to the northwest of the current Fire Training Tower. Construction has not commenced for this building.

# Storage and Parking







### On Property Storage:

Several areas dispersed throughout the site contain stored and staged materials for City use. The primary lay down space for Traffic signals, poles, etc. was displaced with the commencement of the new Sanitation building. There is also open space that contractors could drive through and pick up construction materials for projects the City of Norman do not self-perform. Some lay down space will need to be identified to accommodate for future growth and operations.

Stored materials include, but are not limited to, the following:

- 1. Topsoil / Sand
- 2. Construction Materials
- 3. Light pole parts and pieces
- 4. Equipment Staging

Several auxiliary storage buildings are used primarily by the Traffic Division to store signs, road, barricades, and various other items. These buildings are at capacity and additional storage space is necessary.

The Fleet Division has a separate parking lot at the North end of the site to store vehicles and equipment that have been slated for auction known as the "auction yard." Miscellaneous parts and pieces are also staged here.

### On Property Parking:

Several areas are designated for on site parking:

- 1. Administrative Parking (Front Lot) 88 spaces
- 2. Staging and Waiting Parking 50 spaces
- 3. North of Staging Parking 23 spaces
- 4. Done Line (Adjacent to auction yard) 16 spaces
- 5. Sanitation Parking 22 spaces (not verified on site)
- 6. Sanitation Slow Fuel (night parking) 14 spaces
- 7. Line Maintenance Slow Fuel (night parking) 22 spaces
- 8. Traffic Control Parking 16 Spaces
- 9. Parks Maintenance and Transit and Public Safety Maintenance Building 74 spaces (not verified on site)
- 10. Parks Maintenance and Transit and Public Safety Maintenance Building deep spaces 40 spaces (not verified on site)
- 11. Parks Maintenance and Transit and Public Safety Maintenance Building 31 CNG slow fuel spaces / Electric Vehicle Charging shared pull through spaces (not verified on site)

There are current site constraints on the north base property with respect to parking. These constraints include but are not limited to the following:

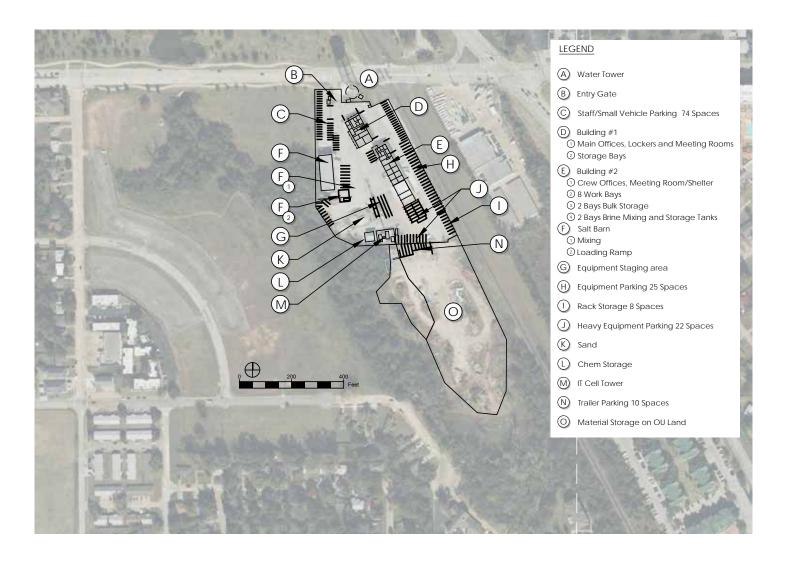




- There is a need for purposeful wayfinding and site signage to identify and contain specific parking types and quantities.
- The current parking lot configuration creates an inefficient routing of vehicles as well as a constrained connection between the parking spaces and the vehicle service functions.
- The location of the Fleet
   Maintenance CNG slow fuel stations
   is in a centralized area that could have a higher performing purpose.
- There is an inadequate number of parking spaces based on the number of vehicles that will be on site.

# LINDSEY YARD

The property is an approximate total 9.55 acres (5.2 acres in the primary property area and an additional 4.35 adjacent acres immediately south) located on the south side of East Lindsey Street adjacent and immediately west of the BNSF Railway. The western edge of the property is bounded by a creek that originates out of Brandt Park and converges into Bishop Creek to the south of the property.



### Current Infrastructure

The site and building components located on the Lindsey Yard Site contain City of Norman departmental presences as follows (RE: Site Map and Site Infrastructure Matrices):





### Building #1 - Main Office Building:

Located on the northern portion of the property and surrounded by parking spaces and vehicular access drives. This 6800 SF building houses Administration spaces for the City of Norman Street Maintenance and Stormwater Maintenance. Additionally, this building has and three (3) south facing service bays.

### Building #2:

Located towards the middle and eastern portions of the property and providing additional support spaces for Street

Maintenance and Stormwater Maintenance divisions, the northern two bays of this building contain administrative spaces which support nine (9) additional bays on the southern portion of the building. Some of the bays are divided into two (2) program functions in the east/west direction.

### Salt Storage Structure:

Located in the center of the property and adjacent to the west property boundary, this approximately 8,000 SF open air building is dedicated to the storage of salt product for City use.

### **Chemical Storage Building:**

This enclosed building is located on the far south side of the designated property.

### **IT Towers and Servers:**

Enclosed within a small gated fenced area adjacent to the south side of the property, this area contains IT Cell towers and Servers.

# Storage and Parking



### On Property Storage:

Several areas dispersed throughout the property contain stored and staged materials for City use. Although not severely inefficient, the current layout planning incorporates a fair amount of vehicular circulation. Stored materials include, but are not limited to, the following:

- 1. Topsoil
- 2. Sand
- 3. Construction Materials
- 4. Salt Mixing / Loading
- 5. Heavy Equipment Staging
- 6. Racks



### On Property Parking:

Several areas are designated for on site parking:

- 1. Administrative Parking 74 spaces
- 2. Large Vehicle Storage (12x38) 25 spaces
- 3. Rack spaces / stalls 25 spaces.
- 4. Heavy Equipment Parking 11 spaces
- 5. Salt Barn Parking (enlarged stalls) 7 spaces
- 6. Trailer Parking (South Property) 10 spaces
- 7. Additional Parking undefined.

### **South Property Storage:**

Several areas dispersed throughout the south property contain stored and staged materials for City use. There is a substantial amount of vehicular circulation on this portion of the property. Stored materials include, but are not limited to, the following:

- 1. Dirty Topsoil
- Material Storage (various staged areas)
- 3. Rip Rap
- 4. 2" Rock Storage
- Construction Debris (various staged areas)
- 6. Compostable Debris





# **REAVES PARK**

The property and associated infrastructure and personnel located at Reaves Park will no longer be used for the City of Norman Parks Maintenance Department. This Department is being relocated to the North Base property to a new facility which is currently under construction. This building is scheduled to be substantially complete in the upcoming months.

## **Proposed Infrastructure**

The new building is located on the south side of Da Vinci Street which is considered outside of the proposed North Base Master Plan.

# CITY HALL

The City Hall Property, approximately 15,870 square foot facility located at approximately 104 West Gray Street, houses the Facility Maintenance which has been recently incorporated under Parks and Recreation's purview. Facility Maintenance was formerly under the responsibility of the City Clerk's office. The Department is currently evaluating leasing an existing building on private property.

### **Current Infrastructure**



The current facility is a combination of administration, warehouse and storage for various City of Norman departments. The Administration area houses electrical, HVAC, Plumbing and Cleaning staff positions as well as managers and executive assistants.

The warehouse area contains parts and materials for the City of Norman inventory of construction infrastructure.

The storage area contains boxes of documents that do not relate to the Facility Maintenance Department daily operations.





# DEPARTMENTAL CHARACTERISTICS AND PLANNING

# **NORTH BASE**

### Fleet Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The Fleet Maintenance department currently manages 900 pieces of equipment of varying sizes and scale. Operational activities are not currently efficient due to the layout of the facility and how City staff deliver vehicles and equipment for service, potentially interrupting the flow of operations. The Fleet Maintenance management and staff understand the current conditions and work to optimize their operations within the current site and facility parameters.

### Goals:

### 0-5 years:

Initiate a concentrated effort to bring the minimum facility operations into compliance with the identified deficiencies identified in the 2013 Review of Fleet Management & Maintenance Practices report. Findings of this report indicate that the current facilities are 50% undersized. Upgrade site infrastructure to accommodate the current fleet equipment and quantity. Infrastructure upgrades will include new and additional sub-grade fuel storage systems, additional fuel dispensary bays, and additional fuel islands. Building upgrades will include additional pull-through bays for each equipment size and type, upgrades to administrative areas including but not limited to conference areas, break area, toilet/locker rooms.

### 10-20 years:

Plan for efficient operations including site and infrastructure planning, creating an environment that is optimized for success. Building layout will be specific to product work flow and separate functions of the maintenance bays from interaction with incoming and outgoing city staff. Infrastructure and personnel planning will be critically analyzed in order to eliminate redundant functions and pursue reductions in operational expenses.

### 20-30 years:

Long range planning will identify innovative site, building and staffing elements that are outside of current funding / staff allocation / City potential. Pursued items might include grand initiatives which will elevate the potential for this department in a manner that can only be accomplished through a defined vision and City dedication for pursuit.

### Line Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The Line Maintenance department currently operates a single service bay and multiple bays of open storage space. Detailed accounting of departmental activities has not been documented.

### Goals:

### 0-5, 10-20 and 20-30 years:

Line Maintenance is currently planned to move to a new off-site facility and will not maintain a physical presence on the North Base Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.



### Traffic

### Departmental Characteristics, Activities, and Initiatives:

The Traffic Control Department occupies a single administrative and operations building and multiple ancillary and storage buildings on the property. Detailed accounting of departmental activities has not been documented.

### Goals:

### 0-5 years:

With investigation of the Traffic Control departments daily operations and activities, short term goals will include bringing site and building infrastructure up to current City standards and identifying location and funding for the Traffic Management Center. The division is investigating incorporating the Traffic Management Center into the new Emergency Communications and Operations Center, currently under design.

### 10-20 years:

Plan for efficient operations including site and infrastructure planning creating an environment that is optimized for success. Building layout modifications will address areas that are less efficient then the current operational intent. Infrastructure and Personnel planning will be critically analyzed in order to eliminate redundant functions and pursue reductions in operational expenses.

### 20-30 years:

Long range planning will identify innovative site, building and staffing elements that are outside of current funding / staff allocation / City potential. Pursued items might include grand initiatives which will elevate the potential for this department in a manner that can only be accomplished through a defined vision and City dedication for pursuit.

# Fire Training Tower

### Departmental Characteristics, Activities, and Initiatives:

The Fire Training Tower exists south of Da Vinci Street. Detailed accounting of departmental activities for this infrastructure has not been documented.

### Goals:

0-5, 10-20 and 20-30 years:

The Fire Training Tower is currently planned to move to a new off- site facility and will not maintain a physical presence on the North Base Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.

# Transit and Parking Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The new Transit and Public Safety Maintenance department is currently under construction with completion expected in the near future. Interviews with current City staff have provided insight to the intent for this new building, including projected growth and shared elements. This new building is located to the south of Da Vinci Street and considered outside of the primary master plan area. As a periphery element on the site with the potential for efficient operations and shared functions, this department might be referenced as a part of the North Base Master Plan.

Detailed accounting of departmental activities has not been documented.

### Goals:

0-5, 10-20 and 20-30 years:

Transit and Public Safety Maintenance department is currently being constructed south of Da Vinci Street and will not maintain a physical presence on the Primary portion North Base Master Plan Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.

### Parks Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The new Parks Maintenance facility is currently under construction with completion expected in the near future. Interviews with current City staff have provided insight to the intent for this new building, including projected growth and shared elements. This new building is located to the south of Da Vinci Street and considered outside of the primary master plan land area. As a periphery element on the site with the potential for efficient operations and shared functions, this department might be referenced as a part of the North Base Master Plan.

Detailed accounting of departmental activities has not been documented.

### Goals:

0-5, 10-20 and 20-30 years:

The Parks Maintenance department is currently being constructed south of Da Vinci Street and will not maintain a physical presence on the Primary portion North Base Master Plan Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.



### Sanitation

### Departmental Characteristics, Activities, and Initiatives:

The Sanitation Department occupies a single operations building and single ancillary buildings on the western portion of the north base property. Detailed accounting of departmental activities has not been documented.

A new building is currently projected for construction on the west side of the North Base site with primary access from Goddard Street. Commencement of construction and an anticipated completion date is not known. As a periphery element on the site with the potential for efficient operations and shared functions, this department might be referenced as a part of the North Base Master Plan.

Detailed accounting of departmental activities has not been documented.

### Goals:

0-5, 10-20 and 20-30 years:

The Sanitation department is proposed for construction west and outside of the Primary portion North Base Master Plan Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.

# Vehicle Wash Bay:

### Departmental Characteristics, Activities, and Initiatives:

A new Wash Bay facility is currently projected for construction on the west side of the North Base site and south of Da Vinci Street. Commencement of construction and an anticipated completion date is not known. As a periphery element on the site with the potential for efficient operations and shared functions, this department might be referenced as a part of the North Base Master Plan.

Detailed accounting of departmental activities has not been documented.

### Goals:

0-5, 10-20 and 20-30 years:

The future Wash Bay is proposed for construction west and outside of the Primary portion North Base Master Plan Site. Short, Medium and Long range documentation for this department is not anticipated as a part of this Master Planning effort.

# LINDSEY YARD

### Street Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The Street Maintenance department co-occupies a single administrative building, a maintenance bay building and an open air salt storage building.

### Goals:

### 0-5 years:

This division may be relocated to the North Base site, with planning and construction accommodating the current staff and infrastructure with a designated amount of additional space for responsible and short term growth. The overall master plan effort will show how proposed construction will accommodate additional growth potential with respect to the following long term aspects.

### 10-20 years:

Plan for efficient operations including site and infrastructure planning creating an environment that is optimized for success. Planned building layout will address areas that are less efficient then the current operational intent. Infrastructure and Personnel planning will be critically analyzed in order to eliminate redundant functions and pursue reductions in operational expenses.

### 20-30 years:

Long range planning will identify innovative site, building and staffing elements that are outside of current funding / staff allocation / City potential. Pursued items might include grand initiatives which will elevate the potential for this department in a manner that can only be accomplished through a defined vision and City dedication for pursuit.

### Stormwater Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The Stormwater Maintenance department co-occupies a single administrative building and a maintenance bay building.

### Goals:

### 0-5 years:

This division may be relocated to the North Base site, with planning and construction accommodating the current staff and infrastructure with a designated amount of additional space for responsible and short term growth. The overall master plan effort will show how proposed construction will accommodate additional growth potential with respect to the following long term aspects.

### 10-20 years:

Plan for efficient operations including site and infrastructure planning creating an environment that is optimized for success. Planned building layout will address areas that are less efficient then the current operational intent. Infrastructure and Personnel planning will be critically analyzed in order to eliminate redundant functions and pursue reductions in operational expenses.

### 20-30 years:

Long range planning will identify innovative site, building and staffing elements that are outside of current funding / staff allocation / City potential. Pursued items might include grand initiatives which will elevate the potential for this department in a manner that can only be accomplished through a defined vision and City dedication for pursuit.

# **REAVES PARK**

### Parks Maintenance

### Departmental Characteristics, Activities, and Initiatives:

The Parks Maintenance department occupies three structures on the Reaves Park site as follows:

Administration and Maintenance: 10,291 SF Christmas Storage: 1,443 SF Plumbing/Irrigation Warehouse: 6,944 SF

The balance of the Parks Maintenance Department is listed with North Base divisions under the same heading.

# CITY HALL

# **Facility Maintenance**

### Departmental Characteristics, Activities, and Initiatives:

The City Hall Property is an approximately 15,870 square foot facility located at approximately 104 West Gray Street, which houses the Facility Maintenance Department.

The current Facility Maintenance Department contains staffing that is proposed to be relocated to a new building, adjacent to the new Parks Maintenance Facility, on the south side of Da Vinci Street. Until this new space is made available, a leased space located on private property is being utilized. City is exploring leasing on a private property until project location can be identified and funding made available.

### 0-5 years:

This division may be relocated to the North Base site, with planning and construction accommodating the current staff and infrastructure with a designated amount of additional space for responsible and short term growth. The overall master plan effort will show how proposed construction will accommodate additional growth potential with respect to the following long term aspects.

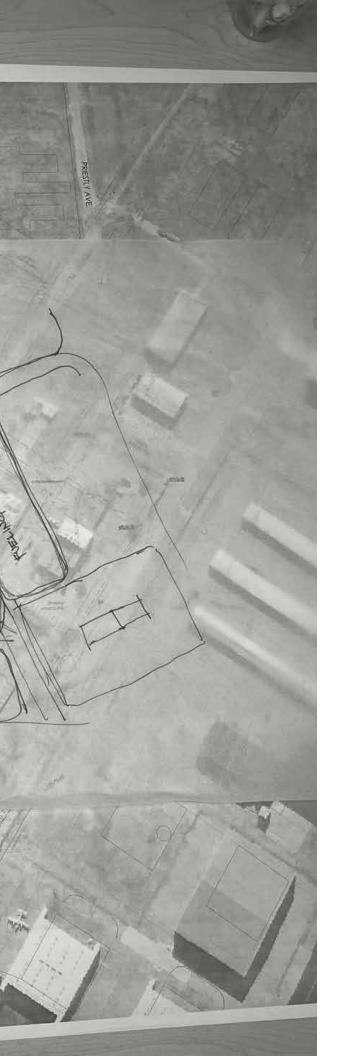
### 10-20 years, 20-30 years:

Plan for efficient operations including site and infrastructure planning creating an environment that is optimized for success. Planned building layout will address areas that are less efficient then the current operational intent. Infrastructure and Personnel planning will be critically analyzed in order to eliminate redundant functions and pursue reductions in operational expenses.







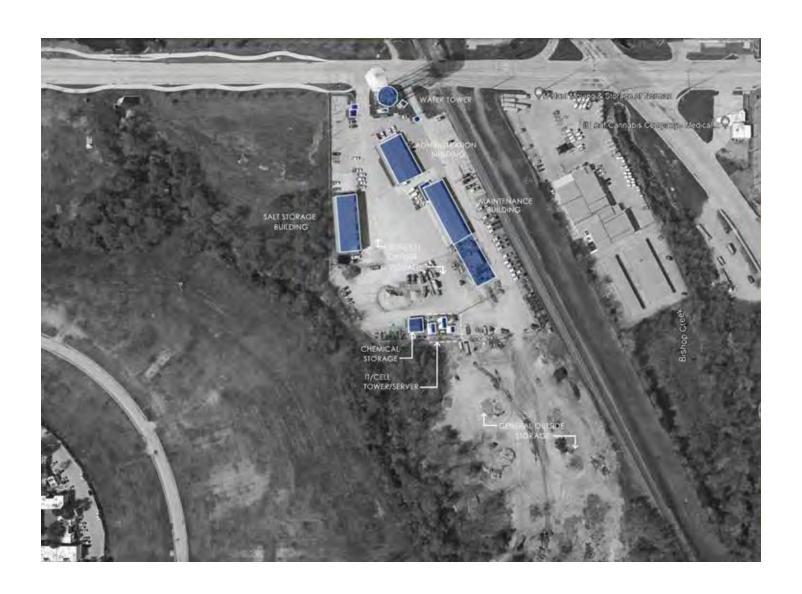


# GRAPHIC DIAGRAMS

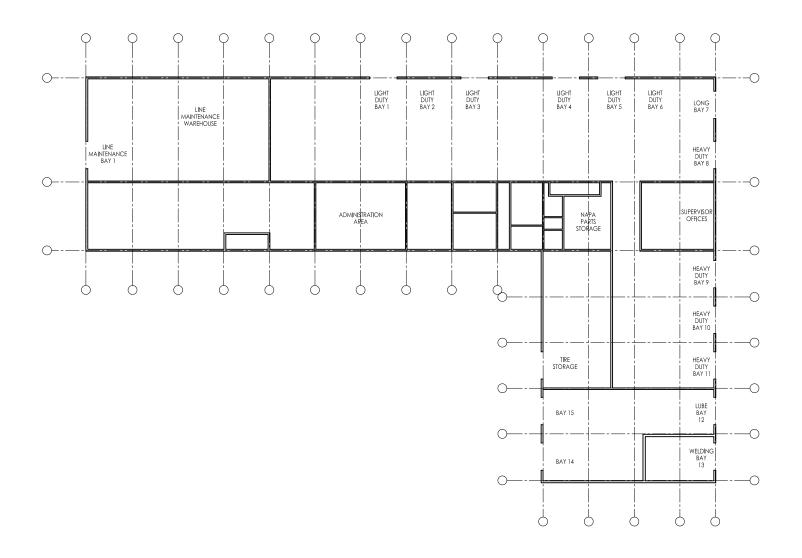


SITE PLAN NORTH BASE



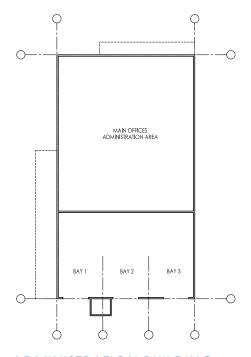


SITE PLAN LINDSEY YARD

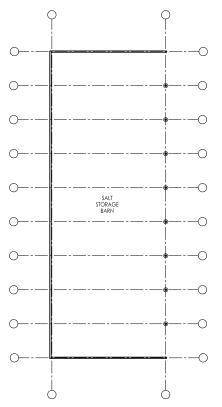


NORTH BASE FLEET MAINTENANCE / LINE MAINTENANCE BUILDING

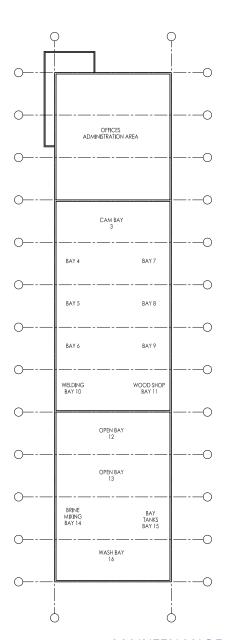




### ADMINISTRATION BUILDING

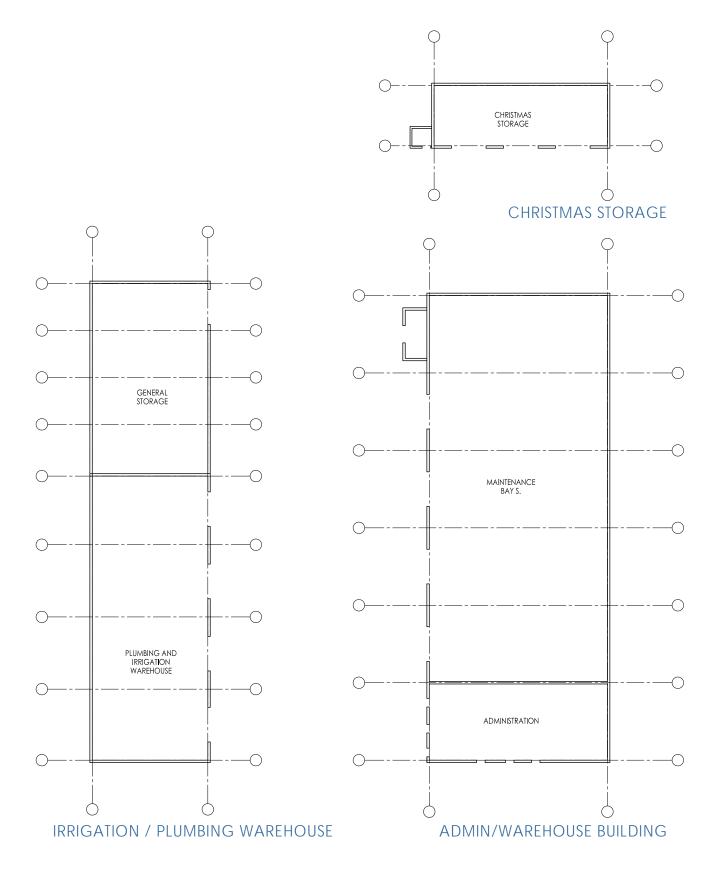


SALT STORAGE BUILDING

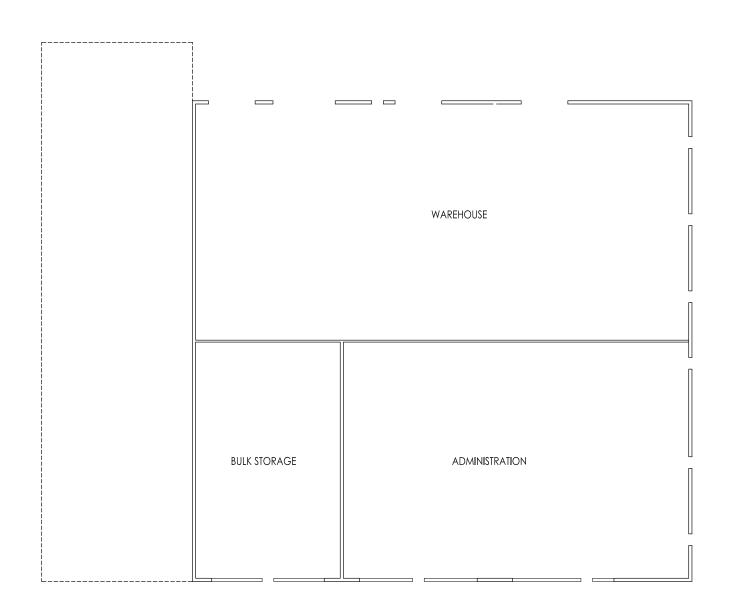


MAINTENANCE BUILDING

LINDSEY YARD
STREET MAINTENANCE AND STORM MAINTENANCE BUILDINGS



REAVES PARK
PARKS MAINTENANCE BUILDINGS



CITY HALL BUILDING FACILITY MAINTENANCE





# **05** SPACE PROGRAMMING MATRIX

### North Base

### Main Building - Fleet Maintenance

|                                   | Square  | e Footage | Sta     | affing   | Parking |
|-----------------------------------|---------|-----------|---------|----------|---------|
| Space Title                       | Current | Proposed  | Current | Proposed |         |
| Administration Space              | 2660    |           |         |          |         |
| Supervisor Office                 |         |           |         |          |         |
| Administrative Support            |         |           |         |          |         |
| Meeting Room                      |         |           |         |          |         |
| Break Room                        |         |           |         |          |         |
| Staff Toilets                     |         |           |         |          |         |
| Staff Lockers                     |         |           |         |          |         |
|                                   |         |           |         |          |         |
| Vehicle Maintenance Bays          |         |           |         |          |         |
| Light Duty Vehicles               | 8872    |           |         |          |         |
| Heavy Duty Vehicles               | 5100    |           |         |          |         |
| Lube Bay                          | 675     |           |         |          |         |
| Welding Bay                       | 675     |           |         |          |         |
| Tire Storage                      | 1800    |           |         |          |         |
| Supervisor Office                 | 1010    |           |         |          |         |
| Parts Storage (Outside Vendor)    | 706     |           |         |          |         |
| Bulk Fluids                       | 427     |           |         |          |         |
| Exterior Functions                |         |           |         |          |         |
|                                   | 200     |           |         |          |         |
| Air Compressor Station            | 200     |           |         |          |         |
| Staff Parking                     | 44600   |           |         |          |         |
| Completed Vehicle Parking         | 11900   |           |         |          |         |
| For Service Parking               | 31600   |           |         |          |         |
| Dedicated CNG Slow Fuel Islands   | 46900   |           |         |          |         |
| Potential CNG Slow Fuel Expansion | 13900   |           |         |          |         |

North Base

### Main Building - Line Maintenance

|                  | Square  | Footage  | Sta     | ffing    | Parking |
|------------------|---------|----------|---------|----------|---------|
| Space Title      | Current | Proposed | Current | Proposed |         |
|                  |         |          |         |          |         |
| Open Vehicle Bay | 900     |          |         |          |         |
| Bulk Storage     | 2800    |          |         |          |         |
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### Lindsey Yard

### Administration Building

|                                | Square  | e Footage | Sta     | affing   | Parking |
|--------------------------------|---------|-----------|---------|----------|---------|
| Space Title                    | Current | Proposed  | Current | Proposed |         |
|                                |         |           |         |          |         |
| Administration Space           | 4767    |           |         |          |         |
| Managers Offices               |         |           |         |          |         |
| Crew Chief Offices             |         |           |         |          |         |
| Administrative Support Offices |         |           |         |          |         |
| File Storage                   |         |           |         |          |         |
| Locker Rooms Male              |         |           |         |          |         |
| Locker Rooms Female            |         |           |         |          |         |
| Breakroom / Conference Room    |         |           |         |          |         |
| Isolated Offices               |         |           |         |          |         |
|                                |         |           |         |          |         |
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### Lindsey Yard

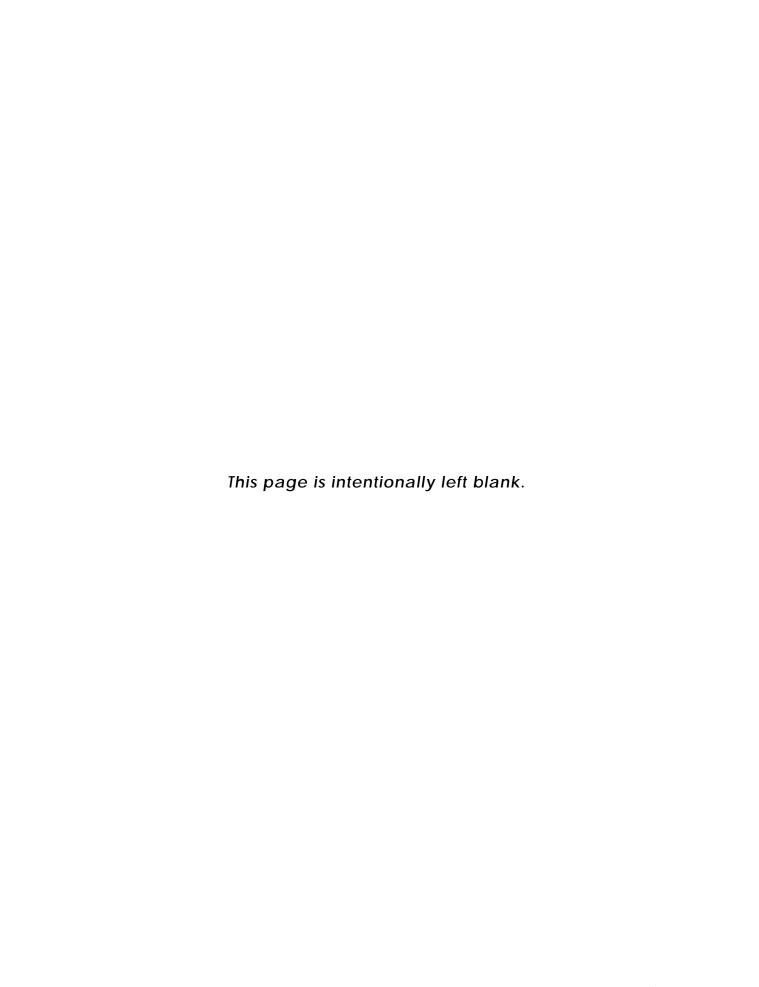
### Vehicle Service Building

|                          | Square  | e Footage | Sta     | affing   | Parking |
|--------------------------|---------|-----------|---------|----------|---------|
| Space Title              | Current | Proposed  | Current | Proposed |         |
|                          |         |           |         |          |         |
| Vehicle Service Building | 3200    |           |         |          |         |
| Managers Offices         |         |           |         |          |         |
| Inspectors Office        |         |           |         |          |         |
| Crew Offices             |         |           |         |          |         |
| Safe Room                |         |           |         |          |         |
| Working Service Bays     |         |           |         |          |         |
| Parts Receiving          |         |           |         |          |         |
| Wood Working Bay         | 530     |           |         |          |         |
| Welding Bay              | 530     |           |         |          |         |
| Dry Storage              |         |           |         |          |         |
| Sign Storage             |         |           |         |          |         |
| Rain Barrel Storage      |         |           |         |          |         |
| Sediment Storage         |         |           |         |          |         |
| Heavy Duty Truck Storage |         |           |         |          |         |
| Brine Mixing             | 1060    |           |         |          |         |
| Wash Bay                 | 1060    |           |         |          |         |
|                          |         |           |         |          |         |
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### Lindsey Yard

### Outside Yard Storage

|                       | Square      | Footage  | Sta     | ffing    | Parking |
|-----------------------|-------------|----------|---------|----------|---------|
| Space Title           | Current     | Proposed | Current | Proposed |         |
| Chemical Storage      | 2000        |          |         |          |         |
| Salt Storage          | under cover |          |         |          |         |
| Trailer Storage       | 4900        |          |         |          |         |
| Material Storage      | 13200       |          |         |          |         |
| Topsoil               | 4200        |          |         |          |         |
| Construction Material |             |          |         |          |         |
| Rip Rap Storage       | 3000        |          |         |          |         |
| Compostable Debris    | 4500        |          |         |          |         |
| Construction Debris   | 2400        |          |         |          |         |
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# PERSONNEL ASSESSMENT



# North Base Master Plan City of Norman – Interview Summary

Interviews were conducted between December 21, 2021, and January 12, 2022 with the City of Norman Departments to discuss their operations and long range growth as it pertains to North Base and Lindsey Yard. The Departments and their divisions are as follows:

- Parks and Recreation
  - Parks Maintenance
  - Facility Maintenance
- Public Works
  - Fleet
  - Stormwater
  - Streets
  - Traffic
- Utilities
  - Sanitation

Following is an executive summary of the findings with the meeting minutes attached:

#### **NORTH BASE**

#### Fleet

### Bay Requirements

| Туре       | Current No. Bays | Current No. Technicians | Future No. Bays           |
|------------|------------------|-------------------------|---------------------------|
| Light      | 6                | 7                       | 12                        |
| Heavy      | 5                | 8                       | 12                        |
| Lube       | Need 2           |                         | 4                         |
| Long Trail | ers              |                         | 1 (13 <sup>th</sup> slot) |

### Parts Room/Storage/Admin Requirements

- Parts Room, Oil Room and Administrative Offices need to be centrally located
- Climate controlled to protect parts in storage
- Prefer Tire Carousel system (30'x12') holds 75 tires/carousel
- Administrative offices need a line of site to the bays possible location is upstairs
- Infrastructure to include Bridge Crane, Catwalk System, Fume Management, Drains, Welding Bay and Tool System for uncluttered workspace
- Two "clean" rooms (200 sq. ft. each) for electronics and engine room work

### Sanitation – Site Requirements

- New building designed for 35-year plan and breaks ground March 2022
- 40-42 Sanitation Trucks
- o 30 CNG Slow-fill stations need 35 now
- o Covered parking/canopy system for vehicle weather protection





### • Traffic

### o Vehicles / Bays

| Туре          | Current No.    | Future No.      | Notes                                 |
|---------------|----------------|-----------------|---------------------------------------|
| Bucket Truck  | 1 – need 2 now | 3               | Stored in separate building           |
| Radar Trailer | 3 – 5x7        |                 | · · · · · · · · · · · · · · · · · · · |
| Paint Rig     |                | Space to rinse  |                                       |
| City Vehicles |                | •               | CNG and Petrol                        |
| Forklift      | 1              | 2               | Shared with other departments         |
| Sign Bay      | 15' – need SF  |                 |                                       |
| Paint Bay     | 15' – need SF  |                 |                                       |
| Welding Bay   | -              | 1 -or share wel | ding space                            |

### Office / Storage

- Climate controlled areas for traffic controls and paint. Remaining storage protected from elements
- Vertical storage is utilized but could be expanded
- Outside storage space is currently a challenge and constantly condensing
- Office, meeting rooms and storage are currently undersized

### Sign Maintenance

- Staff 17 people with immediate need for growth
- Office/Break Room need additional space to house staffing
- Traffic Maintenance Systems 18x27 is not adequate for staffing and cabinet testing
- Sign Production Room shared space for 7-8 staff and sign graphic operations
- Storage/warehouse additional space needed for paint beyond one week's worth of work
- Currently use warehouse for vehicles requiring climate control during cold weather.
- Three (3) Individual Buildings (one bay each) for storage and Outdoor Storage Yard
- Loading dock used by other departments consider access to the inside.

#### Common Items

- Employees and Supervisors need private meeting space for evaluations
- Evaluate flexible work-spaces with docking stations
- Provide covered parking for vehicles
- Expand designated visitor parking
- Address safety of vehicles on site and exiting
- Consider vertical storage and central welding bay
- o Consider enclosing air compressors currently there are issues during cold weather
- o Provide generator determine required loads

### **LINDSEY YARD**

### General – Site Usage

- Streets and Stormwater have operations at Lindsey Yard
- During Snow / Ice operations concern for safety and ease of moving trucks in and out of site.
   Currently get trucks in and out of Lindsey Yard in three (3) minutes.
- No fueling on site (Diesel and CNG looking to converting to Electric)
- Salt storage and brine production
- Protected parking needed
- o Generators needed
- o Streets to provide administrative/interior programs
- Need spot to dock with technology for crew chiefs
- o Big meeting/lunch day breakroom to house 60 (Streets and Stormwater personnel)

#### Storage

Utilize 4-5 acres of adjacent OU property for storage - construction debris/haul-of



- o Vertical storage could be utilized need a forklift
- Stockpiles of sand/dirt
- o Corrosive / hazardous materials stored in chemical building

#### Snow / Ice

- o Salt storage undersized and not to regulation (size?) loading needs to efficient
- Brine could transition to utilizing more bring need more storage
- o Two 2000 gallon tanks of brine
- o 27 semis deliver salt to site
- o 8 vehicles stored in bays during freezing weather
- o Water and two (2) sand trucks used for brine operation
- o No fueling on site





| Date:                     | 01/28/2022                            | In Attendance - Name / Organization: |  |  |  |
|---------------------------|---------------------------------------|--------------------------------------|--|--|--|
| Time:                     | 9:30 PM                               |                                      |  |  |  |
| Meeting No:               | 009                                   | J. Blatt / Blatt Architects          |  |  |  |
| <b>3</b>                  |                                       | SM. Hendrickson / ADG                |  |  |  |
| Location:                 | Traffic - Sign Maintenance Site Visit |                                      |  |  |  |
| ADG Project Number: 21-03 |                                       |                                      |  |  |  |
|                           | 21-033                                |                                      |  |  |  |
|                           |                                       |                                      |  |  |  |

ADG Project Name: North Base Master Plan

Purpose: Operations Interview - FleetOperations Interview - Traffic | Sign Maintenance

### 1. SIGN MAINTENANCE

- A. Current staffing of 17 people. There are not enough staff members to do the work. Additional staffing is a common request.
- B. Office Configuration:
  - i. There is a single private office and an adjacent open area each space houses an single individual.
    - 1.B.i.1. There is no room for a private conversation / evaluation.
  - ii. There is a single break room that can not handle the entire staff.
    - 1.B.ii.1. Only seats 10 people it needs to handle at least 17.
    - 1.B.ii.2. There is an IT closet, Electrical panels and a white board that is not easily accessed.
  - iii. The building is heated and cooled via three (3) residential style split systems
- C. Traffic Maintenance Systems:
  - i. Approximately 18x27
  - ii. Traffic Maintenance, Signal Maintenance, Tech Room
  - iii. Normally houses 7 technicians.
  - iv. Not uncommon to have training in this room for up to 10 people.
  - v. Revealed later that cabinet testing used to be accomplished within this space, but due to lack of room, cabinet testing was moved to the outside.
  - vi. The room gets too hot in the summer time (common complaint)
- D. Sign Production Room.
  - i. Houses 7-8 people in the same space that the sign graphics are being applied to the metal blanks.

Page 2 of 3

- E. Staff space with systems furniture.
  - i. 6 cubicle style spaces with a 7<sup>th</sup> desk for a new locater. This space does not allow for growth.
- F. Storage / Warehouse
  - Water borne paint is kept enough for a weeks worth of work. There is a definite need for additional warehouse space.
  - ii. This department does an amazing job of neat and efficient storage very impressive.
  - iii. Sign racks keep multiple signs available for immediate installation.
  - iv. Signs are now easier and quicker to make, so there is less that needs to be kept in storage.
  - v. City of Norman handles rural striping that is done with waterborne paint and glass beads.
  - vi. All thermoplastic striping is contracted out and that is the preference of the City.
- G. Trucks are brought inside when it is cold this is an added step. Would be beneficial to have enclosed storage for vehicles that require climate control.
- H. Outside storage in individual buildings (one bay each)
  - i. Bay One: Aerial Equipment
    - 1.H.i.1. Very Neat but packed tight.
  - ii. Bay Two: Traffic Maintenance
    - 1.H.ii.1. Three (3) radar speed trailers
    - 1.H.ii.2. Road closed signs.
    - 1.H.ii.3. Traffic cones.
    - 1.H.ii.4. Portland Cement
    - 1.H.ii.5. Thermoplastic Striping (small scale for heat application).
  - iii. Bay Three:
    - 1.H.iii.1. Traffic Equipment
    - 1.H.iii.2. Parking meters
    - 1.H.iii.3. Caution signs
    - 1.H.iii.4. More equipment that goes inside the traffic cabinets.
  - iv. ½ outdoor bay for wire and some miscellaneous items
    - 1.H.iv.1. All wire needs to go on a spool for easier access.
- I. Outdoor Storage (Including the "bone yard")
  - i. Subgrade quazite boxes
  - ii. New poles
  - iii. Spare cabinets (there were 8 on site that is about the maximum number they will keep in queue).
- J. Air Compressor is outdoors same as other departments. It's an issue when it gets cold.
- K. Definitely need a generator to keep things moving in bad weather, etc.
- L. Bone Yard.



- i. Lots of miscellaneous items poles, etc. Needs to be organized and definitely needs a digital cataloging system.
- M. Loading Dock.
  - i. Frequently used.
  - ii. Would benefit from access to the inside.
  - iii. Used by other departments as well.
- N. EDC not locating in this facility



Date: 12/22/2021

**Time:** 3:30 PM

Meeting No: 005

**Location**: Virtual, Via Teams

ADG Project Number: 21-035

ADG Project Name: North Base Master Plan

In Attendance - Name / Organization:

X T. Blatt / Blatt Architects

SM. Hendrickson / ADG

M. White / City of Norman

B. Churchill / City of Norman

M. Delgato / City of Norman

B. Nance / City of Norman

Purpose: Operations Interview - Fleet

### 1. STAFFING / BAYS

A. Light Vehicles (Mark's area)

i. 7 technicians / 6 bays (inefficient)

ii. 12 service bays - needed

B. Heavy Vehicles

i. 8 technicians / 5 service bays

ii. 12 service bays – needed

C. Lube

i. Need 2 bays added now

ii. 10-year growth: 4 bays needed

D. Overall need 2-3 more service areas for future

E. Bay is also needed for long trailers (13th slot)

### 2. PARTS ROOM / STORAGE

- A. Appropriate space and centrally located is key
- B. Include 2-3 service windows to keep lines short for technicians gathering parts
- C. Climate Control area to protect parts
- D. 6000 sq. ft.
- E. Tire Carousel (20' x 12') preferred currently holds 75 tires/carousel
  - i. 152 light tires
  - ii. 70 heavy tires



- iii. Having to stack more because so many are different sizes for a variety of vehicles
- iv. Can be situated in parts room
- v. Referred to NAPA and their inventory availability system as an example system
- F. Air compressor and charge tank required (size?)
- G. Oil room also needs to be centrally located

### 3. ADMINISTRATION AREA

- A. Centrally located line of site to operations is key
- B. Possibly have supervisors upstairs
  - i. Public drop-ins need to be addressed so as not to interrupt work and have a designated location to direct public
- C. Influx of vehicles and vendors in the area need to address flow

### 4. INFRASTRUCTURE DISCUSSION

- A. Bridge crane required on heavy side of shop
- B. Catwalk system preferred
- C. Bay for long trailers (size?)
- D. Fume management
- E. No floor drains (recycle mop water) will still need drains and consider underground tank
- F. Welding Bay
- G. Electronics/Hybrids
  - i. Need a couple of "clean" rooms, 200 sq. ft each one (1) now and two (2) for future
  - ii. Similar to an office with return air and seals machine room requirements for an engine room
- H. Vending Machine for Tools fixed tool systems with uncluttered workspace desired
  - i. Can expand to 10 stations
- D. Fire Station No. 7 EDC not locating in this facility



Date: 01/12/2022 In Attendance - Name / Organization:

Meeting No: 008

SM. Hendrickson / ADG

Location: Virtual, Via Teams

SM. Hendrickson / ADG

J. Olsen / City of Norman

ADG Project Number: 21-035 W. Thompson / City of Norman

ADG Project Name: North Base Master Plan

Purpose: Operations Interview - Parks and Facility Maintenance

#### NEW FACILITY DESIGN

A. Design documents to be provided by Parks and Facilities

### STORAGE

- A. Laydown yards small pieces of scrap metal, T-posts, playground borders need to find a location to haul off T-posts
- B. Opportunities to go vertical
  - i. Playground equipment are lightwieght
  - ii. Anything that can be palletized, including T-posts should be converted
  - iii. Need to free up drive area
  - iv. Need a forklift

### 3. VEHICLES

- A. Light duty for future, considering hybrid over CNG (company servicing the CNG vehicles no longer in business)
- B. Considering a future electric mower not feasible currently
- C. Storage
  - i. Old building could not store vehicles during cold spell takes an hour to clean/warm
  - ii. Need to find a location during weather storms for storage of vehicles
    - 3.C.ii.1. Streets' trucks did not stay in the yard drivers took them home

### 4. FACILTY MAINTENANCE - REQUIREMENTS FOR BUILDING SPACE

- A. Need to address the current storage of files
- B. Need to move storage and warehouse away from the Parks and Facility two storages
- C. Upgrade of interior offices, breakrooms, etc.
  - i. Need information on future staffing requirements from Parks and Facilities
- D. Prefer to keep attic stock (flooring, ceiling tiles) with Facility Maintenance and can be stored vertically
- E. Lockable area for Electricians, Survey and Plumbing equipment





Date: 12.21.2021 In Attendance - Name / Organization:

Location: Virtual, Via Teams S. O'Leary / City of Norman

ADG Project Number: 21-035

ADG Project Name: North Base Master Plan

Purpose: Operations Interview: Public Works

### GOALS FOR MASTER PLAN, NORTH BASE SITE

- A. Old, worn-out buildings being used not as they are designed
- B. Vacating and selling Lindsey, valuable real estate to OU
- C. 20+ year plan horizon
- D. What is truly needed now for storage needs, plus future needs
- E. Sale to use as seed capital for North Base financial strategy
  - i. On North Base
  - ii. Acquire property adjacent to North Base
  - iii. Keep Lindsey, do what we can at North Base
- F. Co-locating field operations (street, stormwater, traffic, sanitation) and co-locating fleet, motor pool gain efficiencies
  - i. Snow / Ice control operations
- G. Main priorities
  - i. Storage and accessibility of materials
  - ii. Administration of people
  - iii. Storage of equipment (and the people who operate the equipment)
- H. Great example: Public Works facility in Hutchison, Kansas
  - i. All administration under 1 roof
- 1.2. Ideas
  - i. Would like 1 large building north of side
  - ii. More fuel islands
  - iii. Separate space for material storage, away from fleet, parking, people

### 2. PUBLIC WORKS OPERATIONS

- A. 110 staff on one site
  - i. 20 at Development Center
  - ii. 55 currently at North Base
  - iii. 55 currently at Lindsey
- B. Crew chiefs
  - i. In charge of 4-6 people
  - ii. Manage team, email, etc.
  - iii. Need space for crew meetings, sending emails / reports; Can be efficient, could be shared, more if needed than what is currently available
  - iv. Need space for confidential meetings

### 3. LINDSEY

- A. Lindsey: good sf for now, would need more sf in future
  - i. Can / should be more efficient
- B. Salt is exposed SW stormwater
  - ii. Doesn't necessarily need to be at North Base
  - iii. Salt Trucks (dump trucks in off-season) desire to convert to CNG, requiring additional slow-fill stations
  - iv. Covered storage is a challenge

### 4. NORTH BASE

- A. No zoning issues
- B. Julie would like to do a timelapse at key times (morning and afternoon) to see how site is traversed
- C. CNG in place; needs to stay close to compressor
  - i. 150 CNG in Norman, saving \$\$\$
  - ii. \$0.84 / gallon net cost
  - iii. Can expand to 10 stations
- D. Fire Station No. 7 EDC not locating in this facility





**Date:** 12.21.2021

Time: 2:30 PM

Meeting No: 001

Location: Virtual, Via Teams

ADG Project Number: 21-035

ADG Project Name: North Base Master Plan

Purpose: Operations Interview: Sanitation

In Attendance - Name / Organization:

T. Blatt / Blatt Architects

SM. Hendrickson / ADG

☑ T. Bragg / The McKinney Partnership

B. Scovill / City of Norman, Sanitiation

K. Gioannone / City of Norman

### 1. DIVISION OPERATIONS

A. 430,000+ services a month

B. New building breaking ground March 2022, bid opening at end of January

C. Staff at North Base: 55 total, 35 drivers

### 2. NEW FACILITY

A. Building as FTA gate to North Base site

B. Fencing – on sides

C. 35-year business plan incorporated into new facility

i. Bret to compile and share memorandums, correspondence, etc.

ii. Current staff: 35 drivers (with future growth to 60); 55 total staff over three locations (35 at North Base at various time throughout the day)

D. Employee parking included on site

#### 3. SANITATION FLEET

A. 40-42 sanitation trucks

B. If they were to lose the compression station, could only do \(^{3}\) day. Need backup delivery method of fuel.

i. Currently 30 CNG Slow-fill stations, need 35 (now, 2021 needs)

C. Would like covered parking, canopy system for weather protection

### 4. SANITATION AT NORTH BASE

A. Employees clock in  $\rightarrow$  go to trucks  $\rightarrow$  exit gate  $\rightarrow$  route  $\rightarrow$  Park to refuel

B. Bret: Proposed diagram of North Base

i. Centered maintenance at straight line with drive-thru bays

C. Majority of accidents happen at parking stations, etc.

- D. Method of egress for cars / vehicles needs attention
- E. Sanitation fleet fluids / chemicals stored at Fleet maintenance



Date: 01.07.2022 In Attendance - Name / Organization:

Time: 9:00 AM

In the state of the state of

Location: Virtual, Via Teams 

SM. Hendrickson / ADG

H. Osgood / City of Norman

ADG Project Name: North Base Master Plan

Purpose: Operations Interview: Stormwater

### GENERAL NOTES / OPERATIONS

A. Crew chiefs: paperwork

i. Offices: hold crew and crew chief

ii. Breakroom

B. Staffing numbers are good? Organization chart and staffing study to be provided

C. Office: current offices are sufficient

i. Division is very understaffed

ii. Study completed: recommended three additional crews and subsequent equipment. Does not account for future growth requirements

D. Parking: all full

E. Welding bay used regularly (8-9 times / week)

i. Custom grate fitting

ii. Only certain metals used / Stormwater needs

iii. Storage of welding materials

### 2. SITE NAVIGATION

A. Hans: "Navigate site OK"

B. Future growth: vehicle access

C. Competing entry and exit space

D. If at North Base - Safety concerns with crossing other aeras during a snowstorm. Currently can get trucks in and out of Lindsey yard in three (3) minutes

### 3. SALT / BRINE

A. Brine: Love it, have enough

i. Two 2000 gallon tanks

ii. Could transition to more brine usage, would need more storage

- iii. Current system could keep up (increase) with production
- iv. Storage big concern
- v. Water and two (2) sand trucks used to run brine system. If two additional tanks added, would increase number of trucks to eight (8).

#### B. Salt:

- i. Undersized and not to regulation
  - a. 3 sides enclosed with catch basin
- ii. Truck loading salt/ sand is very inefficient
- iii. 27 semis deliver salt to Lindsey (and still not enough)
- iv. Need single location for salt

### 4. STORAGE

- A. Storage for construction debris/ haul off currently stage debris and haul to a construction site, need more storage when site is not available for use.
  - Stockpile stormwater pipe, aggregate, red dirt
  - ii. Utilize 4-5 acres on adjacent OU property currently
- B. Stockpiles of sand / dirt
- C. Vertical storage would definitely help
  - i. 30 x 40 area for racks
  - ii. Need a forklift; have skid steers loaned out to crew
- D. Storage for inventory / parts: "That would be nice, but we would need funding to purchase ahead of time"
- E. Corrosive / hazardous materials: chemical building in back of site

### 5. FLEET AND EQUIPMENT

- A. Division has largest equipment in the City → run snow / ice operations
- B. Same equipment as Streets
  - i. Staff to share list of equipment, staffing
- C. See Snow / Ice for a list of their trucks
- D. Would like to switch to electric, bigger than natural gas
  - i. Current fuel: Diesel and CNG island
- E. Camera truck needs internet connection to download data ((CAT cable); power and ethernet
- F. Ask Fleet for equipment list by division

### SNOW / ICE

- A. Shortage of protected parking; sweeper shave ice equipment with water lines (cannot freeze)
- B. Fleet
  - i. Sweepers, flush truck and trailer, hot oil, water trucks (8 vehicles total)
  - ii. All vehicles approximately 10' W x 12-14' L, need size of trailer
- C. If weather is below freezing then all bays are full



### 7. WEATHER / ICE EVENTS

- A. Generators absolutely needed
- B. Notifiers on vehicles/equipment of freezing temps are controllers on equipment
- C. Cleaning trees after natural disaster (Parks helps with this)
- D. Need 24/7 response / operations for when necessary



Date: 12.22.2021

Time: 2:00 PM

Meeting No: 004

Location: Virtual, Via Teams

ADG Project Number: 21-035

ADG Project Name: North Base Master Plan

Purpose: Operations Interview: Streets

In Attendance - Name / Organization:

T. Blatt / Blatt Architects

SM. Hendrickson / ADG

J. Hill / City of Norman

R. Wilkerson / City of Norman

A. Kerr / City of Norman

### 1. GENERAL NOTES

A. Fueled in the field, no fueling at Lindsey

B. No personal vehicles used for work

C. Growth: 23 streets, 22 stormwater

D. 800+ miles of roadway maintained

E. +10% increase on growth

F. 60% work contracted out, 40% self-performed

i. Road and bridge maintenance

ii. Some general maintenance

iii. Financial burden? No, viewed as a "win-win"

### 2. LINDSEY SITE

A. Security / lighting

B. Ease of access

C. Flow of Lindsey is stressful

i. Ice event: take stationary equipment that blocks access to salt barn

D. Snow and ice control

i. Vehicle access and flow

### 3. STORAGE

G. "Problem child" of storage

E. Ancillary storage

i. Aggregate, top soil, debris for rip rat, stored on OU side of Lindsey

ii. Staging spot



### F. Salt storage

- i. More real estate, load equipment
- ii. Salt dome?
- iii. Brine: Needs to be doubled in size (at least)
  - a. 1 brine truck
  - b. 24-hour brine distribution and creation
  - c. More of a future than salt

### 4. ADMINISTRATION / INTERIORS

- A. Joe Hill to provide color-coded equipment list
- B. Will fill out interior programs
  - i. Will write narrative
- C. Internally: crew chiefs operate out of closets
  - i. Need a spot to dock with technology
  - ii. 30-60 days worth of tickets
  - iii. Could be made digital
- D. Breakroom: big lunch day
  - i. 33: streets, 60 with streets and stormwater



Date: 12.22.2021

Time: 3:30 PM

Meeting No: 003

Location: Virtual, Via Teams

ADG Project Number: 21-035

ADG Project Name: North Base Master Plan

Purpose: Operations Interview: Utilities

In Attendance - Name / Organization:

X T. Blatt / Blatt Architects

SM. Hendrickson / ADG

C. Mattingly / City of Norman

### 1. GOALS FOR MASTER PLAN, NORTH BASE SITE

A. Water service: relocate

B. Line Maintenance and ancillary buildings

i. Award CM in summer, start late fall 2022

ii. Staring stie with ECOC

iii. Everything will be off of North Base site

C. Welding / servicing of storage containers – south location

i. By water reclamation. Solid waste transfer, compost operations

### 2. FLEET

A. Wash bay for trash trucks

B. Recycling: 3-4 trucks

C. Number of new trucks in the future, using 1.7% growth (by 2060)

i. Recycle, +3

ii. Yard Waste, +6

iii. Residential, +9

iv. Commercial, +7

D. Only Utilities fleet vehicles on North Base are sanitation trucks

i. Use CNG slow fill

ii. Goddard → lot →check in → door to fleet area → load truck and go

E. Number of slow fill islands needed: 25+

### 3. NORTH BASE NEEDS

A. Tornado Shelter: hardened room



- B. Covered parking for fleet, block heaters
  - i. Safe room / locker room
- C. Climate controlled storage?
- D. Driver growth more anticipated than office space needs
- E. Turning radiuses
  - i. Right turn to Flood is ok, left turn to Flood is a night mare



Date: 01.04.2022 In Attendance - Name / Organization:

Meeting No: 006

SM. Hendrickson / ADG

Purpose: Operations Interview: Traffic

### 1. GENERAL NOTES

A. Storage: need climate-controlled, protected from elements (primarily water-proofed)

i. Traffic control items and traffic paint are the ones requiring climate-controlled space, everything else just need to be protected from elements

1.A.i.1. Paint stored in 5 gallon buckets

1.A.i.2. Beads stored in pallets – shelf life of one (1) year

B. No plans on moving into Old Sanitation building, need to find location for Traffic Management Center

C. Trash: two dumpsters shared with Line Maintenance; recycling attended to once per week

D. Staffing study provided in separate document

### 2. FLEET

- A. Only 1 bucket truck... in recall
  - i. Can borrow from other departments that have bucket trucks
  - ii. Need 2 now. In 10 years, 3
- B. City vehicles for work (mix of CNG and petrol)
  - i. Lot of challenges with CNG, looking at hybrids
  - ii. Will have portion of fleet be electric vehicles in the future
- C. Bay space approximately 15', need approximate square footage
  - i. 1 sign bay, houses sign truck
  - ii. 1 paint bay, houses paint unit
- D. Bucket truck stored in separate building

### EQUIPMENT

- A. Need to shelter air compressor covering is not adequate
- B. Larger welding, functions for cutting/grinding posts



- i. Welding bay would be useful
- C. Forklift is shared is one enough? Definitely would be better with 2
  - i. Fleet has a smaller one

### 4. STORAGE

- A. Traffic staff to share pictures of inside storage building
- B. Paint inventory: supply chain issues (and storage) affect procurement
- C. Vertical storage: Racks are utilized, could use more and they would be filled
- D. Outside storage: Not sufficient, constantly condensing
  - i. All on ground; Contractor has to drive in and back out
  - ii. Area behind Taffice building is currently used by Utilities. When Utilities relocates, then Traffic can use that space
- E. No bulk fluids
- F. Chemicals: spray paint, propane, concrete sealant, thermo-blast
- G. Fire lockers for flammable

### 5. REGULAR FUNCTIONS / OPERATIONS

- A. Day to day:
  - i. Traffic sign maintenance
  - ii. Barricades ("Road work ahead"); Type 3
  - iii. Traffic signal maintenance
    - a. Small portion contracted out
  - iv. Parking meter and pay station maintenance
  - v. Radar speed detector trailer (5x7) Qty 3
  - vi. Programming technology done on site or on location
- B. Rinsing out paint rig  $\rightarrow$  need a space for this
  - i. New wash bay?
  - ii. Have to displace employees to clean

### BUILDING AND INTERIOR SPACES

- A. Employee lockers in paint bay
- B. Breakrooms / training space / meeting space
  - i. Safety meeting once a month with Safety Director
- C. Public interaction: Trash bags, rent barricades (like for sorority 5Ks)
- D. Need more visitor parking spaces
- E. Storing documents: work orders, documents
  - i. Long term goal: digital storage or system
- F. Need a gathering place possibly shared cooking space/outdoor space

### 7. ADMINISTRATION / STAFFING

A. Staff numbers

- i. 1 office, need at least 3
- ii. 1 space traffic
- iii. 1 sign maintenance
- iv. No place for employee evals
- v. Restrooms mainly storage rooms
- vi. Staff do own janitorial services
- vii. Required square footages to receive at a later date
- 8. SET UP TOUR OF TRAFFIC OPERATIONS FOR ADG | BLATT







ECONOMICS

### APPRAISAL REPORT OF

±5.2-ACRE TRACT OF LAND AS IF VACANT & UNIMPROVED (SITE OF NORMAN STREET MAINTENANCE FACILITY)

SOUTH SIDE OF EAST LINDSEY STREET

DUE WEST OF THE BURLINGTON NORTHERN

& SANTA FE RAILROAD

NORMAN, OKLAHOMA

#### **EFFECTIVE DATE OF APPRAISAL**

**DECEMBER 19, 2022** 

#### DATE OF REPORT

**DECEMBER 23, 2022** 

#### PREPARED FOR

MS. SARAH MARGARET HENDRICKSON, NCIDQ, ASID PROGRAM MANAGEMENT ADG/BLATT ARCHITECTS 920 WEST MAIN STREET OKLAHOMA CITY, OKLAHOMA 73106

#### PREPARED BY

JIM R. ARTMAN
ARTMAN APPRAISAL COMPANY
4612 FOXBOROUGH COURT
NORMAN, OKLAHOMA 73072
(CERTIFIED GENERAL APPRAISER NO. 10289CGA)

### TABLE OF CONTENTS

| Title Page Table of Contents Letter of Transmittal Assumptions and Limiting Conditions   | 1<br>2<br>3-4<br>5-9  |
|--|---|
| DESCRIPTION, ANALYSIS, and CONCLUSIONS   |   |
| Summary of Salient Facts and Conclusions Purpose of Appraisal Definition of Market Value Effective Date of Appraisal Date of Report Property Rights Appraised Function of Appraisal Scope of Appraisal Legal Description Ownership History Location Maps Community Profile/Economic Abstract(Norman) Market Area & Neighborhood Analysis Site Analysis Plot Plan Flood Map Aerial Photographs Photographs Photographs Photographs Zoning Zoning Zoning Map Norman 2025 Land Use & Transportation Plan Highest and Best Use The Appraisal Process Sales Comparison Approach Comparable Location Map Analysis of Sales Estimated Marketing Reconciliation and Final Value Conclusion Appraiser's Certification | 11 12 12 12 13 . 14-16 16 16 17-18 . 19-36 . 37-39 . 40-41 . 42-43 44 . 45-46 . 47-52 . 53-54 . 55-56 . 57-58 . 59-63 . 64-66 . 67-68 . 69-79 80 . 81-87 88 |
| Qualifications of Appraiser  |   |

#### ARTMAN APPRAISAL COMPANY

### 4612 FOXBOROUGH COURT NORMAN, OKLAHOMA 73072

Phone: (405) 360-1444 E-Mail: artman11@cox.net

December 23, 2022

Ms. Sarah Margaret Hendrickson, NCIDQ, ASID Program Management ADG/Blatt Architects 920 West Main Street Oklahoma City, Oklahoma 73106

Re: ±5.2-acre tract of land as if vacant & unimproved
 (Site of Norman Street Maintenance Facility)
 South side of East Lindsey Street
 Due west of the Burlington Northern & Santa Fe Railroad
 Norman, Oklahoma
 Owner of Record: City of Norman

Dear Ms. Hendrickson:

Pursuant to your request, I am submitting this appraisal report on a ±5.2-acre tract of land (as if vacant and unimproved) located on the south side of East Lindsey Street due west of the Burlington Northern & Santa Fe Railroad in Norman, Oklahoma. The subject property is the site of the existing Norman Street Maintenance Facility. This property is more particularly described in the following appraisal report.

The directed purpose of this appraisal was to estimate the market value of the fee simple interest in the property, subject to the assumptions and limiting conditions as set forth. The client for this appraisal is ADG/Blatt Architects and the intended users include ADG/Blatt Architects, the City of Norman, and the University of Oklahoma. The intended use of the appraisal is for use in the acquisition of the property by the University of Oklahoma. The appraisal has been prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

Ms. Sarah Margaret Hendrickson December 23, 2022 Page 2

Based upon this appraisal, it is the appraiser's opinion that the market value of the fee simple interest in the subject property as if vacant and unimproved as of December 19, 2022 is:

#### MARKET VALUE OF SUBJECT PROPERTY AS IF VACANT & UNIMPROVED

ONE MILLION FOUR HUNDRED FIFTEEN THOUSAND DOLLARS (\$1,415,000.00)

Thank you for the opportunity to be of service. I trust you will find this report satisfactory.

Respectfully submitted,

Jim R. Artman

Certified General Appraiser No. 10289CGA

#### **ASSUMPTIONS AND LIMITING CONDITIONS**

The interest in the surface rights to the subject property has been appraised subject to the following conditions:

1. No responsibility is assumed for matters of legal nature affecting title to the property nor is an opinion of title rendered. The title is assumed to be good and marketable. The value estimate is given without regard to any questions of title, boundaries, encumbrances or encroachments.

It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless non-compliance is stated, defined and considered in the appraisal report.

It is assumed that all required licenses, consents, or other legislative or administrative authority from any local, state, or national government, or private entity, or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

2. It is assumed that the utilization of the land and improvements is within the boundaries of the property lines of the property described and that there is no encroachment or trespass unless noted within the report.

No survey of the property has been made by the appraiser and no responsibility is assumed in connection with such matters. Any maps, plats, or drawings reproduced and included in the report are intended only for the purpose of showing spatial relationships. The reliability of the information contained on any such map or drawing is assumed by the appraiser and cannot be guaranteed to be correct.

- 3. It is the opinion of the appraiser that all information in this report has been obtained from reliable sources and is substantially correct, but he assumes no liability in respect thereto.
- 4. All plans, sketches, and other exhibits are included in this report only for assisting the reader in visualizing the property and the data pertaining to the property. Some of the sketches are not drawn to scale.

- 5. Possession of this report does not grant the right to reproduce any or all of the report, unless prior approval has been given.
- 6. This appraisal should not be considered a report on the physical items that are a part of the property. Although the appraisal may contain information about the physical items being appraised (including their adequacy and/or condition), it should be clearly understood that this information is only to be used as a general guide for property valuation and not as a complete or detailed physical report. The appraiser is not a construction, engineering, or legal expert and any opinion given on these matters in this report should be considered preliminary in nature.
- 7. The observed condition of the foundation, roof, exterior walls, floors, heating, ventilation and air conditioning (HVAC) system, plumbing, insulation, electrical service, mechanical systems, and construction is based on a casual inspection only and no detailed inspection was made. For instance, the appraiser is not an expert on heating systems and not attempt was made to inspect the interior of the furnace. The structures were not checked for building code violations and it is assumed that all buildings meet the building codes unless otherwise stated in the report.

Some items such as conditions behind walls, above the ceiling, behind, locked doors or under the ground are not exposed to casual view and, therefore, were not inspected. The existence of insulation (if any is mentioned) was found by conversation with others and/or circumstantial evidence. Since it is not exposed to view, the accuracy of any statements about insulation cannot be guaranteed.

It is assumed that there are no hidden or unapparent conditions of the property, sub-soil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or the engineering which may be required to discover such factors. Since no engineering or percolation tests were made, no liability is assumed for soil conditions. Sub-surface rights (mineral or oil) were not considered in making this appraisal.

Because no detailed inspection was made, and because such knowledge goes beyond the scope of this appraisal, any observed condition comments given in this report should not be taken as a guarantee that a problem does not exist. Specifically, no guarantee is made as to the adequacy of condition of the foundation, roof, exterior walls, interior walls, floors, heating, ventilation and air conditioning (HVAC) system, plumbing, electrical system, insulation, or any other detailed construction matters. If any interested party is concerned about the existence, condition, or adequacy of any particular item, the appraiser would strongly suggest that a construction expert be hired for a detailed investigation.

8. Information (including projections of income and expenses) provided by informed local sources, such as government agencies, financial institutions, realtors, buyers,, sellers, property owners, bookkeepers, accountants, attorneys, and others is assumed to be true, correct, and reliable. No responsibility for the accuracy of such information is assumed by the appraiser.

The comparable sales data relied upon in this appraisal is believed to be from reliable sources. Though all the comparable sales were examined, it was not possible to inspect them all in detail. The value conclusions are subject to the accuracy of said data.

Engineering analyses of the subject property were neither provided for use nor made as a part of the appraisal contract. Any representation as to the suitability of the property for uses suggested in this analysis is, therefore, based only upon a rudimentary investigation by the appraiser and the value conclusions are subject to said limitations.

All values shown in the appraisal report are projections based on an analysis as of the date of the appraisal. These values may not be valid in other time periods or as conditions change. Since the projected mathematical models are based on estimates and assumptions which are inherently subject to uncertainty and variation depending upon evolving events, we do not represent them as results that will actually be achieved.

This appraisal is an estimate of value based on an analysis of information known to the appraiser at the time the appraisal was made. If new information of significance comes to light, the value given in this report is subject to change without notice.

- 9. Only when prior arrangements have been made will the appraisers be required to attend any court and give testimony pursuant to any portion of this report.
- 10. This appraisal shall in no way be combined with other appraisal reports.
- 11. The appraisal report shall not be quoted or referred to in any report or financial statement or in any documents filed with any governmental agency without the prior written consent of the appraiser. Neither all nor any part of the contents of the appraisal report shall be disseminated to the public through advertising media, public relations media, news media, sales media, or other public means of communication without the prior written consent and approval of the appraiser.
- 12. The value concluded in this report is based upon the entire report and should not be accepted as an indication of value if any part is used separate from the entire report.
- 13. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

14. It is assumed that the property meets all requirements set forth by the Americans With Disabilities Act unless otherwise noted in the appraisal.

DATE: \_\_\_December 23, 2022\_

Jim R. Artman

Jen R. artma

Certified General Appraiser

No. 10289CGA

#### SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property Type: Vacant & unimproved land

Property Location: South side of East Lindsey Street due west of

the Burlington Northern & Santa Fe Railroad (Site of Norman Street Maintenance Facility)

Norman, Oklahoma

Effective Date

Of Appraisal: December 19, 2022

Date of Report: December 23, 2022

Property Rights

Appraised: Fee simple interest or fee simple estate

Owner of Record: City of Norman

Site: Irregular shaped interior site with an area

of  $\pm 5.2$  acres.

Zoning: "R-1" Single-family Dwelling District

(Norman 2025 Land Use & Transportation Plan designates the future use as institutional as it is the site of the City of Norman Street Maintenance Facility. However, the property can be rezoned for another use - most likely multi-family residential, commercial, or

mixed use).

Highest and

Best Use: Multi-family residential use, commercial use,

or mixed use.

Improvements: None included. No consideration or value has

been given to any improvements (buildings, paving, or fencing) on site as the property is being valued as if vacant and unimproved.

Market Value As If

Vacant & Unimproved: \$1,415,000

#### PURPOSE OF APPRAISAL:

The purpose of this appraisal is to estimate the market value of the fee simple interest in the subject property as if vacant and unimproved, subject to the restrictions of record and assumptions and limiting conditions as set forth.

"Market Value" is defined as follows:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- 1. the buyer and seller are typically motivated;
- 2. both parties are well informed or well advised and each acting in what they consider their own best interest;
- 3. a reasonable time is allowed for exposure to the open market;
- 4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- 5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Definition per FIRREA. 12 C.F.R., Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994)

#### EFFECTIVE DATE OF APPRAISAL:

The effective date of appraisal for this assignment is December 19, 2022. The subject property was inspected by the appraiser on two occasions, the most recent of which was December 19, 2022.

#### DATE OF REPORT:

The date of this report is December 23, 2022.

#### PROPERTY RIGHTS APPRAISED:

The property rights appraised are those of "Fee Simple Estate," as if unencumbered by mortgages or liens, exclusive of any material interest and subject to zoning, easements, and restrictions of record. "Fee Simple Estate" is defined as:

"Absolute ownership unencumbered by any other interest or estate subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat." (The Dictionary of Real Estate Appraisal, Fourth Edition, 2002, Appraisal Institute)

Fee simple estate is also referred to as "fee simple interest".

#### FUNCTION OF APPRAISAL:

The function of the appraisal is to inform the client of the market value of the fee simple interest in the property as if vacant and unimproved, subject to the restrictions of record and the assumptions and limiting conditions as set forth. The client for this appraisal assignment is ADG/Blatt Architects. The intended users of this appraisal report are ADG/Blatt Architects, the City of Norman, and the University of Oklahoma. The intended use of the appraisal is for use in the acquisition of the property by the University of Oklahoma.

#### SCOPE OF APPRAISAL:

According to the Uniform Standards of Professional Appraisal Practice (USPAP), it is the appraiser's responsibility to determine the appropriate scope of work. The scope of work must be sufficient to develop credible assignment results.

USPAP defines "scope of work" as follows:

"The type and extent of research and analyses in an assignment."

Scope of work includes, but is not limited to, the following:

- the extent to which the property is identified;
- the extent to which tangible property is inspected;
- the type and extent of data researched; and
- the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of work utilized in this appraisal is intended to be commensurate with the type and complexity of its purpose. According to the client (ADG/Blatt Architects), the intended use of the appraisal is for use in the acquisition of the property by the University of Oklahoma. This appraisal has been prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

The scope of work includes various independent investigations and analyses made by the appraiser which are briefly described as follows:

- (1) A physical inspection of the property was made by the appraiser on two occasions, the most recent of which was December 19, 2022.
- (2) An analysis of the plot plan for the property as well as all physical characteristics, zoning, availability of utilities, easements, highest and best use, and other site factors pertinent to the site was completed.
- (3) An analysis of the subject market area, the subject neighborhood, and current market conditions in the area was completed, particularly with respect to the market for comparable unimproved tracts of land with similar highest and best use.
- (4) A search of the general area was conducted for recent sales of comparable unimproved tracts of land with similar highest and best use (multi-family residential use, commercial use, or mixed use).
- (5) The market value of the property was estimated utilizing the Sales Comparison Approach, the only applicable approach to value.

The process of preparing this appraisal report involved the utilization of public as well as private data sources which include Multiple Listing Services, Real Estate Appraisal Data, Inc., the County Assessor's records, the County Clerk's records, local realtors and brokers, lenders, appraisers, buyers, sellers, and other professionals possessing pertinent knowledge relating to this specific appraisal assignment. The subject site and the comparable

sales utilized in this appraisal have been personally inspected by the appraiser.

#### LEGAL DESCRIPTION:

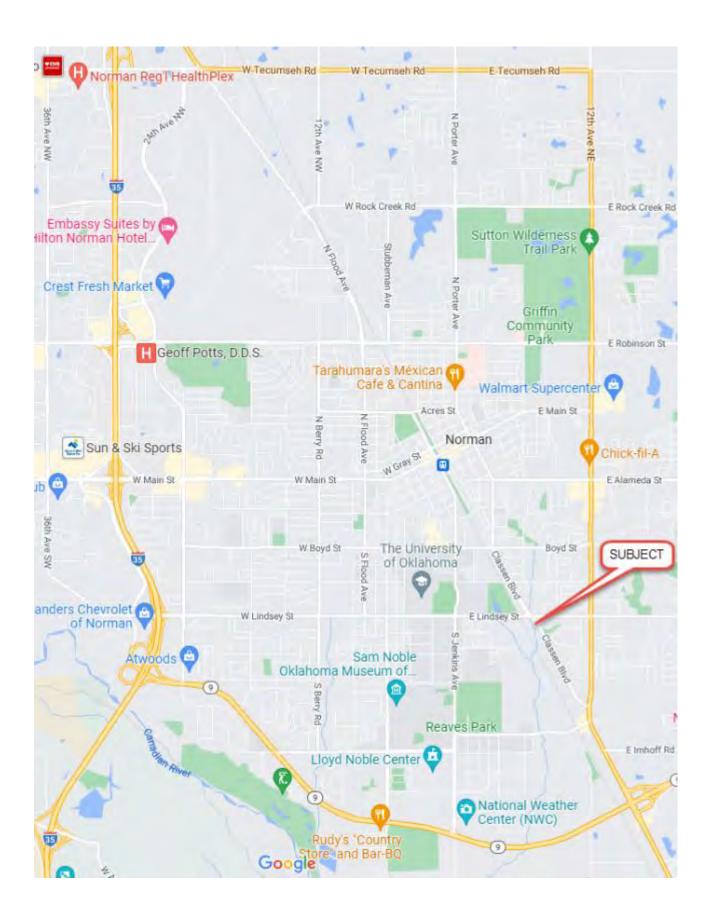
Part of Section Five (5), Township Eight (8), Range Two (2) West, of the I.M., Cleveland County, Oklahoma, more particularly described as follows:

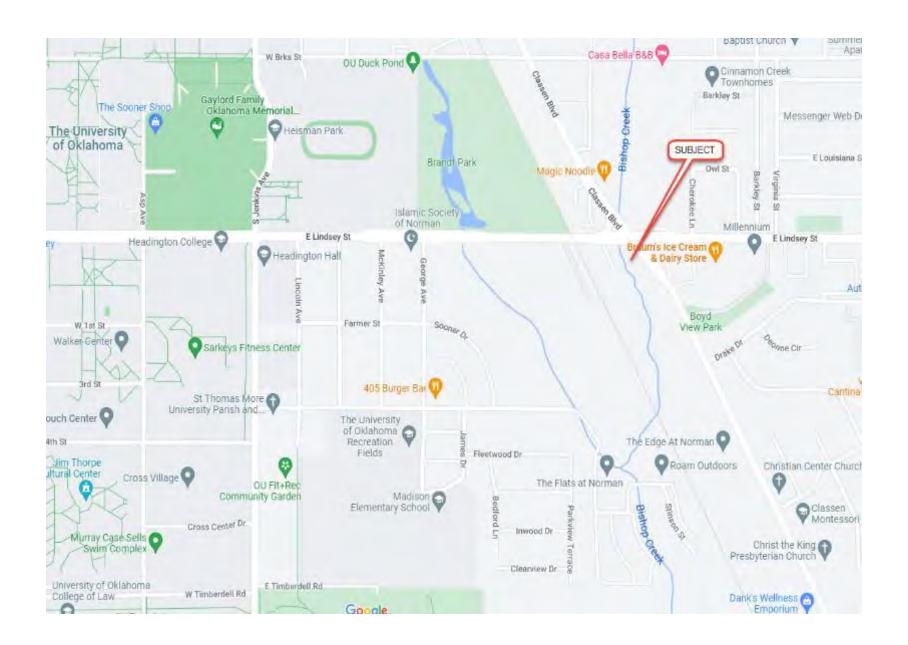
All that part of the East Half (E/2) of the Northeast Quarter (NE/4) and Government Lot 3 lying West of the Atchison Topeka & Santa Fe Railroad right-of-way.

This legal description is from the Cleveland County Assessor's records and is believed to be correct. The exact legal description of the property can be determined by a professional survey of the property.

#### OWNERSHIP HISTORY:

The current owner of record for the subject property is the City of Norman. The subject property has not sold or changed ownership within the past three years. The subject property is not currently listed for sale.





# NORMAN OKLAHOMA



Diswotown Norman

#### Oklahoma's Best Place to Live

-Movoto Real Estate, 2014

#### America's Second Least Expensive City to Live in

-Cost of Living Index, 2014

### **NORMAN** OKLAHOMA



is a dynamic, diverse community with a vivid history and a vibrant future! Strategically located in the bustling Oklahoma City metropolitan area, Norman is in the center of the county on busy Interstate 35. With a short drive to downtown Oklahoma City and to DFW and with flights from Will Rogers World Airport to destination hubs all across the U.S., Norman has easy access to anywhere in the world.

Home to the state's premier research university, the University of Oklahoma, Norman is teeming with incredible talent. Energetic, educated students continually feed a strong, stable workforce in a region known for its solid work ethic.

And we intend to keep those students here after graduation. The residents of Norman recently voted overwhelmingly in support of a one-half percent sales tax to fund \$148 million in quality of life investments in parks, libraries, recreational facilities, sports complexes, trails and public art. The initiative, called NORMAN FORWARD, underscores out citizens' remarkable commitment to Norman's future!

Contributing to the quality of life is a premier park system, quality golf courses and Lake Thunderbird State Park's recreational opportunities that include boating, fishing, bird watching and hiking. Year-round festivals, fairs and Main Street events create a friendly, hometown atmosphere among big city amenities, arts and culture.

From the historic downtown to numerous shopping centers and malls, Norman has a myriad of shopping options from national stores to local boutiques.

Norman Regional Health Systems provides the best in health and preventative care. The Norman Public School System consistently scores above the state averages in every sector of testing. The Moore Norman Technology Center has received a long list of awards and accreditations.

Major employers offering quality jobs opportunities include Johnson Controls, National Oceanic and Atmospheric Administration (NOAA), Weathernews, Hitachi, SYSCO Foods, Chickasaw National Industries and Astellas. Some of the local emerging employers include AGIO, Health Engineering Systems and Immuno-Mycologics (IMMY).

We are a thriving community with purpose and drive... and our only direction is NORMAN FORWARD!

Lynne Miller, Mayor







Campus Comer



## **POPULATION** NORMAN



Norman median resident age: 30.3 years Oklahoma median resident age: 36.3 years

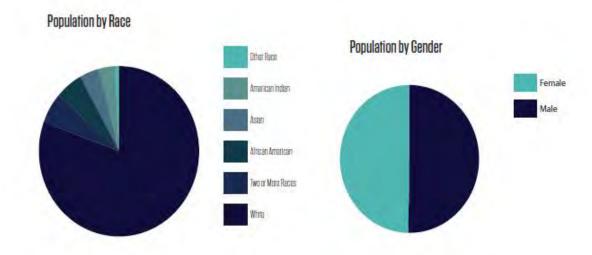
Norman cost of living index is 83.8%, which is 16.2% below the national average

Norman Population

120,866

Population Growth Since 2000

+21.4%



### TRANSPORTATION NORMAN



#### LOCATION

Conveniently located on I-35, Norman provides easy accesss to markets across the nation. Only 20 miles south of I-40 and 30 miles south of I-44, Norman sits in the middle of America, a perfect location for all business. Norman is located in the Central Standard Time Zone in the United States.

#### NORMAN FACTS

County: Cleveland

Nearest Major City: Oklahoma City, 17 miles

City Size in Square Miles: 190

Elevation: 1,170 ft.

#### NORMAN TRAFFIC COUNTS

| Tecumseh & I-35                  | 16,764 AVPD |
|----------------------------------|-------------|
| Robinson & 36th Ave NW           | 20,696 AVPD |
| Robinson & I-35                  | 25,725 AVPD |
| Main & 36th Ave NW               | 17,199 AVPD |
| Porter & Alameda                 | 13,548 AVPD |
| Alameda & 12th Ave E             | 28,479 AVPD |
| Lindsey & I-35                   | 20,923 AVPD |
| *AVPD (Average Vehicles Per Day, | )           |

#### DISTANCES TO MAJOR CITIES

| Dallas      | 189 miles |
|-------------|-----------|
| Little Rock | 344 mtles |
| Kansas City | 367 mtles |
| Houston     | 516 miles |
| St. Louis   | 516 mtles |
| Albuquerque | 562 mtles |
| Denver      | 694 miles |
| Chicago     | 811 miles |

#### WILL ROGERS WORLD AIRPORT, OKLAHOMA CITY

Distance from Norman: 20 miles

Major airlines include: Allegiant, US Airways, Delta, Frontier, United and Southwest

Major freight carrier services include: Airborne Express, BAX global, Evergreen Eagle, FedEx, Integrated Airline Services, UPS and the U.S. Postal Service

#### MAX WESTHEIMER AIRPORT, NORMAN

Located in the University of Oklahoma Research Park, Max Westheimer Airport serves both business executives and recreational pilots. With runway lengths of 5,200 feet north/south and 4,750 feet northeast/southwest the airport has medium intensity runway and approach lights with Visual Approach Slope Indicators serving executive jet aircraft. The control tower operates seven days a week from 8am to 10pm. AV Gas and Jet A are available from 6am to 10pm. FBO is provided by Cruise Aviation Association Inc., which sells fuel and performs aircraft repair. A flight school is provided through the University of Oklahoma Aviation Division.

#### PUBLIC TRANSPORTATION

The Cleveland Area Rapid Transit (CART) Service provides a comprehensive public transportation system around the Norman area and links to Oklahoma City.

Greyhound Lines Inc. provides service in Norman.

The Port of Catoosa is the nearest river port, approximately 100 miles away.

#### RAILROAD

Norman's train station, located right off Main Street, has daily stops on the AMTRAK Heartland Flyer line between Oklahoma City and Fort Worth, Texas. Norman is also on the main line of the Santa Fe/Burlington Northern Railroad.

### **BUSINESS INCENTIVES NORMAN**



#### THE OKLAHOMA QUALITY JOBS PROGRAM

This incentive program provides quarterly cash payments of up to 5% of newly created gross taxable payroll to a qualifying company. A fully executed contract with the Oklahoma Department of Commerce must be in place before any new direct job's salaries are included in the new taxable payroll. Payments are made quarterly for three years and if thresholds are achieved, they may extend for an additional seven years.

#### EMPLOYEE TRAINING FOR INDUSTRY

The Oklahoma Department of Career and Technology Education (Career Tech) assists qualifying businesses by paying for training for employees in newly created jobs. Training can be done at one of 56 Technology Centers, including Moore Norman Technology Center (www. mntechnology.com) here in Norman, or at the company's facility. Training agreements include instructor costs. Program services are determined by the number of new jobs created in targeted industries, wage rates, and benefits provided.

#### SMALL EMPLOYER QUALITY JOBS

This program provides annual cash payments to a qualifying company. The payments may reach as much as 5% of new taxable payroll and last for up to seven years.

#### AD VALOREM TAX EXEMPTIONS

Several companies may be eligible for ad valorem exemptions for up to five years, including: new and expanding qualifying manufacturers, research and development companies, certain computer services and data processing companies with significant out-of-state sales and aircraft repair and distribution companies.

#### EXEMPT INVENTORY

Oklahoma's Freeport Law exempts from taxation any goods, wares, and merchandise which come from outside the state and leave the state within nine months where such goods, wares, and merchandise are held for assembly, storage, manufacturing, processing or fabricating purposes within the state.

#### 21st CENTURY QUALITY JOBS

The intended purpose of the program is to promote impactful high wage jobs without competing with existing incentives. To help accomplish this, an enhanced list of qualifying industries beyond just those eligible for the Quality Jobs Program has been added. Qualifying companies may be eligible for up to twice the Net Benefit rate of the Quality Jobs program, or 10% of the taxable payroll of these new jobs, to be paid on a quarterly basis. The program lasts for up to 10 years.

\* For a complete list of Oklahoma business incentives, visit www.okcommerce.gov.

| Income Tax  |  |
|---|--|
| Personal Income Tax:<br>Corporate Tax Rate:   | 5.25% max<br>6.0%  |
| Property Tax (Ad Valorem)   |  |
| City: County: Public Schools: Technology: Total: *Valuation is 12% of Fall Market v | \$ 14.00<br>\$ 23.07<br>\$ 64.46<br>\$ 18.90<br>\$120.43<br>/alue per thousand of assessed value |
| Sales Tax   |  |
| State of Oklahoma:<br>City of Norman:<br>Cleveland County:                          | 4.5%<br>4.00%<br>0.25%   |

# LABOR NORMAN



#### MAJOR EMPLOYERS

| INPOOR ENT DO LETTO             |       |
|---------------------------------|-------|
| The University of Oklahoma:     | 12,94 |
| Norman Regional Hospital:       | 3,040 |
| Norman Public Schools:          | 1,806 |
| Johnson Controls:               | 1,030 |
| Walmart Supercenters:           | 950   |
| City of Norman:                 | 859   |
| Riverwind Casinos:              | 838   |
| Hitacht:                        | 460   |
| National Oceanic & Atmospheric  |       |
| Administration (NOAA):          | 400   |
| Super Target:                   | 380   |
| Oklahoma Veterans Center:       | 350   |
| U.S. Postal Service - NCED:     | 350   |
| SYSCO Foods:                    | 337   |
| Cimarron Energy:                | 275   |
| SITEL:                          | 264   |
| Arvest Bank:                    | 258   |
| Moore-Norman Technology Center: | 246   |
| Avara Technologies:             | 250   |
| AT&T:                           | 225   |
| Chickasaw Nation Industries:    | 163   |
| Thunderbird Casino:             | 190   |
| Republic Bank & Trust:          | 150   |
| Power Cost, Inc.:               | 140   |
| Southwestern Wire:              | 135   |
| MCSI:                           | 123   |
| Top of the World:               | 100   |
|                                 |       |

\*Please note that employee numbers are subject to change.

#### Unemployment Rate (%)



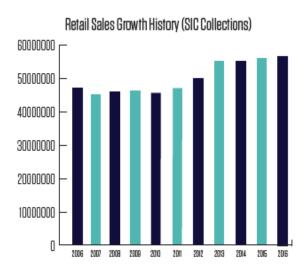
#### MEDIAN WAGE

| Management:                            | \$39.38 |
|--|---------|
| Business & Financial:                  | \$28.99 |
| Education, Training, & Library:        | \$21.80 |
| Art, Design, Entertainment,            |         |
| Sports & Media:                        | \$19.20 |
| Health Care Practitioners & Technical: | \$34.44 |
| Health Care Support:                   | \$13.04 |
| Food Preparations and Serving-related: | \$ 9.86 |
| Butlding and Grounds Cleaning          |         |
| & Maintenance:                         | \$12.34 |
| Protective Services:                   | \$20.32 |
| Sales & Related:                       | \$14.39 |
| Office & Administrative Support:       | \$15.55 |
| Construction & Extraction:             | \$18.63 |
| Installation, Maintenance & Repair:    | \$20.39 |
| Production:                            | \$15.29 |
| Transportation:                        | \$13.02 |
| Personal Care & Service:               | \$10.50 |
| Farming, Fishing & Forestry:           | \$ 8.78 |
| Computer & Mathematical:               | \$34.41 |
| Architecture & Engineering:            | \$28.67 |
| Life, Physical & Social Science:       | \$26.68 |
| Community & Social Services:           | \$19.91 |
|  |         |

#### EMERGING EMPLOYERS

| Atmospheric Technology Services |    |
|---------------------------------|----|
| Company:                        | 99 |
| Weather Decision Technology:    | 85 |
| StoneHouse Marketing:           | 81 |
| Weathernews:                    | 67 |
| AGIO:                           | 58 |
| Immuno-Mycologics:              | 40 |
| Health Engineering Systems:     | 35 |

### **INCOME & SHOPPING** NORMAN



#### UNIVERSITY TOWN CENTER

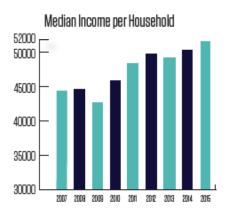
Located north of Robinson Street just off I-35, University Town Center brings Oklahoma the finest in open-air shopping, including Target, Kohls, PetCo and many more. With Phase I completed already, this center has future plans of a movie theatre, eight-acre park and two more hotels as well as expanding the selection of department stores. Upon completion University Town Center will be more than 2 million square feet.

#### HISTORIC DOWNTOWN NORMAN

A unique mixture of antique shops, coffee bars, art galleries and restaurants, downtown Norman provides the classic downtown feel with an artsy edge.

#### BROOKHAVEN VILLAGE

Located at 36th NW and Robinson, Brookhaven Village features boutiques such as Chico's, Jos. A. Bank, Talbots and J. Spencer. After a long day of shopping, stop by Pub W or Louie's to watch the game.



#### SOONER MALL

with 70 boutiques, three large department stores, a food court and children's play station, Sooner Mall has something for the whole family. Convieniently located on Main Street off I-35, this mall provides easy access to exciting shopping, dining and entertainment. Anchor stores include Aeropostale, American Eagle, Dillard's, Eddie Bauer, Express, Gap, JC Penny, Old Navy, Sears and many more.

#### **CAMPUS CORNER**

Just across the street from the University of Oklahoma, Campus Corner offers unique shopping, delicious restaurants, stylish salons and classic pubs. With everything from trendy shops like Shoetopia and Blush to unique dining experiences like Caribbean Cuisine and Victoria's Pasta Shop, Campus Corner provides the perfect atmosphere for every occasion.

#### PARKWAY PLAZA

Commonly referred to as 'Restaurant Row,'
Parkway Plaza boasts countless shops, restaurants
and other specialty stores. Featuring well-known
favorites such as BJ's, Charleston's and Interurban,
Parkway Plaza runs along Ed Noble Parkway from
Lindsey to Main Street. After eating stop by one of
the many large retail chains such as Toys R Us, Bed
Bath & Beyond, and Barnes and Noble.

# HOUSING NORMAN



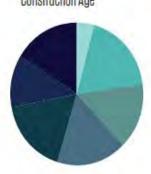
#### HOUSING QUICK FACTS

Average Sales Price: \$200,811 Average Days on Market: 53

#### HOUSING COST

\$1,996 Median Real Estate Tax: Median Year Structure was Built: 1981 Single Family Housing Units: 50,431 Median Rent: \$848

### Construction Age







| Year | # of Permits | Commercial Value | Residential Value | Total Construction Value |
|------|--------------|------------------|-------------------|--------------------------|
| 2003 | 1296         | \$ 42,341,237    | \$ 103,486,420    | \$ 145,827,657           |
| 2004 | 1606         | \$ 54,583,537    | \$ 171,409,339    | \$ 225,992,876           |
| 2005 | 1508         | \$ 49,561,566    | \$ 156,204,279    | \$ 205,765,845           |
| 2006 | 1379         | \$ 46,146,469    | \$ 117,824,296    | \$ 163,970,792           |
| 2007 | 1244         | \$ 221,652,412   | \$ 92,393,692     | \$ 314,046,104           |
| 2008 | 1395         | \$ 72,957,512    | \$ 104,068,686    | \$ 177,026,199           |
| 2009 | 1100         | \$ 116,968,254   | \$ 92,393,692     | \$ 191,536,967           |
| 2010 | 1222         | \$ 73,709,847    | \$ 174,568,713    | \$ 166,617,474           |
| 2011 | 1338         | \$ 117,062,375   | \$ 80,104,665     | \$ 197,167,040           |
| 2012 | 1776         | \$ 85,513,383    | \$ 127,466,768    | \$ 212,980,151           |
| 2013 | 2754         | \$ 84,543,886    | \$ 132,909,593    | \$ 217,453,449           |
| 2014 | 1013         | \$ 85,091,436    | \$ 149,843,679    | \$ 234,935,115           |
| 2015 | 549          | \$ 47,758,087    | \$ 131,088,632    | \$ 178,846,719           |
| 2016 | 667          | \$ 113,244,368   | \$ 197,895,839    | \$ 311,140,207           |

### **EDUCATION** NORMAN



University of Oklahoma Student Goldo

#### UNIVERSITY OF OKLAHOMA

Known as a major national research university, the University of Oklahoma serves the educational, cultural and economic needs of Norman, the state, region and nation. Created by the Oklahoma Territorial Legislature in 1890, OU has 21 colleges offering 171 majors at the baccalaureate level, 152 majors at the master's level, 79 majors at the doctoral level, 32 majors at the first professional level and 35 graduate certificates. OU's enrollment is more than 30,000 students and the university has more National Merit Scholars per capita than any other public university in America. Ranked in the top 10 universities in the nation by The Princeton Review, OU has produced 29 Rhodes Scholars and 51 Goldwater Scholarship recipients for math and science.

#### MOORE NORMAN TECHNOLOGY CENTER

With a reputation for excellence, MNTC is viewed as one of the nation's premier educational and training institutions.

Accredited by the North Central Association Commission on Accreditation and School Improvement, MNTC provides high school and adult students a quality and affordable career through a technical education. Moore Norman Technology Center also provides professional assistance to businesses in order to help them achieve their business goals.

#### UNIVERSITY OF PHOENIX

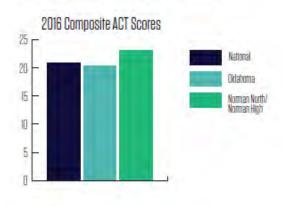
Targeted towards working adults, the University of Phoenix offers the flexibility of obtaining a bachelor's or master's degree while working full time. With a complete online program, students can earn their bachelor's degree in eight different programs or their master's degree in seven specialized areas.

### **EDUCATION** NORMAN



#### NORMAN PUBLIC SCHOOLS (NPS)

Recognized at the state and national level for exceptional teachers and instruction programs, NPS had 11 National Merit Finalists in the 2015-2016 school year. Students from NPS continually succeed in athletics, drama, competitive speech and debate, poetry, writing, studio art, band, orchestra and student newspaper. In fact NEWSWEEK Magazine listed Norman North High School and Norman High School in the top 5% of high schools in the nation. In 2016, Norman North and Norman High scored 2 points higher than the national average on the ACT test.



#### DISTRICT ENROLLMENT

| Elementary            | 7,842  |
|-----------------------|--------|
| Middle School         | 3,452  |
| High School           | 4,650  |
| <b>Total Students</b> | 15,944 |

#### OTHER HIGHER EDUCATION INSTITUTIONS

FOUR-YEAR INSTITUTIONS

East Central University
Langston University
Mid-America Christian University
Oklahoma Baptist University
Oklahoma Christian University
Oklahoma City University
Oklahoma State University at OKC
Southern Nazarene University
St. Gregory's University
University of Science & Arts of Oklahoma
The University of Central Oklahoma

#### TWO YEAR INSTITUTIONS

Hillsdale Freewill Baptist College Oklahoma City Community College Rose State College

#### CAREER/TECHNICAL COLLEGES DKI AHOMA GITY AREA

ATI Career Training Center
DeVry University
Heritage Institute
ITT Technical Institute
Keller Graduate School of Management
TechSkills
Vatterott College
Wright Business School

### **BUSINESS RECOURCES** NORMAN



#### ELECTRICITY

Oklahoma Gas & Electric Company Oklahoma Electric Cooperative

#### GAS

Oklahoma Natural Gas

#### WATER

Supplier: City of Norman Lake Thunderbird/Wells Source: System Capacity: 22,350,000 GPD

Daily Production: Max: 18,250,000 GPD

Min: 7,813,000 GPD

#### SEWER

Sewer Treatment Authority: City of Norman Sewage Capacity: 17,000,000 GPD

#### TELECOMMUNICATIONS

AT&T

Cox Communications

#### TELECOMMUNICATIONS SERVICES AVAILABLE

Digital Services Fiber Optics Point of Presence

#### BUSINESS ASSISTANCE

Norman Economic Development Coalition Jason Smith, CEcD President & CEO 128 E. Main

Norman, OK 73069 Phone: (405)573-1900

#### IMPORTANT WEBSITES

City of Norman: Moore Norman Technology Center: Norman Chamber of Commerce: Norman Public Schools: Oklahoma Department of Commerce: Oklahoma Employment Security Commission: www.oesc.ok.gov University of Oklahoma:

VisitNorman:

www.cityofnorman.com www.mntechnology.com www.selectnorman.com www.normanchamber.com www.norman.k12.ok.us www.okcommerce.gov www.ou.edu

www.visitnorman.com

### **HEALTH CARE** NORMAN



Norman Regional Health Plex

#### NORMAN REGIONAL HEALTH SYSTEM

Providing quality and compassionate health care services and education, the Norman Regional Health System (NRHS) serves the regional Norman community extending throughout south central Oklahoma. With over 2,950 employees and 356 active-staff physicians, NRHS provides outpatient diagnostic centers, medical transport services, physician services, community wellness and employer health services.

#### GRIFFIN MEMORIAL HOSPITAL

An adult inpatient psychiatric teaching hospital offering comprehensive services for mental health clients. The Griffin Memorial Hospital offers its patients psychiatric and psychological evaluation, psychotherapy, activities therapy, chemotherapy, and psychiatric rehabilitation.

#### SENIOR CARE

Norman features a vast array of services available for our senior adults, including nursing homes and senior assisted living.

#### OKLAHOMA VETERANS CENTER NORMAN DIVISION

Offering long-term, skilled and non-skilled nursing care to eligible Oklahoma veterans, the Oklahoma Veterans Center in Norman features a state-of-the-art, 301-bed complex.

#### J.D. McCARTY CENTER FOR CHILDREN WITH DEVELOPMENTAL DISABILITIES

A rehabilitation hospital where Oklahoma's children with development disabilities learn to move, act, play, think and communicate better and where parents find relief from overwhelming responsibilities. Both inpatient and outpatient care are available.

#### NORMAN SPECIALTY HOSPITAL

A Long-term Acute Care Hospital (LTACH) that specializes in treating patients with serious and often complex medical conditions requiring a longer length of stay, Norman Specialty Hospital focuses on building strength, improving mobility and increasing independence.

### **QUALITY OF LIFE NORMAN**

#### PARKS & RECREATION

The Parks & Recreation department features a full schedule of programs. Norman has 62 parks, including a championship golf course, municipal swimming pool complex with a water slide, hiking trails, Frisbee golf course, fishing, tennis courts, playgrounds, open and covered picnic areas and indoor recreation centers. The recreation programs include sports leagues and clinics, dance and exercise classes and a senior citizens' center. The Griffin Park Sports Complex encompasses 16 soccer fields, 14 baseball/softball fields and four football fields. Norman also features a full service YMCA with an indoor pool and track.

#### RECREATIONAL FACILITIES

Public Recreation Centers: 3
Miles of walking trails: 14.07
Miles of bicycle routes: 120.37
Golf Courses: 6
Swimming Pools: 4
Private Health & Fitness Centers: 19

#### GOLF

Norman boasts two 18-hole public golf courses: City of Norman Westwood Golf Course and Jimmie Austin University of Oklahoma Golf Course, in addition to two 18-hole private courses: The Trails and Belmar Golf Club. Norman also has a nine-hole par three course at Cobblestone Creek Golf Club.

#### SPORTING EVENTS

Home to the University of Oklahoma Sooners, Norman sports are always in season. Consistently appearing among top ranked teams, OU football, baseball, softball, soccer, wrestling, basketball, golf and gymnastics means there is an event for every sport lover.

#### CHURCHES

There are over 100 churches representing a variety of different denominations in the Norman community.

#### HOTELS/MOTELS

Norman offers seven bed-and-breakfasts and 22 hotels and motels offering a wide variety of accommodations.

#### NORMAN PUBLIC LIBRARY

The Norman Public Library has over 2,000 iPhone and iPod compatible books available. The Norman branch is the headquarters of the Pioneer Library System, serving nine communities in central Oklahoma.

#### LAKE THUNDERBIRD STATE PARK

Just a couple miles down Highway 9, Lake Thunderbird provides outdoor enthusiasts with a 6,000-acre lake perfect for wake boarding, picnics, barbecues or just a relaxing day on the water. Complete with R.V. hook-ups, camping facilities and two full size marinas, Lake Thunderbird has everything for the perfect outdoor adventure.

#### DINING OUT

Norman has a wide variety of restaurants that will appeal to anyone's tastes. Cuisines represented in over 260 restaurants and cafeterias include barbecue, Asian (Chinese, Indian, Japanese, Thai), Greek, Italian, Mexican, seafood, and natural foods.

#### CRIME RATE

Norman crime rate per 1,000 population: 38.9% Norman police officers per 1,000 population: 1.36 Total Norman police officers: 158 Norman fire ghters per 1,000 population: 1.39 Total Norman firefighters: 159



Lake Thunderbird



Sponer Fonthall



Sconer Stampede at Lake Thunderbird

# ARTS + ENTERTAINMENT NORMAN



#### SAM NOBLE MUSEUM OF NATURAL HISTORY

On the University of Oklahoma campus, the Sam Noble Museum of Natural History brings in approximately 150,000 visitors a year to enjoy the constantly evolving selection of art and exhibits. With curators actively involved in field research around the world, the museum provides a great experience for children and families of all ages.

#### FRED JONES JR. MUSEUM OF ART

Described as one of the finest university art museums in the country, this museum holds the most important collection of French Impressionism ever given to an American public university. The museum also holds large collections of East Asian and Native American art including artists such as Stuart Davis, Georgia O'Keeffe and Edward Hopper.

#### SOONER THEATRE

Originally created for "talking pictures", the theatre opened in 1929 as the first movie theatre in the region. In 1982 the theatre reopened her doors as a community performing art center and now hosts concerts, movies, theatrical shows and more.

#### RUPEL I. JONES THEATRE

A 600-seat theatre featuring productions by the University of Oklahoma School of Drama, School of Dance, Musical Theater Program and OU Summer Stage Lab Theater.

#### FESTIVALS

Norman, the 'city of festivals', is home to over a dozen annual festivals, parades and community events. Some favorites include Norman Music Festival, Medieval Fair, Jazz in June and Groovefest.

#### CLEVELAND COUNTY HISTORICAL MUSEUM

An excellent example of traditional Victorian architecture, the Historical House showcases a collection of manuscripts, letters, diaries and photographs pertaining to early Norman and Oklahoma.

#### THE CRUCIBLE FOUNDRY

With a wide range of talents and specialties, the Foundry specializes in bronze sculptures and monumental pieces. The Crucible employes the largest kiln west of the Mississippi to create their unique masterpieces of up to 900 pounds.

#### FIREHOUSE ART CENTER

Founded in 1971 by three local artists, the Firehouse Art Center fosters appreciation, enjoyment and development of art. Focused exclusively on visual arts, the Center provides the community with studio classes, workshops, special programs and exhibitions.

#### THE JACOBSON HOUSE

Native American Art Center Bringing in art exhibits, cultural activities, lectures, workshops and educational events to the public. The Jacobson house stands as a living symbol of the recognition of Native American art as the medium speaking to every person.

#### THE NORMAN DEPOT

Hosting various Norman events, the Norman train station serves as a reminder of the origin of many Oklahoma towns. The restored depot serves as a station for the Heartland Flyer.



azz in lume



Norman Music Festival



Sooner Theate



Sam Noble Museum



Fred Jones Museum





129 E Main St Norman, OK 73069 TEL: 405-573-1900 Ernalt nedcjaselectnorman.com www.selectnorman.com

The Norman Economic Development Coalition is a joint venture of the University of Oklahoma, the City of Norman, Moore Norman Technology Center and the Sooner Centurions, a committee of the Norman Chamber of Commerce.

#### MARKET AREA & NEIGHBORHOOD ANALYSIS:

"Market area" is defined as "the defined geographic area in which the subject property competes for the attentions of market participants; the term broadly defines an area containing diverse land uses" (Twelfth Edition of The Appraisal of Real Estate). A "neighborhood" is defined by the Twelfth Edition of The Appraisal of Real Estate as "a grouping of complementary land uses; a related grouping of inhabitants, buildings, or business enterprises." A "district" is defined as "a market area characterized by one predominate land use e.g., apartment, commercial, industrial, agricultural." A market area may encompass one or more neighborhoods or districts. Market areas are defined by a combination of factors - e.g., physical features, the demographic and socioeconomic characteristics of the residents or tenants, the condition of the improvements (age, upkeep, ownership, and vacancy rates), and land use trends. The subject property, market area, and neighborhood are all affected by operation of the four forces that affect property value. These forces include social, economic, governmental, and environmental factors. Beyond an analysis of the region, or city, in which the property is located, it is also important to define the market area and/or neighborhood where it is located. Given specific market area and/or neighborhood boundaries, the social, economic, governmental and environmental influences are considered, and their influence on value can be documented. Analyzing the market area helps to provide a framework, or context,

in which the opinion of property value is developed. The overriding purpose of describing and analyzing a particular market area is to observe and/or quantify data indicating discernible patterns of urban growth, structure, and change that may enhance or detract from property values.

The subject property is located on the south side of East Lindsey Street due west of the Burlington Northern & Santa Fe Railroad in southeast Norman. Lindsey Street is an arterial four-lane street running east-west through south central Norman extending from west of Interstate 35 to The University of Oklahoma and then east through The University of Oklahoma main campus is situated about one-half mile due west of the subject. Land owned and utilized by the University of Oklahoma extends from Boyd Street on the north to State Highway 9 on the south mostly between Elm and Chautauqua Avenues on the west and Jenkins Avenue on the east. The land directly to the north, west, and south of the subject is owned by the University of Oklahoma. To the north is a park. The land to the west and south was the former site of an old apartment complex owned by the University of Oklahoma which was razed many years ago. There are apartments (Flats at Norman) further south and multiple apartment complexes and duplexes to the east along and within a few blocks of Lindsey Street. The predominate land uses in the subject neighborhood consist of multi-family residential properties, singlefamily residences, and commercial uses (retail, restaurants, service businesses, etc.).

There are commercial uses along Lindsey Street at Classen Boulevard and from 12th Avenue S.E. to the east and along Classen Boulevard to the north and south of Lindsey Street. Uses within the immediate vicinity of Lindsey Street and Classen Boulevard include a multitenant retail strip center at the northeast corner, a U-Haul rental center and self-storage facility at the southwest corner, a car wash and condominium complex further south, a retail building at the southeast corner, a convenience store, fast-food restaurant (Braum's Ice Cream), and an apartment complex further east, and a multifamily residential property at the northwest corner. The surrounding neighborhoods of mostly single-family residential consist subdivisions and neighborhoods.

The downtown central business district of Norman is situated about one mile northwest of the subject. Interstate 35, the major interstate highway running north-south through central Oklahoma, is accessible off of West Lindsey Street about two miles west of the subject.

#### SITE ANALYSIS:

The subject site consists of a ±5.2-acre tract of land located on the south side of East Lindsey Street due west of the Burlington Northern & Santa Fe Railroad in Norman. Lindsey Street is an arterial four-lane asphalt surfaced street with concrete curb and gutter. The site is irregular in shape as shown on the plot plan found on the following pages. The site has only limited frontage along Lindsey Street to the west of the water tower (see plot plan.)

The site has a general gradual slope from the northeast corner to the southwest corner and from east to west. The site appears to have adequate drainage. A very small part of the site (at the southwest corner) appears to be located within any HUD-identified Special Flood Hazard Area (area subject to 100-year flooding, Zone AE, or floodway) according to FEMA Flood Insurance Rate Map Number 40027C0285H effective September 26, 2008. Any part of the site which may be within the 100-year flood plain can be determined by a professional survey of the property. The remainder of the site is situated in Zone X, an area determined to be outside of the 0.2% annual chance flood plain.

City water and sanitary sewer are available and to the site.

Electricity, natural gas, telephone, and cable are provided by public utility companies. No apparent adverse easements, encroachments,

environmental conditions, or other site factors were noted. No survey of the property was available to the appraiser.

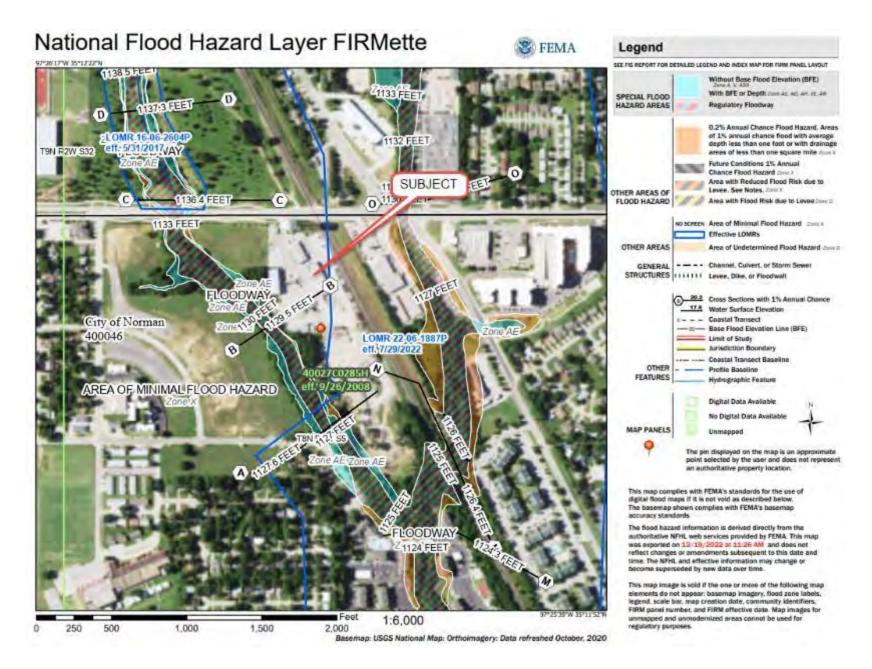
### NOTE:

The subject site has been appraised as if vacant and unimproved. The subject site is the current site of the City of Norman Street Maintenance Facility. There are several existing buildings, asphalt paving, and fencing on the property which have been given no consideration or value in this appraisal.



EXISTING SITE
Lindesy Yard
SEPTEMBER 27, 2021











SUBJECT SITE (VIEW LOOKING SOUTH FROM LINDSEY STREET AQLONG RAILROAD)



SUBJECT SITE (VIEW LOOKING SOUTH-S.W. FROM LINDSEY STREET ALONG RAILROAD)



SUBJECT SITE (VIEW LOOKING SOUTHWEST FROM RAILROAD TRACKS)



SUBJECT SITE (VIEW LOOKING NORTHWEST FROM RAILROAD TRACKS NEAR S.E. CORNER OF SITE)



SUBJECT SITE (VIEW LOOKING NORTH FROM SOUTH OF SITE)



SUBJECT SITE (VIEW LOOKING SOUTHEAST FROM LINDSEY STREET)







LINDSEY STREET LOOKING WEST FROM RAILROAD TRACKS (SUBJECT TO LEFT IN FOREGROUND)



LINDSEY STREET LOOKING WEST FROM IN FRONT OF SUBJECT SITE



LINDSEY STREET LOOKING EAST FROM IN FRONT OF SUBJECT SITE



VIEW LOOKING SOUTH FROM LINDSEY STREET ALONG RAILROAD TRACKS (SUBJECT TO RIGHT)



VIEW LOOKING NORTH ALONG RAILROAD TRACKS FROM SOUTHEAST OF SUBJECT (SUBJECT TO LEFT)

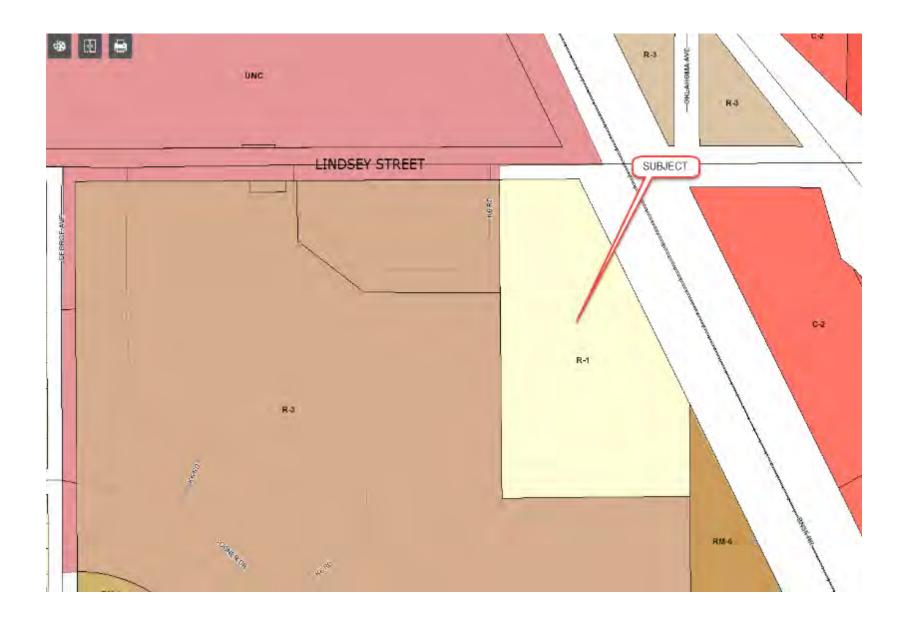
#### ZONING:

The subject property is currently zoned "R-1" Single-family Dwelling District by the City of Norman. The "R-1" District permits single-family dwellings, family day care homes, and general purpose or farms. Uses permissible upon review include municipal uses, public buildings, public utilities, churches, and schools. The present use of the subject property is municipal use (City of Norman Street Maintenance Facility) which is a legally permissible use under the "R-1" zoning district. The property can be rezoned for another use which will require platting of the property. With the surrounding land uses and zoning being multi-family residential (R-3 or RM-6) and commercial (C-2), the most likely use for which the property could be rezoned would be multi-family residential, commercial, or mixed use.

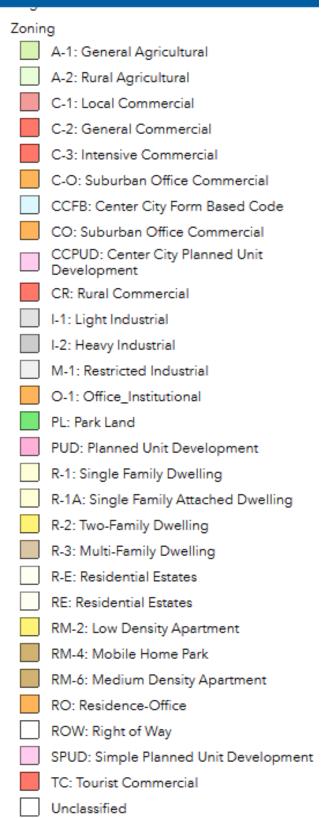
The Norman 2025 Land Use and Transportation Plan designates the future use of the subject site as institutional. The institutional classification is due to the property being the site of the City of Norman Street Maintenance Facility. The future use of the surrounding land to the west, southwest, and south of the subject is designated as high density residential.

On the following pages can be found the City of Norman zoning map and Norman 2025 Land Use and Transportation Plan for the subject

property. The current zoning for the land contiguous to the south, southwest, and south of the subject property is shown as either "R-3" Multi-family Dwelling District or "RM-6" Medium Density Apartment District on the City of Norman zoning map. However, these contiguous properties are owned by the University of Oklahoma and are actually designated as unclassified (UNC). If these properties were to be sold and developed by a party or parties other than the University of Oklahoma, then the underlying zoning by the City of Norman would apply to the land.



# Legend





| Norman 2025 |                              |
|-------------|------------------------------|
|             | Very Low Density Residential |
|             | Low Density Residential      |
|             | Medium Residential           |
|             | High Density Residential     |
|             | Office                       |
|             | Commercial                   |
|             | Industrial                   |
|             | Institutional                |
|             | County Residential           |
|             | Open                         |
|             | Flood Plain                  |
|             | park                         |
|             | Lakepool / Floodway          |
|             | Mixed Use                    |

# HIGHEST AND BEST USE:

Fundamental to the appraisal concept is the theory of highest and most profitable use of the land. The valuation of land is manifest in the use which produces the highest net return to the land. The valuation of the subject site is, therefore, dependent upon the use.

Highest and best use may be defined as:

"The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, and financially feasible, and that results in the highest value." (The Dictionary of Real Estate Appraisal, Fourth Edition, Page 135, Appraisal Institute, 2002)

In addition to being reasonably probable, the highest and best use of both the land as though vacant and the property as improved must met four implicit criteria. That is, the highest and best use must be:

- 1. Physically possible
- 2. Legally permissible
- 3. Financially feasible
- 4. Maximally productive

These criteria are often considered sequentially. The tests of physical possibility and legal permissibility must be applied before

the remaining tests of financial feasibility and maximum productivity.

The highest and best use of the land as if vacant and available for use may be different from the highest and best use of the improved property. This occurs when the improvement is not an appropriate use, but still makes a contribution to the total property value in excess of the value of the land.

The following tests must be met when estimating highest and best use. The use must be legal and permissible, not speculative or conjectural. A demand for the use must exist and it must yield the highest net return to the land for the longest period. These tests are applied to the improved property and the land as if vacant.

#### Highest and Best Use as a vacant site:

#### Physically Possible Use:

The first constraint of the possible use of the property is dictated by the physical characteristics of the site. The size and location of the parcel are the most important determinants of value. In general, the larger the site the greater its potential to achieve economies of scale and flexibility in development.

The size of the parcel and the provisions of the zoning have considerable influence on the site's ultimate development. The key determinant in the development of the appraised site is the permitted size of the project. The subject site is irregular in shape with an area of ±5.2 acres. The site has frontage and accessibility on Lindsey Street. By virtue of its size and shape, the appraised site lends itself to a variety of possible uses. The physical aspects of the site do not impose extraordinary constraints on its development.

#### Legally Permissible Use:

The only legal restrictions that apply to the sites are private restrictions and the restrictions of public zoning. No private restrictions were found. Easements existing as of the valuation date were not considered detrimental to the use of the property.

The subject property is currently zoned "R-1" Single-family Dwelling District by the City of Norman. The "R-1" District permits single-family dwellings, family day care homes, and general purpose or farms. Uses permissible upon review include municipal uses, public buildings, public utilities, churches, and schools. The present use of the subject property is municipal use (City of Norman Street Maintenance Facility) which is a legally permissible use under the "R-1" zoning district. The property can be rezoned for another use

which will require platting of the property. With the surrounding land uses and zoning being multi-family residential (R-3 or RM-6) and commercial (C-2), the most likely use for which the property could be rezoned would be multi-family residential, commercial, or mixed use.

The Norman 2025 Land Use and Transportation Plan designates the future use of the subject site as institutional. The institutional classification is due to the property being the site of the City of Norman Street Maintenance Facility. The future use of the surrounding land to the west, southwest, and south of the subject is designated as high density residential.

#### Financially Feasible Use:

The subject property is located along the south side of East Lindsey Street due west of the Burlington Northern & Santa Fe Railroad. The predominate land uses in the area consist of mostly multi-family residential uses, single-family residential uses, and commercial uses. There has been extensive new multi-family residential development taking place in recent years in the areas surrounding or in close proximity to the University of Oklahoma as demand for rental units in these areas is strong. There has been extensive new commercial development taking place in the Norman area as well.

Rental rates and vacancy rates for multi-family residential properties and commercial/retail properties are at levels which make new construction economically feasible based upon current construction costs. Based upon current market conditions in the area, multi-family residential uses and commercial uses are considered to be economically feasible at the present time.

#### Maximally Productive Use:

Of the uses which are physically possible, legally permissible, and financially feasible, the maximally productive use or use which will result in the highest net return to the land is considered to be multi-family residential uses, commercial uses, or mixed use.

## Highest and Best Use "As Vacant Site":

Based upon current market conditions in the area and the location of the property, the highest and best use of the sites "as vacant and available for use today" is multi-family residential use, commercial use, or mixed use.

#### THE APPRAISAL PROCESS:

In the appraisal of real property, to arrive at an estimate of market value for the subject site being considered, it is the appraisal practice to search, study and assemble as much information as possible pertaining to value that can be collected from the marketplace, and to utilize this information in three separate approaches to an estimate of value. These three approaches are: the Cost Approach, Income Capitalization Approach, and the Sales Comparison Approach.

Cost Approach - A method in which the value of a property is derived by estimating the replacement cost of the improvements, deducting therefrom the estimated depreciation, and then adding the value of the land as estimated by use of the Sales Comparison Approach.

Income Capitalization Approach - An appraisal technique in which the anticipated net income is processed to indicate the capital amount of investment, which produces the net income. The capital amount called the CAPITALIZED VALUE is, in effect, the sum of the anticipated annual rents less the loss in interest until the time of collection. The reliability of this technique is dependent upon four conditions, namely, (a) the reasonableness of the estimate of the anticipated net annual income; (b) the duration of the net annual income, usually the economic life of the building; (c) the capitalization (discount rate); and (d) the method of conversion (income to capital).

Sales Comparison Approach - An appraisal technique in which the market value estimated is predicated upon prices paid in actual market transactions and current listings, the former fixing the lower limit of value in a static or advancing market (price wise), and fixing the higher limit of value in a declining market; and the latter fixing the higher limit in any market. It is a process of correlation and analysis of similar, recently sold properties. The reliability of this technique is dependent upon: (a) degree of comparability of each property with the property under appraisal; (b) the time of the sale; (c) the verification of sales data; and (d) the absence of unusual conditions affixing the sale.

After arriving at an indication of value by the three approaches, these are correlated into a single conclusion of value based on the approach that has the highest quality and quantity of data available, and the one in which the market participant typically has the greatest confidence.

The subject property consists of ±5.2-acre tract of land for which the highest and best use is considered to be multi-family residential, commercial, or mixed use. The subject site is being appraised as if vacant and unimproved with no consideration or value given to any existing improvements on site. The Cost Approach is not applicable as the subject site is being appraised as if vacant and unimproved

and no improvements are involved. The Income Capitalization Approach is not applicable as the property is not an income-producing property. The only applicable approach to value in the valuation of the subject site as if vacant and unimproved is the Sales Comparison Approach.

# SALES COMPARISON APPROACH

The Sales Comparison Approach is a method of estimating market value in which a subject property is compared with comparable properties that have been sold recently. Preferably, all properties are in the same geographic area. One premise of the Sales Comparison Approach is that the market will establish a price for the subject property in the same manner that the prices of comparable competitive properties are established.

The sale prices of the properties deemed most comparable to the subject property tend to set the range in which the value of the subject property will fall. Further consideration of the comparative data allows the appraiser to derive a figure representing the value of the appraised property, in keeping with the definition of value sought, as of the effective date of the appraisal.

Essentially, the Sales Comparison Approach is a systematic procedure for comparison. In applying the Sales Comparison Approach, an appraiser:

- 1. Researches the market to obtain information about transactions, listings, and other offerings of properties similar to the subject property.
- 2. Verifies the information through a knowledgeable source, preferably one of the participants in the transaction, by considering whether the data obtained is factually accurate and the transactions reflect arm's length market considerations.
- 3. Determines relevant units of comparison for example, acre, square foot, multiplier, etc. and develops a comparative analysis for each unit.
- 4. Compares the subject property and comparable sales and adjusts the sale price of each comparable appropriately or eliminates the property as a comparable.
- 5. Reconciles the several value indications derived from the comparables into a single value indication.

Estimating the degree of comparability between two properties necessitates a judgment about their similarity. This judgment is based on consideration of elements of comparison - i.e., the characteristics of properties and transactions that cause prices to The elements of comparison are: (1) real property rights conveyed; (2) financing terms; (3) conditions of expenditures made immediately after purchase; (5) market conditions; (7) physical characteristics(size, location; construction quality, condition, etc.); (8) economic characteristics(operating expenses, lease provisions, management, tenant mix, etc.); (9) use(zoning); and (10) non-realty components of value. Adjustments for these elements are made to the price of each comparable property as appropriate.

The subject property consists of a  $\pm 5.2$ -acre tract of land for which the highest and best use is considered to be multi-family residential, commercial, or mixed use. The subject site is being appraised as if vacant and unimproved with no consideration or value given to any existing improvements on site.

Four recent sales of comparable unimproved tracts of land with similar highest and best use (multi-family residential or commercial) were analyzed in the valuation of the subject property by the Sales Comparison Approach, summaries of which can be found on the following pages. Recent sales of comparable properties were found to be somewhat limited due to the scarcity of unimproved tracts of land in the subject area with similar highest and best use.

#### COMPARABLE LAND SALE NO. 1:

Location: Northeast corner of 12th Avenue S.E.

& Cobblestone Creek Drive

Norman, Oklahoma

Legal Desc.: Part of SW/4 Section 16, T8N, R2W, I.M., Cleveland

County, Oklahoma (to be platted as Sage Cobblestone

Creek)

Buyer: Juniper Norman OZ Senior Housing, LP

Seller: CCDG, LLC

Site Area:  $\pm 287,625$  S.F. or  $\pm 6.60$  acres (net area)

Zoning: "PUD-1920-22" Planned Unit Development District

(multi-family residential use - active adult

independent living center)

Date of Sale: December 4, 2019

Book/Page: 5998/398

Sale Price: \$1,500,000 (all cash to seller)

Price/S.F.: \$5.22

Comments: This was the December 2019 sale of a ±6.60-acre

unimproved tract of multi-family residential land located at the northeast corner of 12<sup>th</sup> Avenue S.E. and Cobblestone Creek Drive in southeast Norman. A new boutique resort-style active adult living center known as Sage Cobblestone has since been constructed on this tract. This is a level corner site with all city utilities to the site. This tract

is contiguous to the Cobblestone Golf Course.



COMPARABLE LAND SALE NO. 1 (±6.60-ACRE TRACT OF MULTI-FAMILY RESIDENTIAL LAND)

## COMPARABLE LAND SALE NO. 2:

Location: Southeast corner of 12th Avenue S.E. & Commerce Dr.

Norman, Oklahoma

Legal Desc.: Lot 1, Block 2, of East Lindsey Plaza Section 5, to

Norman, Cleveland County, OK

Buyer: Tinker Federal Credit Union

Seller: Arvest Bank

Date of Sale: October 24, 2019

Book/Page: 5984/1240

Size: ±129,948 S.F. or 2.9832 acres

Zoning: "RM-2" Low Density Apartment District

(Rezoned to "SPUD-1920-11" Simplified Planned Unit

Development by the buyer)

Sale Price: \$910,000 (all cash to seller)

Price/S.F.: \$7.00

Comments: This was the October 2019 sale of an unimproved

2.9832-acre site located at the southeast corner of 12<sup>th</sup> Avenue S.E. and Commerce Drive in southeast Norman. This is an irregular shaped corner site which was platted with all city utilities to the site. This site has since been improved with a new Tinker Federal Credit Union. At the time of sale, this tract was zoned for multi-family residential use ("RM-2" Low

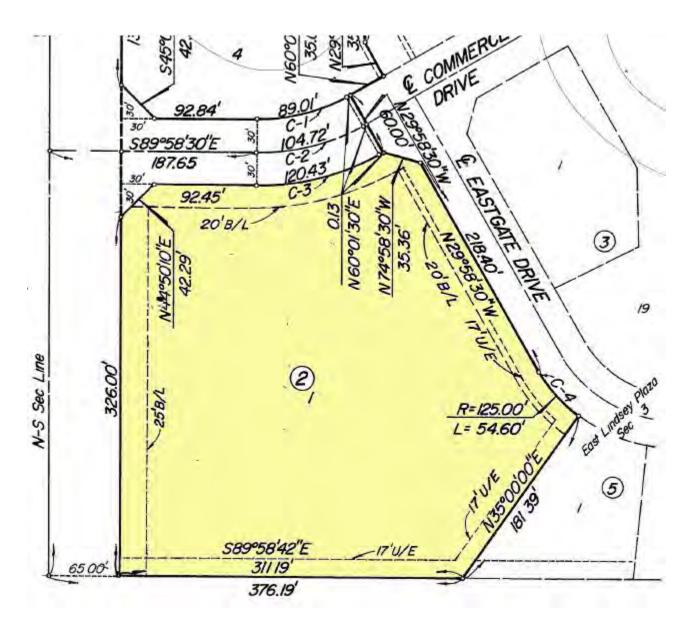
by the buyer for commercial use as a SPUD for

development with a new credit union which has since been constructed on the site. This corner tract has frontage on 12<sup>th</sup> Avenue S.E. (a major arterial fourlane street), Commerce Drive, and Eastgate Drive.

Density Apartment District). The property was rezoned



COMPARABLE LAND SALE NO. 2



COMPARABLE LAND SALE NO. 2

## COMPARABLE LAND SALE NO. 3:

Location: 2109 West Lindsey Street

Norman, Oklahoma

Legal Desc.: Lot 1, Block 1, Dowell Addition, to Norman,

Cleveland County, OK

Buyer: Nacionales, LLC

Seller: Richard Samuel Dowell III Revocable Living Trust

Date of Sale: May 3, 2021

Book/Page: 6234/157

Size: ±142,877 S.F. or 3.28 acres

Zoning: "C-2" General Commercial District and "C-1" Local

Commercial District

Sale Price: \$932,500 (all cash to seller)

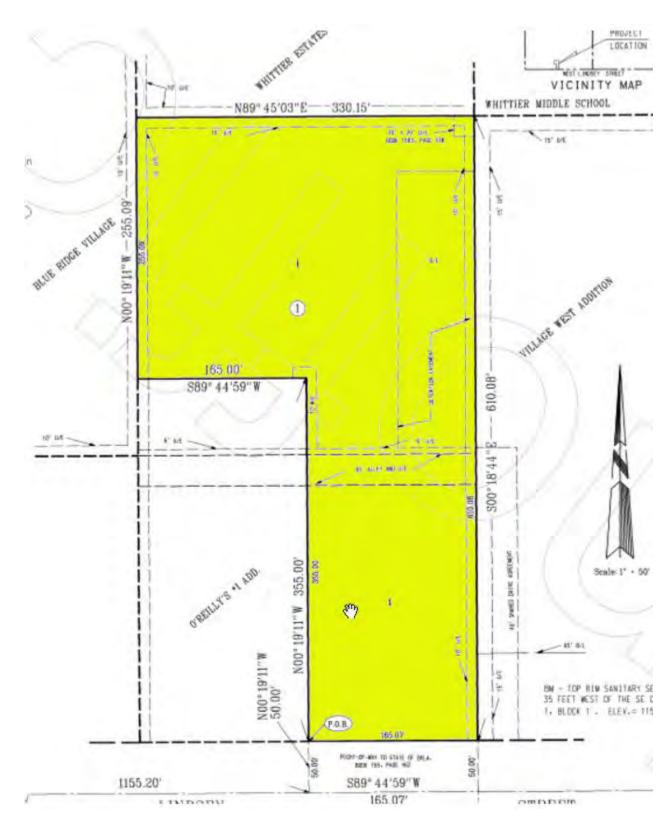
Price/S.F.: \$6.53

Comments: This was the recent (May 2021) sale of an unimproved

3.28-acre commercial tract of land located on the north side of the 2100 block of West Lindsey Street in southwest Norman. This is an irregular shaped interior tract with 165.07 feet of frontage on West Lindsey Street. This tract is level and has all city utilities to the site. A new commercial building has since been constructed on the front of this site.



COMPARABLE LAND SALE NO. 3



COMPARABLE LAND SALE NO. 3

## COMPARABLE LAND SALE NO. 4:

Location: 2960 Classen Boulevard

Norman, Oklahoma

Legal Desc.: Part of NW/4 Section 9, T8N, R2W, I.M., Cleveland

County, OK

Buyer: Oncue RE, LLC

Seller: Estate of George M. Tullius

Date of Sale: June 26, 2018

Book/Page: 5817/605

Size: ±322,344 S.F. or 7.40 acres

Zoning: "C-2" General Commercial District

Sale Price: \$1,482,782 (all cash to seller)

Price/S.F.: \$4.60

Comments:

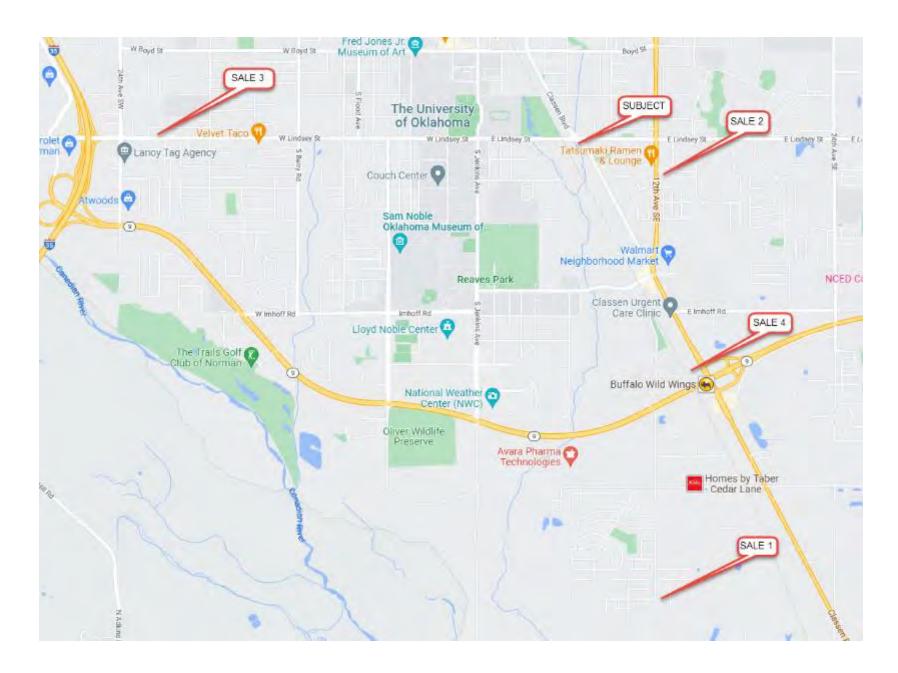
This was the June 2018 sale of an unimproved 7.40acre commercial tract of land located on the west side of the 2900 block of Classen Boulevard due north of State Highway 9 in southeast Norman. This tract was not platted at the time of sale and was covered in trees. This irregular shaped tract backs up to the railroad and had all city utilities nearby at the time of sale. This tract required extensive site work (grading, clearing, and creation of two detention ponds encompassing ±2.05 acres of the site -shown on the final plat as Detention Ponds A & B) for development of the tract. The two detention ponds significantly reduce the usable area of the tract. A new OnCue convenience store has since been constructed on the south half of the site and a pad site created on the north half. The price per square foot based upon the developable area of the tract of 5.35 acres would be \$6.36/S.F.

# Unit of Comparison:

Price/S.F.: \$4.60 (based on gross area of site)
Price/S.F.: \$6.36 (based on developable area)







# Analysis of Land Sales:

Four sales of comparable unimproved tracts of land with similar highest and best use (multi-family residential or commercial) have been analyzed in the valuation of the subject site, a summary of which is as follows:

## SUMMARY OF COMPARABLE LAND SALES

|      |  | SALE                 | SALE   | SIZE                     |            | PRICE             |
|------|--|----------------------|--|--------------------------|------------|-------------------|
| SALE | LOCATION   | DATE                 | PRICE  | (AC)                     | ZONING     | PER S.F.          |
| 1    | NE corner 12 <sup>th</sup> Avenue S.E.<br>& Cobblestone Creek Drive<br>Norman, OK        | (*Multi              | \$1,500,000<br>-family resident<br>independent | dential use              | e - active | \$5.22            |
| 2    |  | ed for m<br>ime of s |  | residentia<br>for commen | l use at   | \$7.00            |
| 3    | 2109 West Lindsey Street<br>Norman, OK   | 5-21                 | \$932,500                                      | 3.280                    | C-2        | \$6.53            |
| 4    | 2960 Classen Blvd.<br>West side Classen Blvd.<br>Due north of State Hwy. 9<br>Norman, OK |                      | \$1,482,782<br>l on net usabl                  |                          |            | \$4.60<br>\$6.36* |

The appraiser has made a qualitative comparative analysis of the comparable land sales which involved the comparison of each sale to the subject property with an analysis of any property differences having a significant effect upon market value. The principal areas of dissimilarities include buyer and seller motivation (conditions of sale), market conditions (time of sale), location, size, shape, frontage, accessibility, visibility, availability of city utilities, easements, zoning, highest and best use, and topography.

The four sales indicated unadjusted prices per square foot ranging from a low of \$4.60 to a high of \$7.00 with an unadjusted mean or average of \$5.84/S.F. The unadjusted mean or average price per square foot for the four sales using the \$6.28/S.F. based upon the net usable area of Sale 4 is \$6.28/S.F. Two sales of unimproved tracts of land zoned for multi-family residential use and two sales of unimproved tracts of land zoned for commercial use were analyzed in this approach.

Sale 1, which indicated an unadjusted price per square foot of \$5.22, was the December 2019 sale of an unimproved 6.60-acre tract of multifamily residential land located on 12th Avenue S.E. at Cobblestone Drive in southeast Norman. Sale 1 has since been improved with an active adult independent living center. Sale 1 sold three years ago and would require a positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. The subject site is located in close proximity to the University of Oklahoma and is considered to be superior in location to Sale 1. Adjusted for date of sale, and inferior location, Sale 1 would support a value for the subject site higher than \$5.22/S.F.

Sale 2, which indicated an unadjusted price per square foot of \$7.00, was the October 2019 sale of an unimproved 2.9832-acre tract of land

zoned for multi-family residential use located on 12<sup>th</sup> Avenue S.E. at Commerce Drive in southeast Norman. Sale 2 was rezoned to commercial use by the buyer and has since been improved with a credit union. Sale 2 sold three years ago and would require a positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. Sale 2 is a corner site fronting on a major arterial four-lane street (12<sup>th</sup> Avenue S.E.) and is superior in location to the subject. Sale 1 is a smaller tract which would tend to sell for a slightly higher price per square foot than would a larger tract such as the subject. Adjusted for date of sale, corner influence, superior location, and slightly smaller size, Sale 2 would support a value for the subject site less than \$7.00/S.F.

Sale 3, which indicated an unadjusted price per square foot of \$6.53, was the recent (May 2021) sale of an unimproved 3.28-acre tract of land zoned for commercial use located on the north side of the 2100 block of West Lindsey Street in southwest Norman. Sale 3 has since been improved with a commercial building. Sale 3 sold about 1.5 years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. The subject site is located in close proximity to the University of Oklahoma and is considered to be relatively similar in location to Sale 3 which is located on

West Lindsey Street within an area of commercial and multi-family uses. Sale 3 is a slightly smaller tract which would tend to sell for a slightly higher price per square foot than would a larger tract such as the subject. Adjusted for date of sale and slightly smaller size, Sale 3 would support a value for the subject site similar to \$6.53/S.F.

Sale 4, which indicated an unadjusted price per square foot of \$4.60/S.F. based upon the gross area of the site and \$6.36/S.F. based on the net usable area of the tract excluding two detention areas, was the June 2018 sale of an unimproved 7.40-acre tract of land zoned for commercial use located on the west side of Classen Boulevard due north of State Highway 9 in southeast Norman. Sale 4 has since been improved with an OnCue convenience store and a pad site. sold about four years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. The subject site is located in close proximity to the University of Oklahoma and is considered to be relatively similar in location to Sale 4 which is located on Classen Boulevard at State Highway 9. Sale 4 required extensive site work (grading, clearing, and construction detention areas) in developing the site. Adjusted for date of sale and the extent of site work required, Sale 4 would support a value for the subject site higher than \$4.60/S.F. and similar to \$6.36/S.F.

There was another commercial land sale in close proximity to the subject which was not included in the foregoing analysis due to the less recent date of sale. This sale occurred over eight years ago in October of 2014 and is not considered to be as reliable as the other four more recent sales used in the report. A commercial tract with a gross area of 2.8548 acres and a net usable area of 2.4265 acres (excluding land within the floodway) at 1915-1935 Classen Boulevard (northeast corner of Lindsey Street and Classen Boulevard sold for \$8.44/S.F. based upon the gross area and \$9.93/S.F. based upon the net usable site area. This tract is situated only one block northeast of the subject site and abuts a creek as does the subject This sale has 426.29 feet of frontage on a major arterial four-lane street (Classen Boulevard) and 240.0 feet of frontage on Oklahoma Avenue and is considered to be superior in frontage and location to the subject. This sale was smaller than the subject and would tend to sell for a higher price per square foot as a result. After all necessary adjustments for various property differences, this sale would support a value for the subject site less than \$8.44/S.F. This sale provides strong additional support to the value indication for the subject set forth in this analysis.

The subject site is an irregular shaped interior tract of land with limited frontage on Lindsey Street for which the highest and best use is considered to be either multifamily residential, commercial use, or mixed use. The subject site is located in close proximity to the University of Oklahoma main campus. The site has a gradual slope from the northeast corner to the southwest corner and east to west and would require some grading and site work for development of the tract. The site would require rezoning and platting for development of the site. If the subject site were offered for sale in the open market, demand for the site would be strong due to the very limited availability of similar tracts of land zoned for multifamily residential use or commercial use in close proximity to the University of Oklahoma.

## Conclusion:

Based upon the forgoing analysis of the most recent sales of comparable unimproved tracts of land in the subject area with similar highest and best use (multi-family residential or commercial), considering the very limited number of sites available for sale suitable for multi-family residential use or commercial use in the subject area, a value of \$6.25/S.F. (in line with the unadjusted prices per square foot indicated by the comparable land sales) is considered to be a reasonable and supportable estimate of value for the subject site as if vacant and unimproved.

#### Valuation:

 $5.2 \text{ acres} \times 43,560/\text{S.f.}$  @ \$6.25/S.F. = \$1,415,700

Rounded to

Indicated Value of Subject Site
As If Vacant and Unimproved
By Sales Comparison Approach

87

\$1,415,000

### ESTIMATED MARKETING TIME:

Marketing time is defined as follows: "The time it takes an interest in real estate to sell on the market subsequent to the date of an appraisal. Reasonable marketing time is an estimate of the amount of time it might take to sell an interest in real property at its estimated market value during the period immediately after the effective date of the appraisal; the anticipated time required to expose the property to a pool of prospective purchasers and to allow appropriate time for negotiation, the exercise of due diligence, and the consummation of a sale at a price supportable by concurrent market conditions." (The Dictionary of Real Estate Appraisal, Fourth Edition, 2002, Appraisal Institute)

For this analysis, one assumes a normal marketing time with an aggressive and professional marketing program. Based on the marketing time for comparable unimproved tracts of land with similar highest and best use (multi-family residential or commercial) in the Norman area along with discussions with commercial brokers in the area, it is the appraiser's opinion that a sale of the appraised property could be achieved within approximately six months or less. This six month marketing period assumes the property would be professionally and aggressively marketed at the final estimate of value indicated in this report assuming continued similar market conditions.

## RECONCILIATION AND FINAL VALUE CONCLUSION:

Reconciliation is the function in the valuation process in which an appraiser analyzes alternative conclusions and selects a final value estimate from among two or more indications of value. A thorough review of the entire valuation process may precede reconciliation. Reconciliation is the part of the valuation process in which an appraiser most directly draws upon his experience, expertise, and professional judgment to resolve differences among the value indications derived from the application of approaches. The appraiser weighs the relative significance, applicability, and defensibility of each value indication and relies most heavily on the one most appropriate to the purpose of the appraisal. The conclusion drawn is based on the appropriateness, the accuracy, and the quantity of the evidence in the entire appraisal.

Following is a summary of the value indications by the applicable approaches to value:

COST APPROACH NOT APPLICABLE

INCOME CAPITALIZATION APPROACH NOT APPLICABLE

SALES COMPARISON APPROACH \$1,415,000

The Sales Comparison Approach has been utilized to estimate the value of the subject site as if vacant and unimproved and is considered to be the only applicable approach to value. The Cost Approach was not

applicable as there are no improvements being valued. The Income Capitalization Approach was not applicable in the valuation of the subject property either as the property is not an income-producing property.

The Sales Comparison Approach was based on four fairly recent sales of comparable unimproved tracts of land with similar highest and best use (multi-family residential or commercial) in the subject area. These sales are considered to be the most comparable sales of unimproved tracts of land with similar highest and best use which have sold in recent years in the Norman area. Based upon the quantity and quality of available comparable sales data, the value indication by the Sales Comparison Approach is considered to be reliable.

Based upon this appraisal, it is the appraiser's opinion that the market value of the subject property as if vacant and unimproved as of December 19, 2022 is:

# MARKET VALUE OF SUBJECT PROPERTY AS IF VACANT & UNIMPROVED

ONE MILLION FOUR HUNDRED FIFTEEN THOUSAND DOLLARS (\$1,415,000.00)

# APPRAISER'S CERTIFICATION

The undersigned does hereby certify that, except as otherwise noted in this appraisal report:

I have no present or contemplated future interest in the real estate that is the subject of this appraisal report.

I have no personal interest or bias with respect to the subject matter of this appraisal report or to the parties involved with this assignment.

To the best of my knowledge and belief, the statements of fact contained in this appraisal report, upon which analyses, opinions, and conclusions expressed herein are based, are true and correct.

This appraisal report sets forth all of the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analyses, opinions, and conclusions contained in this report.

This appraisal report has been made in conformity with, and is subject to, the requirements of the Uniform Standards of Professional Appraisal Practice promulgated by the Appraisal Standards Board of the Appraisal Foundation.

No one, other than the undersigned, prepared the analyses, conclusions, and opinions concerning the real estate that are set forth in this appraisal report.

The appraiser certifies that the compensation for this appraisal is not contingent upon the reporting of a predetermined value or directed value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the property that is the subject of this report.

This appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.

I am certified by the State of Oklahoma as a Certified General Real Estate Appraiser, Certified General Appraiser No. 10289CGA, through December 31, 2024.

I certify that I have not previously provided any services relative to the subject property within the past three years and that the client was advised of the same prior to engagement.

Date: December 23, 2022

Jim R. Artman

Jen R. artma

Certified General Appraiser No. 10289CGA

# **QUALIFICATIONS OF APPRAISER**

James (Jim) R. Artman ARTMAN APPRAISAL COMPANY 4612 Foxborough Court Norman, Oklahoma 73072

### **EXPERIENCE:**

Oct., 1978 -

Present General real estate appraisal practice as owner of Artman Appraisal Company

in Norman, Oklahoma. Primary area of assignments is Norman, Cleveland

County, Moore, McClain County, and Oklahoma City metropolitan area.

March, 1978 -

Sept., 1978 Vice President, Savings Investment Service Corporation.

April, 1977 -

Feb., 1978 Associate Appraiser, Oklahoma Appraisal Company, Inc.

Jan., 1977 - Regional Appraisal Manager, Sooner Federal Savings and Loan

March, 1977 Association.

June, 1973 -

Dec., 1976 Staff Appraiser, Sooner Federal Savings and Loan Association.

## **GENERAL EDUCATION:**

Bachelor of Sciences (Mathematics major, Economics minor). Conferred by University of Oklahoma, May,1972.

Successful completion of 21 credit hours toward M.B.A. degree, University of Oklahoma.

# **REAL ESTATE APPRAISAL EDUCATION:**

Successful completion of Course I-A and examination, American Institute of Real Estate Appraisers, May, 1974. (79 hours credit)

Successful completion of Course I-B and examination, American Institute of Real Estate Appraisers, May, 1975. (76 hours credit)

Successful completion of Course II and examination, American Institute of Real Estate Appraisers, March, 1976. (79 hours credit)

Successful completion of Narrative Residential Case Study Examination and Narrative Report Writing Seminar, Course #102 "Applied Residential Property Valuation," Society of Real Estate Appraisers, December, 1976. (39 hours credit)

# QUALIFICATIONS OF APPRAISER (Jim R. Artman)

Page 2

# **REAL ESTATE APPRAISAL EDUCATION: (Cont'd.)**

Successful completion of Course VI and examination, American Institute of Real Estate Appraisers, February, 1977. (39 hours credit)

Successful completion of Standards of Professional Practice (Part A) and examination, The Appraisal Institute, July, 1991 (16 hours credit)

Successful completion of Standards of Professional Practice (Part B) -Course #420 and examination, The Appraisal Institute, August, 1994 (11 hours credit).

Educational seminars and courses in real estate appraisal are continuously attended in compliance with continuing education requirements by the Oklahoma Real Estate Appraisal Board(current requirement is 42 hours every three years). A complete list of appraisal courses recently completed is available to the client upon request.

# PROFESSIONAL MEMBERSHIPS & AFFILIATIONS:

Former Board Member, Oklahoma Real Estate Appraiser Board (July 2, 2013 through July 1, 2018)

Member, Standards and Disciplinary Procedures Committee Oklahoma Real Estate Appraiser Board

Member, Probable Cause Committee Oklahoma Real Estate Appraiser Board

Member, Real Estate Appraisal Data, Inc.

Appraiser attends regular meetings of Oklahoma Great Plains Chapter of the Appraisal Institute.

#### STATE CERTIFICATION:

Certified General Appraiser No. 10289CGA State of Oklahoma (Certified through December 31, 2024)

# State of Oklahoma



Glen Mulready, Insurance Commissioner

# Oklahoma Real Estate Appraiser Board

This is to certify that:

# James Artman

has complied with the provisions of the Oklahoma Real Estate Appraisers Act to transact business as a **State Certified General** Real Estate Appraiser in the State of Oklahoma.

In Witness Whereof, I have hereunto set my hand and caused the seal of my office to be affixed at the City of Oklahoma City, State of Oklahoma, this 21st day of December, 2021.



Glen Mulready, Insurance Commissioner Chairperson, Oklahoma Real Estate Appraiser Board

Members, Oklahoma Real Estate Appraiser Board

Brandon With

Oklahoma Appraiser Number:

10289CGA

Expirer:

12/31/2024

# APPRAISAL REPORT OF

±13.3-ACRE TRACT OF LAND AS IF VACANT & UNIMPROVED EAST SIDE OF GODDARD AVENUE, WEST OF NEWTON DRIVE (NOW CLOSED), ±470 FEET NORTH OF LEXINGTON AVENUE, & DUE SOUTH OF THE CITY OF NORMAN PUBLIC WORKS DEPARTMENT WITHIN THE UNIVERSITY OF OKLAHOMA RESEARCH PARK NORTH NORMAN, OKLAHOMA

# EFFECTIVE DATE OF APPRAISAL

**DECEMBER 19, 2022** 

# DATE OF REPORT

**DECEMBER 23, 2022** 

# PREPARED FOR

MS. SARAH MARGARET HENDRICKSON, NCIDQ, ASID PROGRAM MANAGEMENT ADG/BLATT ARCHITECTS
920 WEST MAIN STREET
OKLAHOMA CITY, OKLAHOMA 73106

# PREPARED BY

JIM R. ARTMAN
ARTMAN APPRAISAL COMPANY
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NORMAN, OKLAHOMA 73072
(CERTIFIED GENERAL APPRAISER NO. 10289CGA)

# TABLE OF CONTENTS

| Title Page                                   | 1    |  |  |  |  |
|--|------|--|--|--|--|
| Table of Contents                            | 2    |  |  |  |  |
| Letter of Transmittal                        |      |  |  |  |  |
| Assumptions and Limiting Conditions          | 5-9  |  |  |  |  |
|  |      |  |  |  |  |
| DESCRIPTION, ANALYSIS, and CONCLUSIONS       |      |  |  |  |  |
| Summary of Salient Facts and Conclusions     | . 10 |  |  |  |  |
| Purpose of Appraisal                         |      |  |  |  |  |
| Definition of Market Value                   | . 11 |  |  |  |  |
| Effective Date of Appraisal                  |      |  |  |  |  |
| Date of Report                               |      |  |  |  |  |
| Property Rights Appraised                    |      |  |  |  |  |
| Function of Appraisal                        |      |  |  |  |  |
| Scope of Appraisal                           |      |  |  |  |  |
| Legal Description                            |      |  |  |  |  |
| Ownership History                            |      |  |  |  |  |
| Location Maps                                |      |  |  |  |  |
| Community Profile/Economic Abstract (Norman) |      |  |  |  |  |
| Market Area & Neighborhood Analysis          |      |  |  |  |  |
| Site Analysis                                |      |  |  |  |  |
| Plot Plans                                   |      |  |  |  |  |
| Flood Map                                    |      |  |  |  |  |
| Aerial Photographs                           |      |  |  |  |  |
| Photographs                                  |      |  |  |  |  |
| Zoning                                       |      |  |  |  |  |
| Zoning Map                                   |      |  |  |  |  |
| Norman 2025 Land Use & Transportation Plan   |      |  |  |  |  |
| Highest and Best Use                         |      |  |  |  |  |
| The Appraisal Process                        |      |  |  |  |  |
|  |      |  |  |  |  |
| Sales Comparison Approach                    |      |  |  |  |  |
| Comparable Land Sales                        |      |  |  |  |  |
| Comparable Location Map                      |      |  |  |  |  |
| Analysis of Land Sales                       |      |  |  |  |  |
| Estimated Marketing Time                     |      |  |  |  |  |
| Reconciliation & Final Value Conclusion      | -109 |  |  |  |  |
| Appraiser's Certification                    |      |  |  |  |  |
| Qualifications of Appraiser                  |      |  |  |  |  |

# ARTMAN APPRAISAL COMPANY

# 4612 FOXBOROUGH COURT NORMAN, OKLAHOMA 73072

Phone: (405) 360-1444 E-Mail: artman11@cox.net

December 23, 2022

Ms. Sarah Margaret Hendrickson, NCIDQ, ASID Program Management ADG/Blatt Architects 920 West Main Street Oklahoma City, Oklahoma 73106

Re: ±13.3-acre tract of land as if vacant & unimproved East side of Goddard Avenue, west of Newton Drive (now closed), ±470 feet north of Lexington Avenue, and due south of the City of Norman Public Works Department within the University of Oklahoma Research Park North Norman, Oklahoma

Owner of Record: University of Oklahoma

Dear Ms. Hendrickson:

Pursuant to your request, I am submitting this appraisal report on a ±13.3-acre tract of land (as if vacant and unimproved) located on the east side of Goddard Avenue, west of Newton Drive (now closed), ±470 feet north of Lexington Avenue, and due south of the City of Norman Public Works Department within the University of Oklahoma Research Park North in Norman, Oklahoma. This property is more particularly described in the following appraisal report.

The directed purpose of this appraisal was to estimate the market value of the fee simple interest in the property, subject to the assumptions and limiting conditions as set forth. The client for this appraisal is ADG/Blatt Architects and the intended users include ADG/Blatt Architects, the City of Norman, and the University of Oklahoma. The intended use of the appraisal is for use in the acquisition of the property by the City of Norman. The appraisal has been prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

Ms. Sarah Margaret Hendrickson December 23, 2022 Page 2

Based upon this appraisal, it is the appraiser's opinion that the market value of the fee simple interest in the subject property as if vacant and unimproved as of December 19, 2022 is:

#### MARKET VALUE OF SUBJECT PROPERTY AS IF VACANT & UNIMPROVED

ONE MILLION SEVEN HUNDRED THIRTY-EIGHT THOUSAND DOLLARS (\$1,738,000.00)

The subject site has been appraised as if vacant and unimproved. There is an existing building on the property at 2113 Goddard Avenue occupied by Sooner Flight Academy which has been given no consideration or value in this appraisal.

Thank you for the opportunity to be of service. I trust you will find this report satisfactory.

Respectfully submitted,

Jim R. Artman

Jen R. artma

Certified General Appraiser No. 10289CGA

# **ASSUMPTIONS AND LIMITING CONDITIONS**

The interest in the surface rights to the subject property has been appraised subject to the following conditions:

1. No responsibility is assumed for matters of legal nature affecting title to the property nor is an opinion of title rendered. The title is assumed to be good and marketable. The value estimate is given without regard to any questions of title, boundaries, encumbrances or encroachments.

It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless non-compliance is stated, defined and considered in the appraisal report.

It is assumed that all required licenses, consents, or other legislative or administrative authority from any local, state, or national government, or private entity, or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

2. It is assumed that the utilization of the land and improvements is within the boundaries of the property lines of the property described and that there is no encroachment or trespass unless noted within the report.

No survey of the property has been made by the appraiser and no responsibility is assumed in connection with such matters. Any maps, plats, or drawings reproduced and included in the report are intended only for the purpose of showing spatial relationships. The reliability of the information contained on any such map or drawing is assumed by the appraiser and cannot be guaranteed to be correct.

- 3. It is the opinion of the appraiser that all information in this report has been obtained from reliable sources and is substantially correct, but he assumes no liability in respect thereto.
- 4. All plans, sketches, and other exhibits are included in this report only for assisting the reader in visualizing the property and the data pertaining to the property. Some of the sketches are not drawn to scale.

- 5. Possession of this report does not grant the right to reproduce any or all of the report, unless prior approval has been given.
- 6. This appraisal should not be considered a report on the physical items that are a part of the property. Although the appraisal may contain information about the physical items being appraised (including their adequacy and/or condition), it should be clearly understood that this information is only to be used as a general guide for property valuation and not as a complete or detailed physical report. The appraiser is not a construction, engineering, or legal expert and any opinion given on these matters in this report should be considered preliminary in nature.
- 7. The observed condition of the foundation, roof, exterior walls, floors, heating, ventilation and air conditioning (HVAC) system, plumbing, insulation, electrical service, mechanical systems, and construction is based on a casual inspection only and no detailed inspection was made. For instance, the appraiser is not an expert on heating systems and not attempt was made to inspect the interior of the furnace. The structures were not checked for building code violations and it is assumed that all buildings meet the building codes unless otherwise stated in the report.

Some items such as conditions behind walls, above the ceiling, behind, locked doors or under the ground are not exposed to casual view and, therefore, were not inspected. The existence of insulation (if any is mentioned) was found by conversation with others and/or circumstantial evidence. Since it is not exposed to view, the accuracy of any statements about insulation cannot be guaranteed.

It is assumed that there are no hidden or unapparent conditions of the property, sub-soil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or the engineering which may be required to discover such factors. Since no engineering or percolation tests were made, no liability is assumed for soil conditions. Sub-surface rights (mineral or oil) were not considered in making this appraisal.

Because no detailed inspection was made, and because such knowledge goes beyond the scope of this appraisal, any observed condition comments given in this report should not be taken as a guarantee that a problem does not exist. Specifically, no guarantee is made as to the adequacy of condition of the foundation, roof, exterior walls, interior walls, floors, heating, ventilation and air conditioning (HVAC) system, plumbing, electrical system, insulation, or any other detailed construction matters. If any interested party is concerned about the existence, condition, or adequacy of any particular item, the appraiser would strongly suggest that a construction expert be hired for a detailed investigation.

8. Information (including projections of income and expenses) provided by informed local sources, such as government agencies, financial institutions, realtors, buyers,, sellers, property owners, bookkeepers, accountants, attorneys, and others is assumed to be true, correct, and reliable. No responsibility for the accuracy of such information is assumed by the appraiser.

The comparable sales data relied upon in this appraisal is believed to be from reliable sources. Though all the comparable sales were examined, it was not possible to inspect them all in detail. The value conclusions are subject to the accuracy of said data.

Engineering analyses of the subject property were neither provided for use nor made as a part of the appraisal contract. Any representation as to the suitability of the property for uses suggested in this analysis is, therefore, based only upon a rudimentary investigation by the appraiser and the value conclusions are subject to said limitations.

All values shown in the appraisal report are projections based on an analysis as of the date of the appraisal. These values may not be valid in other time periods or as conditions change. Since the projected mathematical models are based on estimates and assumptions which are inherently subject to uncertainty and variation depending upon evolving events, we do not represent them as results that will actually be achieved.

This appraisal is an estimate of value based on an analysis of information known to the appraiser at the time the appraisal was made. If new information of significance comes to light, the value given in this report is subject to change without notice.

- 9. Only when prior arrangements have been made will the appraisers be required to attend any court and give testimony pursuant to any portion of this report.
- 10. This appraisal shall in no way be combined with other appraisal reports.
- 11. The appraisal report shall not be quoted or referred to in any report or financial statement or in any documents filed with any governmental agency without the prior written consent of the appraiser. Neither all nor any part of the contents of the appraisal report shall be disseminated to the public through advertising media, public relations media, news media, sales media, or other public means of communication without the prior written consent and approval of the appraiser.
- 12. The value concluded in this report is based upon the entire report and should not be accepted as an indication of value if any part is used separate from the entire report.
- 13. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

14. It is assumed that the property meets all requirements set forth by the Americans With Disabilities Act unless otherwise noted in the appraisal.

DATE: \_\_\_December 23, 2022\_

Jim R. Artman

Jen R. artma

Certified General Appraiser

No. 10289CGA

## SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property Type: Vacant & unimproved land

Property Location: East side of Goddard Avenue, west of Newton

Drive (now closed), ±470 feet north of

Lexington Avenue, and due south of the City of Norman Public Works Department within the University of Oklahoma Research Park North

Norman, Oklahoma

Effective Date

Of Appraisal: December 19, 2022

Date of Report: December 23, 2022

Property Rights

Appraised: Fee simple interest or fee simple estate

Owner of Record: University of Oklahoma

Site: Irregular shaped interior site with an area

of  $\pm 13.3$  acres.

Zoning: None or unclassified (UNC). Subject property

is owned by the University of Oklahoma and is

not subject to any zoning by the City of

Norman. The Norman 2025 Land Use &

Transportation Plan designates the future use

as industrial.

Highest and

Best Use: Light industrial or institutional use

Improvements: None included.

Market Value As If

Vacant & Unimproved: \$1,738,000

### PURPOSE OF APPRAISAL:

The purpose of this appraisal is to estimate the market value of the fee simple interest in the subject property as if vacant and unimproved, subject to the restrictions of record and assumptions and limiting conditions as set forth.

"Market Value" is defined as follows:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- 1. the buyer and seller are typically motivated;
- 2. both parties are well informed or well advised and each acting in what they consider their own best interest;
- a reasonable time is allowed for exposure to the open market;
- 4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- 5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Definition per FIRREA. 12 C.F.R., Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994)

#### EFFECTIVE DATE OF APPRAISAL:

The effective date of appraisal for this assignment is December 19, 2022. The subject property was inspected by the appraiser on two occasions, the most recent of which was December 19, 2022.

#### DATE OF REPORT:

The date of this report is December 23, 2022.

#### PROPERTY RIGHTS APPRAISED:

The property rights appraised are those of "Fee Simple Estate," as if unencumbered by mortgages or liens, exclusive of any material interest and subject to zoning, easements, and restrictions of record. "Fee Simple Estate" is defined as:

"Absolute ownership unencumbered by any other interest or estate subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat." (The Dictionary of Real Estate Appraisal, Fourth Edition, 2002, Appraisal Institute)

Fee simple estate is also referred to as "fee simple interest".

#### FUNCTION OF APPRAISAL:

The function of the appraisal is to inform the client of the market value of the fee simple interest in the property as if vacant and unimproved, subject to the restrictions of record and the assumptions and limiting conditions as set forth. The client for this appraisal assignment is ADG/Blatt Architects. The intended users of this appraisal report are ADG/Blatt Architects, the City of Norman, and the University of Oklahoma. The intended use of the appraisal is for use in the acquisition of the property by the City of Norman.

#### SCOPE OF APPRAISAL:

According to the Uniform Standards of Professional Appraisal Practice (USPAP), it is the appraiser's responsibility to determine the appropriate scope of work. The scope of work must be sufficient to develop credible assignment results.

USPAP defines "scope of work" as follows:

"The type and extent of research and analyses in an assignment."

Scope of work includes, but is not limited to, the following:

- the extent to which the property is identified;
- the extent to which tangible property is inspected;
- the type and extent of data researched; and
- the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of work utilized in this appraisal is intended to be commensurate with the type and complexity of its purpose. According to the client (ADG/Blatt Architects), the intended use of the appraisal is for use in the acquisition of the property by the City of Norman. This appraisal has been prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

The scope of work includes various independent investigations and analyses made by the appraiser which are briefly described as follows:

- (1) A physical inspection of the property was made by the appraiser on two occasions, the most recent of which was December 19, 2022.
- (2) An analysis of the plot plan for the property as well as all physical characteristics, zoning, availability of utilities, easements, highest and best use, and other site factors pertinent to the site was completed.
- (3) An analysis of the subject market area, the subject neighborhood, and current market conditions in the area was completed, particularly with respect to the market for comparable unimproved tracts of land with similar highest and best use.
- (4) A search of the general area was conducted for recent sales of comparable unimproved tracts of land with similar highest and best use (light industrial).
- (5) The market value of the property was estimated utilizing the Sales Comparison Approach, the only applicable approach to value.

The process of preparing this appraisal report involved the utilization of public as well as private data sources which include Multiple Listing Services, Real Estate Appraisal Data, Inc., the County Assessor's records, the County Clerk's records, local realtors and brokers, lenders, appraisers, buyers, sellers, and other professionals possessing pertinent knowledge relating to this specific appraisal assignment. The subject site and the comparable sales utilized in this appraisal have been personally inspected by the appraiser.

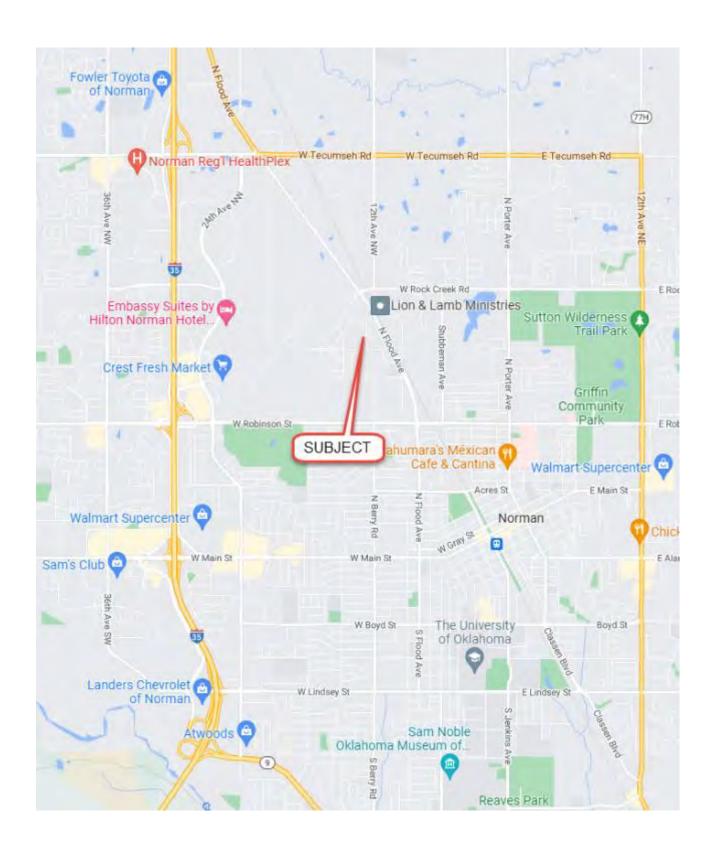
#### LEGAL DESCRIPTION:

Part of the Northeast Quarter (NE/4) of Section Twenty-Four (24), Township Nine (9) North, Range Three (3) West, of the I.M., and part of the Northwest Quarter (NW/4) of Section Nineteen (19), Township Nine (9), North, Range Two (2) West, of the I.M., Cleveland County, Oklahoma.

No exact legal description for the subject property was available to the appraiser. The subject tract is identified in various exhibits in this report.

#### OWNERSHIP HISTORY:

The current owner of record for the subject property is the University of Oklahoma. The subject property has not sold or changed ownership within the past three years. The subject property is not currently listed for sale.





# NORMAN OKLAHOMA



Diswotown Norman

#### Oklahoma's Best Place to Live

-Movoto Real Estate, 2014

#### America's Second Least Expensive City to Live in

-Cost of Living Index, 2014

# **NORMAN** OKLAHOMA



is a dynamic, diverse community with a vivid history and a vibrant future! Strategically located in the bustling Oklahoma City metropolitan area, Norman is in the center of the county on busy Interstate 35. With a short drive to downtown Oklahoma City and to DFW and with flights from Will Rogers World Airport to destination hubs all across the U.S., Norman has easy access to anywhere in the world.

Home to the state's premier research university, the University of Oklahoma, Norman is teeming with incredible talent. Energetic, educated students continually feed a strong, stable workforce in a region known for its solid work ethic.

And we intend to keep those students here after graduation. The residents of Norman recently voted overwhelmingly in support of a one-half percent sales tax to fund \$148 million in quality of life investments in parks, libraries, recreational facilities, sports complexes, trails and public art. The initiative, called NORMAN FORWARD, underscores out citizens' remarkable commitment to Norman's future!

Contributing to the quality of life is a premier park system, quality golf courses and Lake Thunderbird State Park's recreational opportunities that include boating, fishing, bird watching and hiking. Year-round festivals, fairs and Main Street events create a friendly, hometown atmosphere among big city amenities, arts and culture.

From the historic downtown to numerous shopping centers and malls, Norman has a myriad of shopping options from national stores to local boutiques.

Norman Regional Health Systems provides the best in health and preventative care. The Norman Public School System consistently scores above the state averages in every sector of testing. The Moore Norman Technology Center has received a long list of awards and accreditations.

Major employers offering quality jobs opportunities include Johnson Controls, National Oceanic and Atmospheric Administration (NOAA), Weathernews, Hitachi, SYSCO Foods, Chickasaw National Industries and Astellas. Some of the local emerging employers include AGIO, Health Engineering Systems and Immuno-Mycologics (IMMY).

We are a thriving community with purpose and drive... and our only direction is NORMAN FORWARD!

Lynne Miller, Mayor



# ONE VISIT and you'll know why we call Norman HOME.



Campus Come



# **POPULATION** NORMAN



Norman median resident age: 30.3 years Oklahoma median resident age: 36.3 years

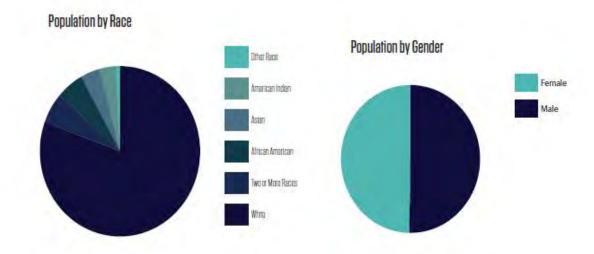
Norman cost of living index is 83.8%, which is 16.2% below the national average

Norman Population

120,866

Population Growth Since 2000

+21.4%



# TRANSPORTATION NORMAN



#### LOCATION

Conveniently located on I-35, Norman provides easy accesss to markets across the nation. Only 20 miles south of I-40 and 30 miles south of I-44, Norman sits in the middle of America, a perfect location for all business. Norman is located in the Central Standard Time Zone in the United States.

#### NORMAN FACTS

County: Cleveland

Nearest Major City: Oklahoma City, 17 miles

City Size in Square Miles: 190

Elevation: 1,170 ft.

#### NORMAN TRAFFIC COUNTS

| Tecumseh & I-35                   | 16,764 AVPD |
|-----------------------------------|-------------|
| Robinson & 36th Ave NW            | 20,696 AVPD |
| Robinson & I-35                   | 25,725 AVPD |
| Main & 36th Ave NW                | 17,199 AVPD |
| Porter & Alameda                  | 13,548 AVPD |
| Alameda & 12th Ave E              | 28,479 AVPD |
| Lindsey & I-35                    | 20,923 AVPD |
| *AVDD / Augrass Validate Day Day) |             |

#### \*AVPD (Average Vehicles Per Day)

DISTANCES TO MAJOR CITIES

| Dallas      | 189 miles |
|-------------|-----------|
| Little Rock | 344 miles |
| Kansas City | 367 miles |
| Houston     | 516 miles |
| St. Louis   | 516 mtles |
| Albuquerque | 562 mtles |
| Denver      | 694 miles |
| Chicago     | 811 miles |
|             |           |

#### WILL ROGERS WORLD AIRPORT, OKLAHOMA CITY

Distance from Norman: 20 miles

Major airlines include: Allegiant, US Airways, Delta, Frontier, United and Southwest

Major freight carrier services include: Airborne Express, BAX global, Evergreen Eagle, FedEx, Integrated Airline Services, UPS and the U.S. Postal Service

#### MAX WESTHEIMER AIRPORT, NORMAN

Located in the University of Oklahoma Research Park, Max Westheimer Airport serves both business executives and recreational pilots. With runway lengths of 5,200 feet north/south and 4,750 feet northeast/southwest the airport has medium intensity runway and approach lights with Visual Approach Slope Indicators serving executive jet aircraft. The control tower operates seven days a week from 8am to 10pm. AV Gas and Jet A are available from 6am to 10pm. FBO is provided by Cruise Aviation Association Inc., which sells fuel and performs aircraft repair. A flight school is provided through the University of Oklahoma Aviation Division.

#### PUBLIC TRANSPORTATION

The Cleveland Area Rapid Transit (CART) Service provides a comprehensive public transportation system around the Norman area and links to Oklahoma City.

Greyhound Lines Inc. provides service in Norman.

The Port of Catoosa is the nearest river port, approximately 100 miles away.

#### RAILROAD

Norman's train station, located right off Main Street, has daily stops on the AMTRAK Heartland Flyer line between Oklahoma City and Fort Worth, Texas. Norman is also on the main line of the Santa Fe/Burlington Northern Railroad.

# **BUSINESS INCENTIVES NORMAN**



#### THE OKLAHOMA QUALITY JOBS PROGRAM

This incentive program provides quarterly cash payments of up to 5% of newly created gross taxable payroll to a qualifying company. A fully executed contract with the Oklahoma Department of Commerce must be in place before any new direct job's salaries are included in the new taxable payroll. Payments are made quarterly for three years and if thresholds are achieved, they may extend for an additional seven years.

#### EMPLOYEE TRAINING FOR INDUSTRY

The Oklahoma Department of Career and Technology Education (Career Tech) assists qualifying businesses by paying for training for employees in newly created jobs. Training can be done at one of 56 Technology Centers, including Moore Norman Technology Center (www. mntechnology.com) here in Norman, or at the company's facility. Training agreements include instructor costs. Program services are determined by the number of new jobs created in targeted industries, wage rates, and benefits provided.

#### SMALL EMPLOYER QUALITY JOBS

This program provides annual cash payments to a qualifying company. The payments may reach as much as 5% of new taxable payroll and last for up to seven years.

#### AD VALOREM TAX EXEMPTIONS

Several companies may be eligible for ad valorem exemptions for up to five years, including: new and expanding qualifying manufacturers, research and development companies, certain computer services and data processing companies with significant out-of-state sales and aircraft repair and distribution companies.

#### EXEMPT INVENTORY

Oklahoma's Freeport Law exempts from taxation any goods, wares, and merchandise which come from outside the state and leave the state within nine months where such goods, wares, and merchandise are held for assembly, storage, manufacturing, processing or fabricating purposes within the state.

#### 21st CENTURY QUALITY JOBS

The intended purpose of the program is to promote impactful high wage jobs without competing with existing incentives. To help accomplish this, an enhanced list of qualifying industries beyond just those eligible for the Quality Jobs Program has been added. Qualifying companies may be eligible for up to twice the Net Benefit rate of the Quality Jobs program, or 10% of the taxable payroll of these new Jobs, to be paid on a quarterly basis. The program lasts for up to 10

\* For a complete list of Oklahoma business incentives, visit www.okcommerce.gov.

| Income Tax  | L.7.  |
|---|---|
| Personal Income Tax:<br>Corporate Tax Rate:   | 5.25% max<br>6.0%   |
| Property Tax (Ad Valorem)   |   |
| City: County: Public Schools: Technology: Total: "Valuation is 12% of Fall Market v | \$ 14.00<br>\$ 23.07<br>\$ 64.46<br>\$ 18.90<br>\$ 120.43 |
| Sales Tax   |   |
| State of Oklahoma:<br>City of Norman:<br>Cleveland County:                          | 4.5%<br>4.00%<br>0.25%                                    |

# LABOR NORMAN



#### MAJOR EMPLOYERS

| THE STATE OF LETTE              |       |
|---------------------------------|-------|
| The University of Oklahoma:     | 12,94 |
| Norman Regional Hospital:       | 3,040 |
| Norman Public Schools:          | 1,806 |
| Johnson Controls:               | 1,030 |
| Walmart Supercenters:           | 950   |
| City of Norman:                 | 859   |
| Riverwind Casinos:              | 838   |
| Hitacht:                        | 460   |
| National Oceanic & Atmospheric  |       |
| Administration (NOAA):          | 400   |
| Super Target:                   | 380   |
| Oklahoma Veterans Center:       | 350   |
| U.S. Postal Service - NCED:     | 350   |
| SYSCO Foods:                    | 337   |
| Cimarron Energy:                | 275   |
| SITEL:                          | 264   |
| Arvest Bank:                    | 258   |
| Moore-Norman Technology Center: | 246   |
| Avara Technologies:             | 250   |
| AT&T:                           | 225   |
| Chickasaw Nation Industries:    | 163   |
| Thunderbird Casino:             | 190   |
| Republic Bank & Trust:          | 150   |
| Power Cost, Inc.:               | 140   |
| Southwestern Wire:              | 135   |
| MCSI:                           | 123   |
| Top of the World:               | 100   |
|                                 |       |

\*Please note that employee numbers are subject to change.

#### Unemployment Rate (%)



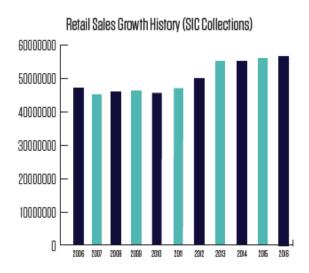
#### MEDIAN WAGE

| Management:                            | \$39.38 |
|--|---------|
| Business & Financial:                  | \$28.99 |
| Education, Training, & Library:        | \$21.80 |
| Art, Design, Entertainment,            |         |
| Sports & Media:                        | \$19.20 |
| Health Care Practitioners & Technical: | \$34.44 |
| Health Care Support:                   | \$13.04 |
| Food Preparations and Serving-related: | \$ 9.86 |
| Butlding and Grounds Cleaning          |         |
| & Maintenance:                         | \$12.34 |
| Protective Services:                   | \$20.32 |
| Sales & Related:                       | \$14.39 |
| Office & Administrative Support:       | \$15.55 |
| Construction & Extraction:             | \$18.63 |
| Installation, Maintenance & Repair:    | \$20.39 |
| Production:                            | \$15.29 |
| Transportation:                        | \$13.02 |
| Personal Care & Service:               | \$10.50 |
| Farming, Fishing & Forestry:           | \$ 8.78 |
| Computer & Mathematical:               | \$34.41 |
| Architecture & Engineering:            | \$28.67 |
| Life, Physical & Social Science:       | \$26.68 |
| Community & Social Services:           | \$19.91 |
|  |         |

#### EMERGING EMPLOYERS

| Atmospheric Technology Services |     |
|---------------------------------|-----|
| Company:                        | 99  |
| Weather Decision Technology:    | 85  |
| StoneHouse Marketing:           | 81  |
| Weathernews:                    | 67  |
| AGIO:                           | 58  |
| Immuno-Mycologics:              | 40  |
| Health Engineering Systems:     | 35. |

# **INCOME & SHOPPING** NORMAN



#### UNIVERSITY TOWN CENTER

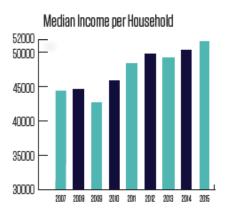
Located north of Robinson Street just off I-35, University Town Center brings Oklahoma the finest in open-air shopping, including Target, Kohls, PetCo and many more. With Phase I completed already, this center has future plans of a movie theatre, eight-acre park and two more hotels as well as expanding the selection of department stores. Upon completion University Town Center will be more than 2 million square feet.

#### HISTORIC DOWNTOWN NORMAN

A unique mixture of antique shops, coffee bars, art galleries and restaurants, downtown Norman provides the classic downtown feel with an artsy edge.

#### BROOKHAVEN VILLAGE

Located at 36th NW and Robinson, Brookhaven Village features boutiques such as Chico's, Jos. A. Bank, Talbots and J. Spencer. After a long day of shopping, stop by Pub W or Louie's to watch the game.



#### SOONER MALL

with 70 boutiques, three large department stores, a food court and children's play station, Sooner Mall has something for the whole family. Convieniently located on Main Street off I-35, this mall provides easy access to exciting shopping, dining and entertainment. Anchor stores include Aeropostale, American Eagle, Dillard's, Eddie Bauer, Express, Gap, JC Penny, Old Navy, Sears and many more.

#### CAMPUS CORNER

Just across the street from the University of Oklahoma, Campus Corner offers unique shopping, delicious restaurants, stylish salons and classic pubs. With everything from trendy shops like Shoetopia and Blush to unique dining experiences like Caribbean Cuisine and Victoria's Pasta Shop, Campus Corner provides the perfect atmosphere for every occasion.

#### PARKWAY PLAZA

Commonly referred to as 'Restaurant Row,'
Parkway Plaza boasts countless shops, restaurants
and other specialty stores. Featuring well-known
favorites such as BJ's, Charleston's and Interurban,
Parkway Plaza runs along Ed Noble Parkway from
Lindsey to Main Street. After eating stop by one of
the many large retail chains such as Toys R Us, Bed
Bath & Beyond, and Barnes and Noble.

# HOUSING NORMAN



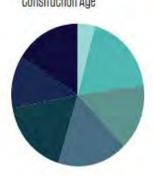
#### HOUSING QUICK FACTS

Average Sales Price: \$200,811 Average Days on Market: 53

#### HOUSING COST

\$1,996 Median Real Estate Tax: Median Year Structure was Built: 1981 Single Family Housing Units: 50,431 Median Rent: \$848

#### Construction Age







| Year | # of Permits | Commercial Value | Residential Value | Total Construction Value |
|------|--------------|------------------|-------------------|--------------------------|
| 2003 | 1296         | \$ 42,341,237    | \$ 103,486,420    | \$ 145,827,657           |
| 2004 | 1606         | \$ 54,583,537    | \$ 171,409,339    | \$ 225,992,876           |
| 2005 | 1508         | \$ 49,561,566    | \$ 156,204,279    | \$ 205,765,845           |
| 2006 | 1379         | \$ 46,146,469    | \$ 117,824,296    | \$ 163,970,792           |
| 2007 | 1244         | \$ 221,652,412   | \$ 92,393,692     | \$ 314,046,104           |
| 2008 | 1395         | \$ 72,957,512    | \$ 104,068,686    | \$ 177,026,199           |
| 2009 | 1100         | \$ 116,968,254   | \$ 92,393,692     | \$ 191,536,967           |
| 2010 | 1222         | \$ 73,709,847    | \$ 174,568,713    | \$ 166,617,474           |
| 2011 | 1338         | \$117,062,375    | \$ 80,104,665     | \$ 197,167,040           |
| 2012 | 1776         | \$ 85,513,383    | \$ 127,466,768    | \$ 212,980,151           |
| 2013 | 2754         | \$ 84,543,886    | \$ 132,909,593    | \$ 217,453,449           |
| 2014 | 1013         | \$ 85,091,436    | \$ 149,843,679    | \$ 234,935,115           |
| 2015 | 549          | \$ 47,758,087    | \$ 131,088,632    | \$ 178,846,719           |
| 2016 | 667          | \$ 113,244,368   | \$ 197,895,839    | \$ 311,140,207           |

# **EDUCATION** NORMAN



University of Oklahoma Student Union

#### UNIVERSITY OF OKLAHOMA

Known as a major national research university, the University of Oklahoma serves the educational, cultural and economic needs of Norman, the state, region and nation. Created by the Oklahoma Territorial Legislature in 1890, OU has 21 colleges offering 171 majors at the baccalaureate level, 152 majors at the master's level, 79 majors at the doctoral level, 32 majors at the first professional level and 35 graduate certificates. OU's enrollment is more than 30,000 students and the university has more National Merit Scholars per capita than any other public university in America. Ranked in the top 10 universities in the nation by The Princeton Review, OU has produced 29 Rhodes Scholars and 51 Goldwater Scholarship recipients for math and science.

#### MOORE NORMAN TECHNOLOGY CENTER

With a reputation for excellence, MNTC is viewed as one of the nation's premier educational and training institutions.

Accredited by the North Central Association Commission on Accreditation and School Improvement, MNTC provides high school and adult students a quality and affordable career through a technical education. Moore Norman Technology Center also provides professional assistance to businesses in order to help them achieve their business goals.

#### UNIVERSITY OF PHOENIX

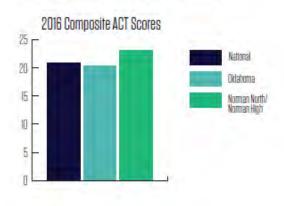
Targeted towards working adults, the University of Phoenix offers the flexibility of obtaining a bachelor's or master's degree while working full time. With a complete online program, students can earn their bachelor's degree in eight different programs or their master's degree in seven specialized areas.

# **EDUCATION** NORMAN



#### NORMAN PUBLIC SCHOOLS (NPS)

Recognized at the state and national level for exceptional teachers and instruction programs, NPS had 11 National Merit Finalists in the 2015-2016 school year. Students from NPS continually succeed in athletics, drama, competitive speech and debate, poetry, writing, studio art, band, orchestra and student newspaper. In fact NEWSWEEK Magazine listed Norman North High School and Norman High School in the top 5% of high schools in the nation. In 2016, Norman North and Norman High scored 2 points higher than the national average on the ACT test.



#### DISTRICT ENROLLMENT

| Elementary            | 7,842  |
|-----------------------|--------|
| Middle School         | 3,452  |
| High School           | 4,650  |
| <b>Total Students</b> | 15,944 |

#### OTHER HIGHER EDUCATION INSTITUTIONS

FOUR-YEAR INSTITUTIONS

East Central University
Langston University
Mid-America Christian University
Oklahoma Baptist University
Oklahoma Christian University
Oklahoma City University
Oklahoma State University at OKC
Southern Nazarene University
St. Gregory's University
University of Science & Arts of Oklahoma
The University of Central Oklahoma

#### TWO YEAR INSTITUTIONS

Hillsdale Freewill Baptist College Oklahoma City Community College Rose State College

#### CAREER/TECHNICAL COLLEGES DKI AHOMA GITY AREA

ATI Career Training Center
DeVry University
Heritage Institute
ITT Technical Institute
Keller Graduate School of Management
TechSkills
Vatterott College
Wright Business School

# **BUSINESS RECOURCES** NORMAN



#### ELECTRICITY

Oklahoma Gas & Electric Company Oklahoma Electric Cooperative

#### GAS

Oklahoma Natural Gas

#### WATER

Supplier: City of Norman Lake Thunderbird/Wells Source: System Capacity: 22,350,000 GPD

Daily Production: Max: 18,250,000 GPD Min: 7,813,000 GPD

#### SEWER

Sewer Treatment Authority: City of Norman Sewage Capacity: 17,000,000 GPD

#### TELECOMMUNICATIONS

AT&T

Cox Communications

#### TELECOMMUNICATIONS SERVICES AVAILABLE

Digital Services Fiber Optics Point of Presence

#### BUSINESS ASSISTANCE

Norman Economic Development Coalition Jason Smith, CEcD President & CEO 128 E. Main

Norman, OK 73069 Phone: (405)573-1900

#### IMPORTANT WEBSITES

City of Norman: Moore Norman Technology Center: Norman Chamber of Commerce Norman Public Schools: Oklahoma Department of Commerce: Oklahoma Employment Security Commission: www.oesc.ok.gov University of Oklahoma:

www.cityofnorman.com www.mntechnology.com www.selectnorman.com www.normanchamber.com www.norman.k12.ok.us www.okcommerce.gov www.ou.edu www.visitnorman.com

VisitNorman:

# **HEALTH CARE NORMAN**



Norman Regional Health Plex

#### NORMAN REGIONAL HEALTH SYSTEM

Providing quality and compassionate health care services and education, the Norman Regional Health System (NRHS) serves the regional Norman community extending throughout south central Oklahoma. With over 2,950 employees and 356 active-staff physicians, NRHS provides outpatient diagnostic centers, medical transport services, physician services, community wellness and employer health services.

#### GRIFFIN MEMORIAL HOSPITAL

An adult inpatient psychiatric teaching hospital offering comprehensive services for mental health clients. The Griffin Memorial Hospital offers its patients psychiatric and psychological evaluation, psychotherapy, activities therapy, chemotherapy, and psychiatric rehabilitation.

#### SENIOR CARE

Norman features a vast array of services available for our senior adults, including nursing homes and senior assisted living.

#### OKLAHOMA VETERANS CENTER NORMAN DIVISION

Offering long-term, skilled and non-skilled nursing care to eligible Oklahoma veterans, the Oklahoma Veterans Center in Norman features a state-of-the-art, 301-bed complex.

#### J.D. McCARTY CENTER FOR CHILDREN WITH DEVELOPMENTAL DISABILITIES

A rehabilitation hospital where Oklahoma's children with development disabilities learn to move, act, play, think and communicate better and where parents find relief from overwhelming responsibilities. Both inpatient and outpatient care are available.

#### NORMAN SPECIALTY HOSPITAL

A Long-term Acute Care Hospital (LTACH) that specializes in treating patients with serious and often complex medical conditions requiring a longer length of stay, Norman Specialty Hospital focuses on building strength, improving mobility and increasing independence.

# **QUALITY OF LIFE NORMAN**

#### PARKS & RECREATION

The Parks & Recreation department features a full schedule of programs. Norman has 62 parks, including a championship golf course, municipal swimming pool complex with a water slide, hiking trails, Frisbee golf course, fishing, tennis courts, playgrounds, open and covered picnic areas and indoor recreation centers. The recreation programs include sports leagues and clinics, dance and exercise classes and a senior citizens' center. The Griffin Park Sports Complex encompasses 16 soccer fields, 14 baseball/softball fields and four football fields. Norman also features a full service YMCA with an indoor pool and track.

#### RECREATIONAL FACILITIES

Public Recreation Centers: 3
Miles of walking trails: 14.07
Miles of bicycle routes: 120.37
Golf Courses: 6
Swimming Pools: 4
Private Health & Fitness Centers: 19

#### GOLF

Norman boasts two 18-hole public golf courses: City of Norman Westwood Golf Course and Jimmie Austin University of Oklahoma Golf Course, in addition to two 18-hole private courses: The Trails and Belmar Golf Club. Norman also has a nine-hole par three course at Cobblestone Creek Golf Club.

#### SPORTING EVENTS

Home to the University of Oklahoma Sooners, Norman sports are always in season. Consistently appearing among top ranked teams, OU football, baseball, softball, soccer, wrestling, basketball, golf and gymnastics means there is an event for every sport lover.

#### CHURCHES

There are over 100 churches representing a variety of different denominations in the Norman community.

#### HOTELS/MOTELS

Norman offers seven bed-and-breakfasts and 22 hotels and motels offering a wide variety of accommodations.

#### NORMAN PUBLIC LIBRARY

The Norman Public Library has over 2,000 iPhone and iPod compatible books available. The Norman branch is the headquarters of the Pioneer Library System, serving nine communities in central Oklahoma.

#### LAKE THUNDERBIRD STATE PARK

Just a couple miles down Highway 9, Lake Thunderbird provides outdoor enthusiasts with a 6,000-acre lake perfect for wake boarding, picnics, barbecues or just a relaxing day on the water. Complete with R.V. hook-ups, camping facilities and two full size marinas, Lake Thunderbird has everything for the perfect outdoor adventure.

#### DINING OUT

Norman has a wide variety of restaurants that will appeal to anyone's tastes. Cuisines represented in over 260 restaurants and cafeterias include barbecue, Asian (Chinese, Indian, Japanese, Thai), Greek, Italian, Mexican, seafood, and natural foods.

#### CRIME RATE

Norman crime rate per 1,000 population: 38.9%
Norman police officers per 1,000 population: 1.36
Total Norman police officers: 158
Norman fire ghters per 1,000 population: 1.39
Total Norman firefighters: 159



Lake Thursderbird



Sponer Forthall



Sconer Stampede at Lake Thunderbird

# ARTS + ENTERTAINMENT NORMAN



#### SAM NOBLE MUSEUM OF NATURAL HISTORY

On the University of Oklahoma campus, the Sam Noble Museum of Natural History brings in approximately 150,000 visitors a year to enjoy the constantly evolving selection of art and exhibits. With curators actively involved in field research around the world, the museum provides a great experience for children and families of all ages.

#### FRED JONES JR. MUSEUM OF ART

Described as one of the finest university art museums in the country, this museum holds the most important collection of French Impressionism ever given to an American public university. The museum also holds large collections of East Asian and Native American art including artists such as Stuart Davis, Georgia O'Keeffe and Edward Hopper.

#### SOONER THEATRE

Originally created for "talking pictures", the theatre opened in 1929 as the first movie theatre in the region. In 1982 the theatre reopened her doors as a community performing art center and now hosts concerts, movies, theatrical shows and more.

#### RUPEL J. JONES THEATRE

A 600-seat theatre featuring productions by the University of Oklahoma School of Drama, School of Dance, Musical Theater Program and OU Summer Stage Lab Theater.

#### FESTIVALS

Norman, the 'city of festivals', is home to over a dozen annual festivals, parades and community events. Some favorites include Norman Music Festival, Medieval Fair, Jazz in June and Groovefest.

#### CLEVELAND COUNTY HISTORICAL MUSEUM

An excellent example of traditional Victorian architecture, the Historical House showcases a collection of manuscripts, letters, diaries and photographs pertaining to early Norman and Oklahoma.

#### THE CRUCIBLE FOUNDRY

With a wide range of talents and specialties, the Foundry specializes in bronze sculptures and monumental pieces. The Crucible employes the largest kiln west of the Mississippi to create their unique masterpieces of up to 900 pounds.

#### FIREHOUSE ART CENTER

Founded in 1971 by three local artists, the Firehouse Art Center fosters appreciation, enjoyment and development of art. Focused exclusively on visual arts, the Center provides the community with studio classes, workshops, special programs and exhibitions.

#### THE JACOBSON HOUSE

Native American Art Center Bringing in art exhibits, cultural activities, lectures, workshops and educational events to the public. The Jacobson house stands as a living symbol of the recognition of Native American art as the medium speaking to every person.

#### THE NORMAN DEPOT

Hosting various Norman events, the Norman train station serves as a reminder of the origin of many Oklahoma towns. The restored depot serves as a station for the Heartland Flyer.



azz in lume



Norman Music Festival



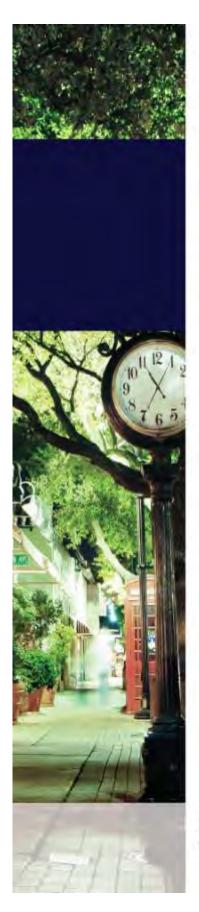
Sponer Theate



Sam Noble Museum



Fred Jones Museum





129 E Main St Norman, OK 73069 TEL: 405-573-1900 Email: nedcjaselectnorman.com www.selectnorman.com

The Norman Economic Development Coalition is a joint venture of the University of Oklahoma, the City of Norman, Moore Norman Technology Center and the Sooner Centurions, a committee of the Norman Chamber of Commerce.

#### MARKET AREA & NEIGHBORHOOD ANALYSIS:

"Market area" is defined as "the defined geographic area in which the subject property competes for the attentions of market participants; the term broadly defines an area containing diverse land uses" (Twelfth Edition of The Appraisal of Real Estate). A "neighborhood" is defined by the Twelfth Edition of The Appraisal of Real Estate as "a grouping of complementary land uses; a related grouping of inhabitants, buildings, or business enterprises." A "district" is defined as "a market area characterized by one predominate land use e.g., apartment, commercial, industrial, agricultural." A market area may encompass one or more neighborhoods or districts. Market areas are defined by a combination of factors - e.g., physical features, the demographic and socioeconomic characteristics of the residents or tenants, the condition of the improvements (age, upkeep, ownership, and vacancy rates), and land use trends. The subject property, market area, and neighborhood are all affected by operation of the four forces that affect property value. These forces include social, economic, governmental, and environmental factors. Beyond an analysis of the region, or city, in which the property is located, it is also important to define the market area and/or neighborhood where it is located. Given specific market area and/or neighborhood boundaries, the social, economic, governmental and environmental influences are considered, and their influence on value can be documented. Analyzing the market area helps to provide a framework, or context,

in which the opinion of property value is developed. The overriding purpose of describing and analyzing a particular market area is to observe and/or quantify data indicating discernible patterns of urban growth, structure, and change that may enhance or detract from property values.

The subject property is located in north Norman within the University of Oklahoma Research Park North, which is bounded on the south by Robinson Street, on the east by U.S. Highway No. 77(Flood Avenue), and on the west and north by Max Westheimer Airport. Max Westheimer Airport, Norman's airport, has been expanded in recent years (including the lengthening of the main north-south runway) to accommodate larger aircraft and jet traffic. Uses within the University of Oklahoma Research Park North include the Cleveland County Family YMCA, American Red Cross Center, National Weather Center, National Oceanic and Atmospheric Administration, National Storm Prediction Center, National Severe Storms Laboratory, Merrick Computer Center, Well Construction Technology Center, U.S. Post Office Technical Training Center (Automotive Training Facility), Norman Fire Department Training Center and Fire Station Number 7, the City of Norman Sanitation Services Facility, the City of Norman Public Works Department, and the City of Norman Solid Waste Division Office Building which is currently under construction. There are

flight schools and airplane hangars contiguous to Max Westheimer Airport.

Interstate 35, the major north-south interstate through central Oklahoma, provides easy access to Oklahoma City and is accessible from Robinson Street or U.S. Highway No. 77(Flood Avenue). central business district of is situated downtown Norman approximately one mile southeast of the subject. Land for development within the University of Oklahoma Research Park is typically ground leased to the various enterprises and companies locating in this area.

Max Westheimer Airport is bounded on the north by Tecumseh Road. There are a few industrial uses along Tecumseh Road between Interstate 35 and U.S. Highway No. 77. Along the east side of U.S. Highway No. 77 to the east of the University of Oklahoma Research Park North is an industrial park (Norman Industrial Tract) and a mobile home park. Further north are several industrial uses and another industrial park known as Northridge Industrial Park. To the south along the south side of Robinson Street is a single-family residential neighborhood. To the southwest is an apartment complex and Westwood Park Golf Course. To the south of Robinson Street and west of Westwood Park Golf Course is a 104.5-acre commercial and office development known as Westport Professional Park. There are

numerous general office and medical or dental office buildings in this development along with a supermarket, several fast-food restaurants, two small retail strip centers, two banks, and an automotive business along 24<sup>th</sup> Avenue N.W. Numerous office buildings (general and medical or dental) have been completed within the past 10-15 years within Westport Professional Park.

Due west of Max Westheimer Air Park and the University of Oklahoma Research Park (to the north of Robinson Street and east of Interstate 35) between Robinson Street and Tecumseh Road is a 585-acre tract of land which is being developed as a mixed use planned unit development (known as University North Park) with commercial, retail, and office uses including four hotels and a convention center. To date, the development within the first phase of the University North Park project (approximately 300 acres and known as University Town Center) has consisted of primarily retail uses (including several big box retail uses such as the 173,900 square foot Super Target, Kohl's, T.J. Max, Office Depot, Petco, Academy, Home Goods, Michael's, and Designer Shoe Warehouse) along with multiple multi-tenant retail buildings containing numerous smaller retail businesses, and several free-standing restaurants. In addition to the Super Target store, there are approximately 158,516 square feet of retail space in this first phase of University Town Center situated due west, southwest, and northwest of the subject site. The second phase of University Town Center has multiple existing big box tenants (Kohl's, Academy, Designer Shoe Warehouse, Home Goods, and Michael's), along with other smaller retail tenants. There is a full-service hotel and convention center (the 10-story Embassy Suites Hotel and Convention Center) in the development. Three new limited service hotels (including Holiday Inn Express & Suites, Residence Inn by Marriott, and Hampton Inn & Suites) have been constructed directly south of Embassy Suites. Α supermarket (Crest Foods) was constructed on the site due east of the existing NorthPark Shops at University Town Center - Phase 1 and IBC Bank. Other improvements in the University North Park include a retail building occupied by Mathis Brothers Sleep Studio, a Discount Tire Store, an Ashley Furniture Store, a Chuckie Cheese, a tire and automotive service center (Hibdon Tires Plus), and several multi-tenant retail strip centers. There are two banks (IBC Bank and Valliance Bank) at 24th Avenue N.W. and Mount Williams Drive. Several new retail strip centers (including Northpark Shops at University Town Center - Phases 1 & 2) have been constructed over the past ten years along 24th Avenue N.W. The original conceptual plan for the PUD few anticipated office and industrial uses adjacent to the airport and commercial uses near the interstate. The area between Robinson Street and Rock Creek Road consists of retail development along with several hotels and a convention or conference center. The area north of Rock Creek Road extending north to Tecumseh Road will of consist а mixed-use development with

commercial, office, and industrial uses. The new overpass over Interstate 35 a Rock Creek Road provides easy access to the University North Park development. There is a 60-acre tract of land located at the northeast corner of  $24^{\rm th}$  Avenue N.W. and Rock Creek Road which has been developed as the University North Park Corporate Centre, a proposed 30-acre upscale office park which will feature Class "A" office space and a 30-acre advanced manufacturing center. One building (corporate offices and manufacturing facility for Immuno-Mycologics) has been constructed in the advanced manufacturing center. In University North Park Corporate Centre (Phase I), two or three of the six office building sites will have airport access with a dedicated airport taxiway. Max Westheimer Air Park and the University of Oklahoma Research Park are situated to the east of this 585-acre tract of development land (University North Park development).

The area along Interstate 35 between Robinson Street and Main Street is developed with commercial land uses of various types. The east side of Interstate 35 is almost fully developed with commercial uses for this one mile section. There is a clustering of automobile dealerships in this area which is known as the "Mile of Cars." There are also three hotel/motel properties, a discount super center (Wal-Mart Supercenter), a large home improvement center (Lowe's), a large electronics store (Best Buy), several restaurants, and several

automotive businesses within this area as well as some vacant commercial sites. Along the west side of Interstate 35 are a variety of commercial uses including several hotels, a 14-screen theatre complex, seven restaurants, one automobile dealership, and a used car sales lot. Sooner Mall, a regional shopping mall, is situated on the north side of Main Street and extends from Interstate 35 to 36th Avenue N.W.

#### SITE ANALYSIS:

The subject site consists of a ±13.3-acre tract of land located on the east side of Goddard Avenue, west of Newton Drive (now closed along the subject property), ±470 feet north of Lexington Avenue, and due south of the City of Norman Public Works Department within the University of Oklahoma Research Park North in Norman. All abutting streets are two-lane asphalt surfaced streets. The site is irregular in shape as shown on the plot plan found on the following pages.

The site is level and appears to have adequate drainage. None of the site is located within any HUD-identified Special Flood Hazard Area (area subject to 100-year flooding or Zone A or AE) according to FEMA Flood Insurance Rate Map Number 40027C0280J effective January 15, 2021. The subject site is situated in Zone X, an area determined to be outside of the 0.2% annual chance flood plain.

City water and sanitary sewer are available and to the site. Electricity, natural gas, telephone, and cable are provided by public utility companies. No apparent adverse easements, encroachments, environmental conditions, or other site factors were noted. No survey of the property was available to the appraiser.

#### NOTE:

The subject site has been appraised as if vacant and unimproved. There is an existing building on the property at 2113 Goddard Avenue occupied by Sooner Flight Academy which has been given no consideration or value in this appraisal.



- LARGE EQUIPMENT PARKING
- @ 32 10'X22' SPACES LIGHT DUTY
- YARD SUPERVISOR BLDG.
  - ENTRY EXIT GATE
    - (Q) MATERIALS STORAGE ⊕BIN BLOCKS WITH SHED 
      ⊕BIN BLOCKS @90 WIDE LOADING AND DRIVE/ STAGING
    - TRASH INCLOSURE
    - RACK STORAGE TO RACKS FOR SALT SPREADERS
    - SALT STORAGE AND DISTRIBUTION (26.522 5F) **DERINE MIXING AND TANKS**

- EQUIPMENT STAGING AREA O 11 12X60 SPACES @ 6 12X60 SPACES ① 22 12'X44' SPACES
- STREETS AND STORM MAINTENANCE BLDG. #1 10 BAYS 20'X40 @ SHARED WAREHOUSE (5856 SF) Ø 47 9'X20 SPACES Ø 50' CLEAR Ø DOCK
- SIGHT PROOF FENCE
- EXCESS TRAFFIC MAINTENANCE STORAGE RACKS
  - @ SHED 1003/30
  - O POLE RACKS

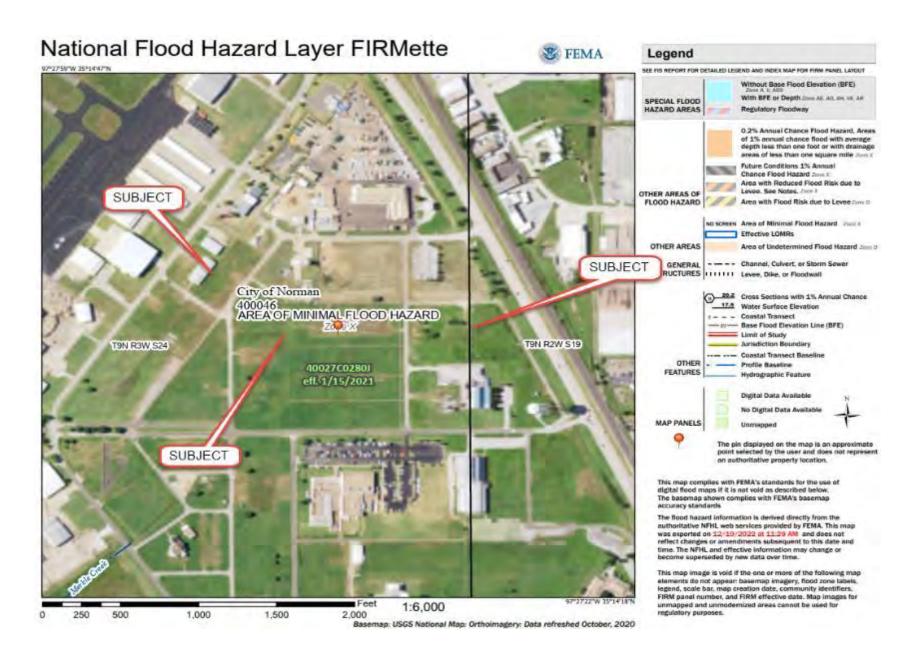
OPTIONAL ENTRY EXIT GATES

LAND AREA

- O 5.7 ACERS 3.8 ACERS FUTURE EXPANSION AREA
- ① 7.4 ACERS 3.5 ACERS (B) 8.3 ACERS
- LARGE EQUIPMENT PARKING 12 x38' SPACES
- Well Construction Technology Center













SUBJECT SITE (VIEW LOOKING WEST FROM EAST BOUNDARY OF SITE)



EAST SECTION OF SUBJECT SITE LOOKING EAST FROM PASTEUR AVENUE



CENTER SECTION OF SUBJECT SITE (VIEW LOOKING WEST FROM PASTEUR AVENUE)



CENTER SECTION OF SUBJECT SITE (VIEW LOOKING EAST FROM PRIESTLY AVENUE)



WEST SECTION OF SUBJECT SITE LOOKING NORTHWEST FROM PRIESTLY AVENUE



WEST SECTION OF SUBJECT SITE LOOKING EAST FROM GODDARD AVENUE



N.W. SECTION OF SUBJECT SITE LOOKING N.E. FROM GODDARD AVE. (IMPROVED WITH A BUILDING)



N.W. SECTION OF SUBJECT SITE LOOKING S.E. FROM GODDARD AVE.(IMPROVED WITH A BUILDING)

### ZONING:

The subject property is located within the University of Oklahoma Research Park North which is owned by the University of Oklahoma and is not subject to any zoning from the City of Norman. However, the use of the land is subject to the approval of the University of The existing and anticipated land uses in the University Oklahoma. of Oklahoma Research Park North conform primarily to the various office/commercial and light industrial zoning districts for Norman. The existing and anticipated land uses within University of Oklahoma Research Park North include research facilities, office facilities, educational facilities, institutional uses, governmental Service/National Oceanic Weather and Atmospheric Administration), the Cleveland County Family YMCA, and various types of light industrial uses.

The current zoning for the subject property is shown as "A-2" Rural Agricultural District on the City of Norman zoning map. However, the subject property actually has no zoning or is designated as unclassified (UNC). The zoning for the land to the north of the subject site is shown as "I-1" Light Industrial District by the City of Norman.

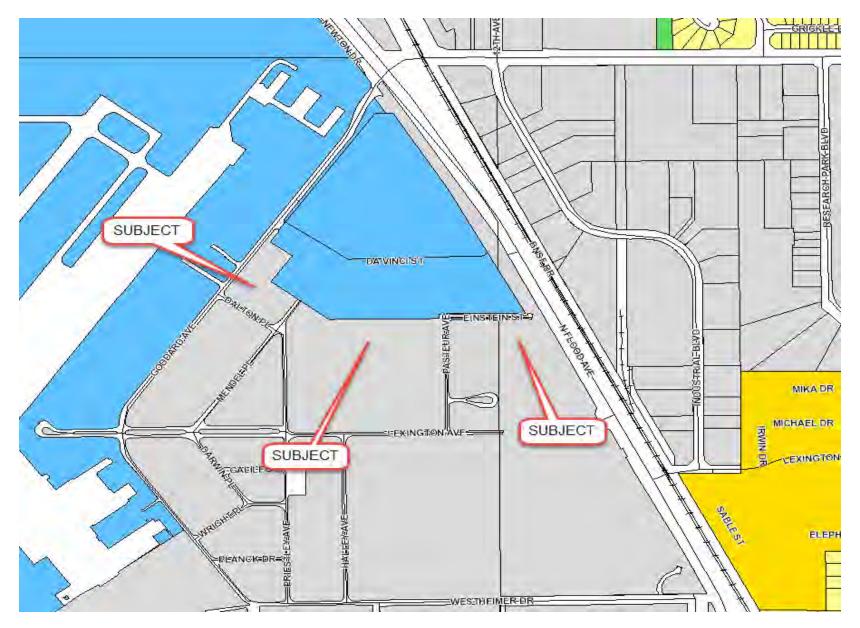
The Norman 2025 Land Use and Transportation Plan designates the future use of the subject property as industrial. On the following

pages can be found the City of Norman zoning map and 2025 Land Use and Transportation Plan for the subject property.



# Legend

| Zoning |  |  |
|--------|--|--|
|        | A-1: General Agricultural                      |  |
|        | A-2: Rural Agricultural                        |  |
|        | C-1: Local Commercial                          |  |
|        | C-2: General Commercial                        |  |
|        | C-3: Intensive Commercial                      |  |
|        | C-O: Suburban Office Commercial                |  |
|        | CCFB: Center City Form Based Code              |  |
|        | CO: Suburban Office Commercial                 |  |
|        | CCPUD: Center City Planned Unit<br>Development |  |
|        | CR: Rural Commercial                           |  |
|        | I-1: Light Industrial                          |  |
|        | I-2: Heavy Industrial                          |  |
|        | M-1: Restricted Industrial                     |  |
|        | O-1: Office_Institutional                      |  |
|        | PL: Park Land                                  |  |
|        | PUD: Planned Unit Development                  |  |
|        | R-1: Single Family Dwelling                    |  |
|        | R-1A: Single Family Attached Dwelling          |  |
|        | R-2: Two-Family Dwelling                       |  |
|        | R-3: Multi-Family Dwelling                     |  |
|        | R-E: Residential Estates                       |  |
|        | RE: Residential Estates                        |  |
|        | RM-2: Low Density Apartment                    |  |
|        | RM-4: Mobile Home Park                         |  |
|        | RM-6: Medium Density Apartment                 |  |
|        | RO: Residence-Office                           |  |
|        | ROW: Right of Way                              |  |
|        | SPUD: Simple Planned Unit Development          |  |
|        | TC: Tourist Commercial                         |  |
|        | Unclassified                                   |  |



| Norman 2025 |                              |  |
|-------------|------------------------------|--|
|             | Very Low Density Residential |  |
|             | Low Density Residential      |  |
|             | Medium Residential           |  |
|             | High Density Residential     |  |
|             | Office                       |  |
|             | Commercial                   |  |
|             | Industrial                   |  |
|             | Institutional                |  |
|             | County Residential           |  |
|             | Open                         |  |
|             | Flood Plain                  |  |
|             | park                         |  |
|             | Lakepool / Floodway          |  |
|             | Mixed Use                    |  |

### HIGHEST AND BEST USE:

Fundamental to the appraisal concept is the theory of highest and most profitable use of the land. The valuation of land is manifest in the use which produces the highest net return to the land. The valuation of the subject site is, therefore, dependent upon the use.

Highest and best use may be defined as:

"The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, and financially feasible, and that results in the highest value." (The Dictionary of Real Estate Appraisal, Fourth Edition, Page 135, Appraisal Institute, 2002)

In addition to being reasonably probable, the highest and best use of both the land as though vacant and the property as improved must met four implicit criteria. That is, the highest and best use must be:

- 1. Physically possible
- 2. Legally permissible
- 3. Financially feasible
- 4. Maximally productive

These criteria are often considered sequentially. The tests of physical possibility and legal permissibility must be applied before

the remaining tests of financial feasibility and maximum productivity.

The highest and best use of the land as if vacant and available for use may be different from the highest and best use of the improved property. This occurs when the improvement is not an appropriate use, but still makes a contribution to the total property value in excess of the value of the land.

The following tests must be met when estimating highest and best use. The use must be legal and permissible, not speculative or conjectural. A demand for the use must exist and it must yield the highest net return to the land for the longest period. These tests are applied to the improved property and the land as if vacant.

#### Highest and Best Use as a vacant site:

### Physically Possible Use:

The first constraint of the possible use of the property is dictated by the physical characteristics of the site. The size and location of the parcel are the most important determinants of value. In general, the larger the site the greater its potential to achieve economies of scale and flexibility in development.

The size of the parcel and the provisions of the zoning have considerable influence on the site's ultimate development. The key determinant in the development of the appraised site is the permitted size of the project. The subject site is irregular in shape with an area of ±13.3 acres. The site has frontage on Goddard Avenue, Pasteur Avenue, and Priestly Avenue. By virtue of its size and shape, the appraised site lends itself to a variety of possible uses. The physical aspects of the site do not impose extraordinary constraints on its development.

### Legally Permissible Use:

The only legal restrictions that apply to the sites are private restrictions and the restrictions of public zoning. No private restrictions were found. Easements existing as of the valuation date were not considered detrimental to the use of the property.

The subject property is located within the University of Oklahoma Research Park North which is owned by the University of Oklahoma and is not subject to any zoning from the City of Norman. However, the use of the land is subject to the approval of the University of Oklahoma. The existing and anticipated land uses in the University of Oklahoma Research Park North conform primarily to the various office/commercial and light industrial zoning districts for Norman. The existing and anticipated land uses within University Research

Park include research facilities, office facilities, educational facilities, institutional uses, governmental uses (National Weather Service/National Oceanic and Atmospheric Administration), the Cleveland County Family YMCA, and various types of light industrial uses. The permissible uses include most uses allowed within the following zoning districts (with some exceptions) found within the following City of Norman zoning ordinances: "I-1" Light Industrial District, "M-1" Restricted Industrial District, "CO" Suburban Office Commercial District, "C-1" Local Commercial District, and "C-2" General Commercial District. The subject site appears to be best suited for light industrial use or institutional use.

### Financially Feasible Use:

The subject property is located within the University of Oklahoma Research Park North in north Norman. Uses within the University Research Park North include the Cleveland County Family YMCA, American Red Cross Center, National Weather Center, National Storm Prediction Center, National Severe Storms Laboratory, Merrick Computer Center, Well Construction Technology Center, Norman Fire Department Training Center and Fire Station Number 7, City of Norman Public Works Department, the City of Norman Sanitation Services Facility, and the City of Norman Solid Waste Division Office Building which is currently under construction. There has been steady light industrial development taking place in Norman over the past ten years

in several industrial parks including Broce Industrial Park, Northridge Industrial Park, Norman Industrial Tract, and Norman Business Park. Rental rates and vacancy rates for industrial space are at levels which make new construction economically feasible based upon current construction costs. The triangular area to the north of the subject bounded by Goddard Avenue on the northwest and Flood Avenue (U.S. Highway 77) on the northeast is 100% developed with institutional uses (city of Norman's Public Works Department, Sanitation Services Facility, new Solid Waste Division Office Building currently under construction, Norman Fire Department Training Center and Fire Station Number 7, and Natural Gas Vehicle Station). Based upon current market conditions in the area, light industrial uses and institutional uses (such as use by the City of Norman) are considered to be economically feasible at the present time.

### Maximally Productive Use:

Of the uses which are physically possible, legally permissible, and financially feasible, the maximally productive use or use which will result in the highest net return to the land is considered to be light industrial use or institutional use (such as use by the City of Norman).

## Highest and Best Use "As Vacant Site":

Based upon current market conditions in the area and the location of the property, the highest and best use of the sites "as vacant and available for use today" is light industrial use on institutional use (such as use by the City of Norman)

### THE APPRAISAL PROCESS:

In the appraisal of real property, to arrive at an estimate of market value for the subject site being considered, it is the appraisal practice to search, study and assemble as much information as possible pertaining to value that can be collected from the marketplace, and to utilize this information in three separate approaches to an estimate of value. These three approaches are: the Cost Approach, Income Capitalization Approach, and the Sales Comparison Approach.

Cost Approach - A method in which the value of a property is derived by estimating the replacement cost of the improvements, deducting therefrom the estimated depreciation, and then adding the value of the land as estimated by use of the Sales Comparison Approach.

Income Capitalization Approach - An appraisal technique in which the anticipated net income is processed to indicate the capital amount of investment, which produces the net income. The capital amount called the CAPITALIZED VALUE is, in effect, the sum of the anticipated annual rents less the loss in interest until the time of collection. The reliability of this technique is dependent upon four conditions, namely, (a) the reasonableness of the estimate of the anticipated net annual income; (b) the duration of the net annual income, usually the economic life of the building; (c) the capitalization (discount rate); and (d) the method of conversion (income to capital).

Sales Comparison Approach - An appraisal technique in which the market value estimated is predicated upon prices paid in actual market transactions and current listings, the former fixing the lower limit of value in a static or advancing market (price wise), and fixing the higher limit of value in a declining market; and the latter fixing the higher limit in any market. It is a process of correlation and analysis of similar, recently sold properties. The reliability of this technique is dependent upon: (a) degree of comparability of each property with the property under appraisal; (b) the time of the sale; (c) the verification of sales data; and (d) the absence of unusual conditions affixing the sale.

After arriving at an indication of value by the three approaches, these are correlated into a single conclusion of value based on the approach that has the highest quality and quantity of data available, and the one in which the market participant typically has the greatest confidence.

The subject property consists of ±13.3-acre tract of land for which the highest and best use is considered to be light industrial or institutional (such as use by the City of Norman). The subject site is being appraised as if vacant and unimproved with no consideration or value given to any existing improvements on site. The Cost Approach

is not applicable as the subject site is being appraised as if vacant and unimproved and no improvements are involved. The Income Capitalization Approach is not applicable as the property is not an income-producing property. The only applicable approach to value in the valuation of the subject site as if vacant and unimproved is the Sales Comparison Approach.

### SALES COMPARISON APPROACH

The Sales Comparison Approach is a method of estimating market value in which a subject property is compared with comparable properties that have been sold recently. Preferably, all properties are in the same geographic area. One premise of the Sales Comparison Approach is that the market will establish a price for the subject property in the same manner that the prices of comparable competitive properties are established.

The sale prices of the properties deemed most comparable to the subject property tend to set the range in which the value of the subject property will fall. Further consideration of the comparative data allows the appraiser to derive a figure representing the value of the appraised property, in keeping with the definition of value sought, as of the effective date of the appraisal.

Essentially, the Sales Comparison Approach is a systematic procedure for comparison. In applying the Sales Comparison Approach, an appraiser:

- 1. Researches the market to obtain information about transactions, listings, and other offerings of properties similar to the subject property.
- 2. Verifies the information through a knowledgeable source, preferably one of the participants in the transaction, by considering whether the data obtained is factually accurate and the transactions reflect arm's length market considerations.
- 3. Determines relevant units of comparison for example, acre, square foot, multiplier, etc. and develops a comparative analysis for each unit.
- 4. Compares the subject property and comparable sales and adjusts the sale price of each comparable appropriately or eliminates the property as a comparable.
- 5. Reconciles the several value indications derived from the comparables into a single value indication.

Estimating the degree of comparability between two properties necessitates a judgment about their similarity. This judgment is based on consideration of elements of comparison – i.e., the characteristics of properties and transactions that cause prices to vary. The elements of comparison are: (1) real property rights conveyed; (2) financing terms; (3) conditions of sale; (4) expenditures made immediately after purchase; (5) market conditions; (6) location; (7) physical characteristics(size, construction quality, condition, etc.); (8) economic characteristics(operating expenses, lease provisions, management, tenant mix, etc.); (9) use(zoning); and (10) non-realty components of value. Adjustments for these elements are made to the price of each comparable property as appropriate.

The subject property consists of a  $\pm 13.3$ -acre tract of land for which the highest and best use is considered to be light industrial or institutional (such as municipal uses by the City of Norman). The subject site is being appraised as if vacant and unimproved with no consideration or value given to any existing improvements on site.

Ten sales of comparable unimproved tracts of land with similar highest and best use (light industrial or institutional such as municipal uses by the City of Norman) were analyzed in the valuation of the subject property by the Sales Comparison Approach, summaries of which can be found on the following pages.

### COMPARABLE LAND SALE NO. 1:

Location: 712-714-716 Research Park Boulevard

Norman, Oklahoma

Legal Desc.: Lot 35A, Block 3, Norman Research Park, to Norman,

Cleveland County, Oklahoma

Size: 86,859 S.F. or 1.994 acres

Zoning: "I-1" Light Industrial District

Buyer: Equity Commercial Realty, LLC

Seller: T & L Commercial Properties, LLC

Date of Sale: March 8, 2022

Book/Page: 6392/1269

Sale Price: \$400,000 (all cash to seller)

Comments: This was the very recent (March 2022) sale of an

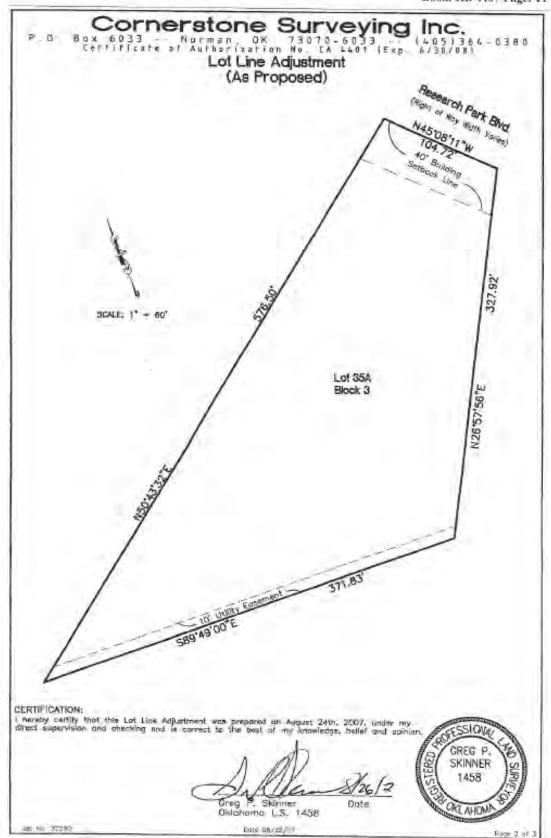
unimproved 1.994-acre industrial tract located on the south side of the 700 block of Research Park Boulevard within an industrial park known as Norman Research Park. This is an irregular shaped level interior site with all city utilities to the site. This tract was purchased for development with three pre-engineered metal industrial buildings which will

be leased.

Unit of Comparison:

Price/S.F.: \$4.61

- n/m 1.46





### COMPARABLE LAND SALE NO. 2:

Location: East side of North Flood Avenue (U.S. Highway 77)

& west side of  $24^{\text{th}}$  Avenue N.W.

One-half mile south of Franklin Road

Norman, Oklahoma

Legal Desc.: Part of NE/4 Section 11, T9N, R3W, I.M.,

Cleveland County, Oklahoma

Size: 447,718 S.F. or 10.27819 acres

Zoning: "I-1" Light Industrial District

Buyer: Victory Family Church, Inc.

Seller: Bio-Cide International, Inc.

Date of Sale: March 26, 2021

Book/Page: 6213/1232

Sale Price: \$1,650,000 (all cash to seller)

Comments: This was the very recent (March 2021) sale of an

unimproved 10.27819-acre industrial tract located on the west side of North Flood Avenue(U.S. Highway 77) and the east side of 24th Avenue N.W. about one-half mile south of Franklin Road in north Norman. This is an irregular shaped interior tract of land with all city utilities to the site. This tract is located contiguous to the north of two industrial lots platted as Bio-Cide East Park Sections 1 and 2. This tract was preliminary platted as part of an industrial park known as Bio-Cide East Park. This

tract is traversed by a 130-foot overhead

transmission line and a 100-foot pipeline easement which reduces the buildable area of the tract. Most of the tract is generally level to gently sloping.

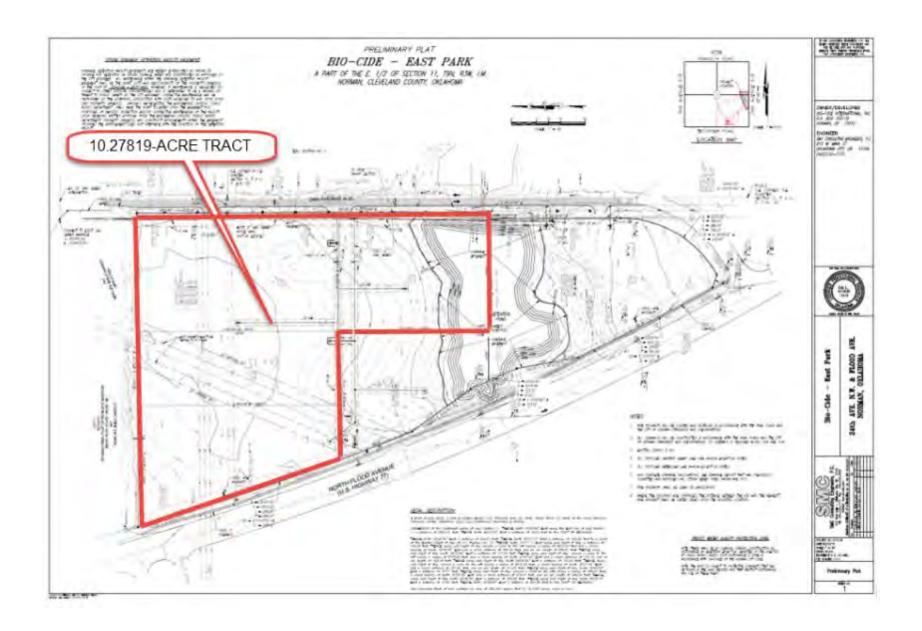
Part of the southeast section of the tract is situated within a drainage easement. This tract was

not platted at the time of sale. This tract was

purchased by the church to the north for future use.

Unit of Comparison:

Price/S.F.: \$3.69





### COMPARABLE LAND SALE NO. 3:

Location: 5451 Huettner Drive

Norman, Oklahoma

Legal Desc.: Lot 2, Block 1, Value Place Addition, a Replat of

Lots 1 and 2, Block 1, Huettner Addition Section

Two, to Norman, Cleveland County, Oklahoma

Size: 268,907 S.F. or 6.17326 acres

Zoning: "PUD-1819-5" Planned Unit Development District

Buyer: High Flyer Holdings, Inc.

Seller: Blue Jay Construction, LLC

Date of Sale: September 30, 2020

Book/Page: 6126/138

Sale Price: \$625,000 (all cash to seller)

Comments: This was the September 2020 sale of an unimproved

6.17326-acre industrial tract located on Huettner Drive within an industrial park known as Huettner Addition which is situated along the east side of Interstate 35 about one-quarter mile south of Indian Hills Road in far north Norman. This is an irregular shaped interior site with all city utilities to the site. This tract is generally level and backs up to

the Burlington Northern & Santa Fe Railroad.

Unit of Comparison:

Price/S.F.: \$2.32



### COMPARABLE LAND SALE NO. 4:

Location: Northeast side of 1800 block of Atchison Drive

Norman, Oklahoma

Legal Desc.: Lots 8 & 9, Block 1, Northridge Industrial Park,

to Norman, Cleveland County, Oklahoma

Size: 99,716 S.F. or 2.28916 acres

Zoning: "I-1" Light Industrial District

Buyer: 2 Goodfellas, LLC

Seller: John & Michelle Traw

Date of Sale: August 5, 2020

Book/Page: 6102/218

Sale Price: \$350,000 (all cash to seller)

Comments: This was the August 2020 sale of an unimproved

2.28916-acre industrial tract located on the

northeast side of the 1800 block of Atchison Drive within Northridge Industrial Park in Norman. This park is situated along the east side of North Flood Avenue (U.S. Highway 77) due south of Tecumseh Road. This is an irregular shaped level interior site with all city utilities to the site. This tract backs up

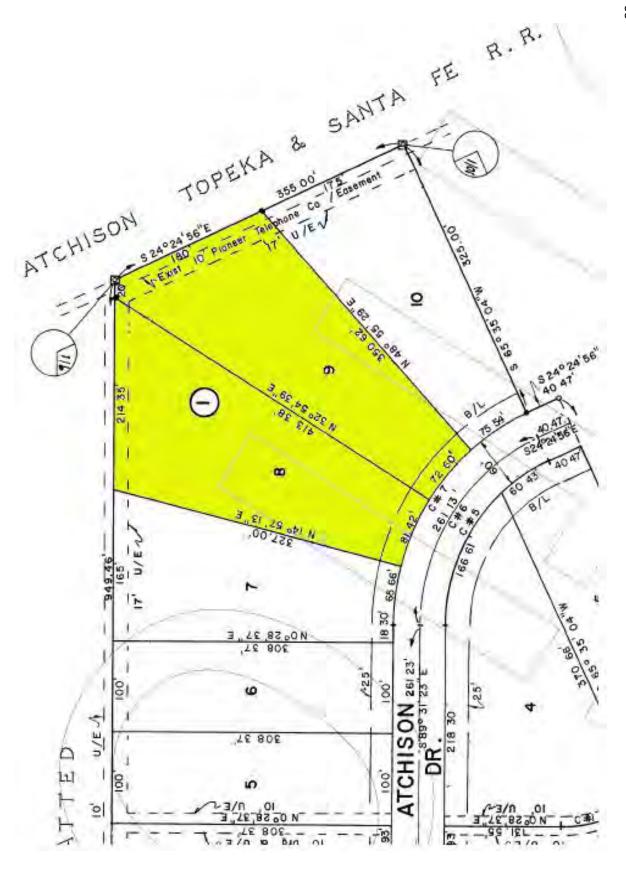
to the Burlington Northern & Santa Fe Railroad.

Unit of Comparison:

Price/S.F.: \$3.51



COMPARABLE LAND SALE NO. 4



#### COMPARABLE LAND SALE NO. 5:

Location: 4200 28th Avenue N.W.

Norman, Oklahoma

Legal Desc.: Lot 1, Block 2, Pepco Industrial Park Phase 1,

to Norman, Cleveland County, Oklahoma

Size: 138,000 S.F. or 3.168 acres

Zoning: "I-1" Light Industrial District

Buyer: Bellwoode, LLC

Seller: WP Land, LLC

Date of Sale: December 31, 2019

Book/Page: 6006/723

Sale Price: \$523,000 (all cash to seller)

Comments: This was the December 2019 sale of an unimproved

3.168-acre industrial tract located on the west side

of 28th Avenue N.W. at Venture Drive in Pepco Industrial Park (aka Northport Business Park) in north Norman. This is an irregular shaped level interior site with all city utilities to the site. This tract backs up to Interstate 35 and has good visibility from the Interstate but no direct access. This tract was purchased for development of three pre-engineered metal industrial buildings available

for lease.

Unit of Comparison:

Price/S.F.: \$3.79



#### COMPARABLE LAND SALE NO. 6:

Location: 3901 N. Flood Avenue (U.S. Highway No. 77)

Norman, Oklahoma

(NE corner of Flood Avenue & 24th Avenue N.W.)

Legal Desc.: Lot 1, Block 1, Bio-Cide East Park Section 1, to

Norman, Cleveland County, Oklahoma

Size: 156,046 S.F. or 3.5823 acres

Zoning: "I-1" Light Industrial District

Buyer: Black Mesa Assets, LLC

Seller: Bio-Cide International, Inc.

Date of Sale: January 12, 2018

Book/Page: 5759/1023

Sale Price: \$600,000 (all cash to seller)

Comments: This was the January 2018) sale of an unimproved

3.58232-acre industrial lot located at the northeast corner of North Flood Avenue(aka U.S. Highway 77) and 24<sup>th</sup> Avenue N.W. platted as Bio-Cide East Park Section 1. This is an irregular shaped corner site with frontage on Flood Avenue along the west and along 24<sup>th</sup> Avenue N.W. on the east & south. About the north one-third of this tract consists of a drainage easement (detention pond) which is a water quality protection zone (WQPZ). The building pad site on the south half of the site is generally level and to the north of the pad site the site slopes to the north toward the drainage easement(detention pond). A beer brewery facility has since been constructed

on the site.

Unit of Comparison:

Price/S.F.: \$3.85



#### STORM DRAINAGE DETENTION FACILITY EASEMENT

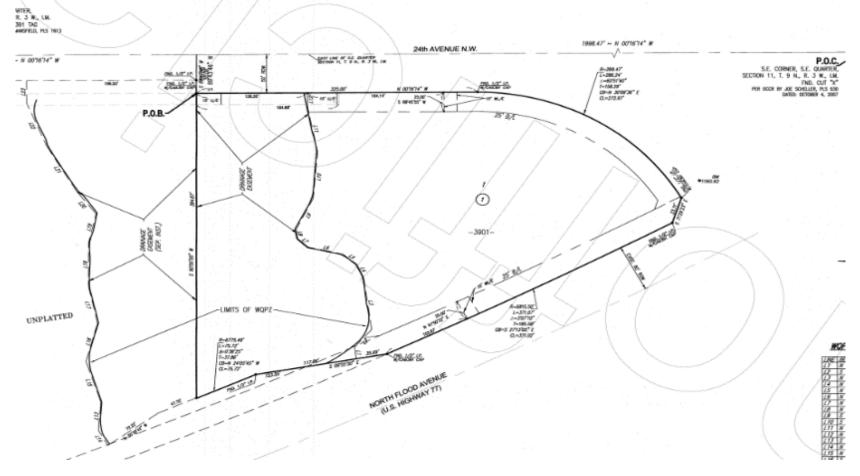
DRAMAGE OCTEMION FACULTY EXSEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DEPENDING OF STORM SURFACE WATER AND COSTRUCTURE AS APPEADED BY THE CITY CHAMILER. ALL MANITOMANCE WITHIN THE DRAMAGE DETENDING PACULTY EXSELVENT SMALL RE. THE RIGHT, DUTY MAY RESPONSIBILITY OF THE PROPERTY OWNERS ASSOCIATION IN THE PLAT OF BIG-COLD - EAST PARK SECTION 1; HOWEVER, I MANITOMANCE IS NEGLECTED OR SUBJECT TO OTHER UNIQUE. RECOMMISSIANCES AND IS DETENDING TO BE A MANIFOLD OF RIGHT TO PUBLIC MATTER THE TOTAL OF THE CONTROL OF THE MAPSON OF THE CONTROL OF THE CONTROL OF THE PROVISION OF THE CONTROL OF THE CONTROL OF THE PROVISION OF THE CONTROL OF THE C

#### FINAL PLAT

# BIO-CIDE - EAST PARK SECTION 1

A PART OF THE S.E. 1/4 OF SECTION 11, T9N, R3W, I.M. NORMAN, CLEVELAND COUNTY, OKLAHOMA

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#### COMPARABLE LAND SALE NO. 7:

Location: 5740 Huettner Court

Norman, Oklahoma

Legal Desc.: Units 1-4, I-35 Industrial Condominium Association

No. 1, Lot 6, Block 1, Huettner Addition Section 3,

to Norman, Cleveland County, Oklahoma

Size: 101,877 S.F. or 2.33877 acres

Zoning: "I-1" Light Industrial District

Buyer: H Industrial, LLC

Seller: H. Grant Irwin Sr. Revocable Trust

Date of Sale: September 18, 2017

Book/Page: 5721/1095

Sale Price: \$350,000 (all cash to seller)

Comments: This was the September 2017 sale of an unimproved

2.33877-acre industrial tract located on Huettner Court within an industrial park known as Huettner Addition which is situated along the east side of Interstate 35 about one-quarter mile south of Indian Hills Road in far north Norman. This is an irregular shaped interior site with all city utilities to the site. This tract is generally level. This tract has since been improved with a multi-tenant industrial property with four pre-engineered metal buildings.

Unit of Comparison:

Price/S.F.: \$3.44



COMPARABLE LAND SALE NO. 7

#### COMPARABLE LAND SALE NO. 8:

Location: East side of North Flood Avenue (U.S. Highway 77)

One-half mile south of Tecumseh Road

Norman, Oklahoma

Legal Desc.: Part of SE/4 Section 13, T9N, R3W, I.M., Cleveland

County, Oklahoma

Size: 180,083 S.F. or 4.13414 acres

Zoning: "I-2" Heavy Industrial District

Buyer: Jaypat 4, LLC

Seller: Hard Edge Design, Inc.

Date of Sale: May 25, 2016

Book/Page: 5553/901

Sale Price: \$700,000 (all cash to seller)

Comments: This was the May 2016 sale of two unimproved tracts

of industrial with a total area of 4.13414 acres located along the east side of North Flood Avenue or U.S. Highway 77 ±one-half mile south of Tecumseh Road in north Norman. This property is situated in an area of industrial land uses along the east side of North Flood Avenue extending from Rock Creek Road to Tecumseh Road. These are two irregular shaped interior tracts with all city utilities available. The tracts are generally level. These tracts were purchased by the owner of the property contiguous to the north for expansion. These two tracts back up to the Burlington Northern & Santa Fe Railroad.

Unit of Comparison:

Price/S.F.: \$3.89



COMPARABLE LAND SALE NO. 8

#### COMPARABLE LAND SALE NO. 9:

Location: 7417 S.W. 67th Street and 6801 & 6901 Brooklyn Court

Oklahoma City, Oklahoma

Legal Desc.: Lots 8-10, Block 1, Rockwell Heights Industrial

Park, to Oklahoma City, Oklahoma County, Oklahoma

Size: 660,993 S.F. or 15.17431 acres

Zoning: "I-2" Moderate Industrial District

Buyer: CSI Oklahoma City Investments, LLC

Seller: Jobo, LLC

Date of Sale: March 29, 2022

Book/Page: 15111/259

Sale Price: \$1,884,000 (all cash to seller)

Comments: This was the very recent (March 2022) sale of three

contiguous platted industrial lots with a total area of 15.17431 acres located along S.W. 67<sup>th</sup> Street and Brooklyn Court within Rockwell Heights Industrial Park in southwest Oklahoma City. These are all generally level interior tracts with all city

utilities available.

Unit of Comparison:

Price/S.F.: \$2.85



COMPARABLE LAND SALE NO. 9



COMPARABLE LAND SALE NO. 9

#### COMPARABLE LAND SALE NO. 10:

Location: Southeast corner of S.W. 36th Street & Purdue Avenue

Oklahoma City, Oklahoma

Legal Desc.: Part of SW/4 Section 15, T11N, R4W, I.M., Oklahoma

County, Oklahoma

Size: 488,582 S.F. or 11.2163 acres

Zoning: "I-3" Heavy Industrial District

Buyer: IDV Purdue, LLC

Seller: Sealy OKC Airport Land, LLC

Date of Sale: September 8, 2020

Book/Page: 14470/747

Sale Price: \$1,500,000 (all cash to seller)

Comments: This was the September 2020 sale of an unimproved

11.2163-acre industrial tract of land located at the

southeast corner of S.W. 36<sup>th</sup> Street and Purdue Avenue in southwest Oklahoma City. This tract is situated within an area of industrial uses. This is a corner tract which is generally level with all

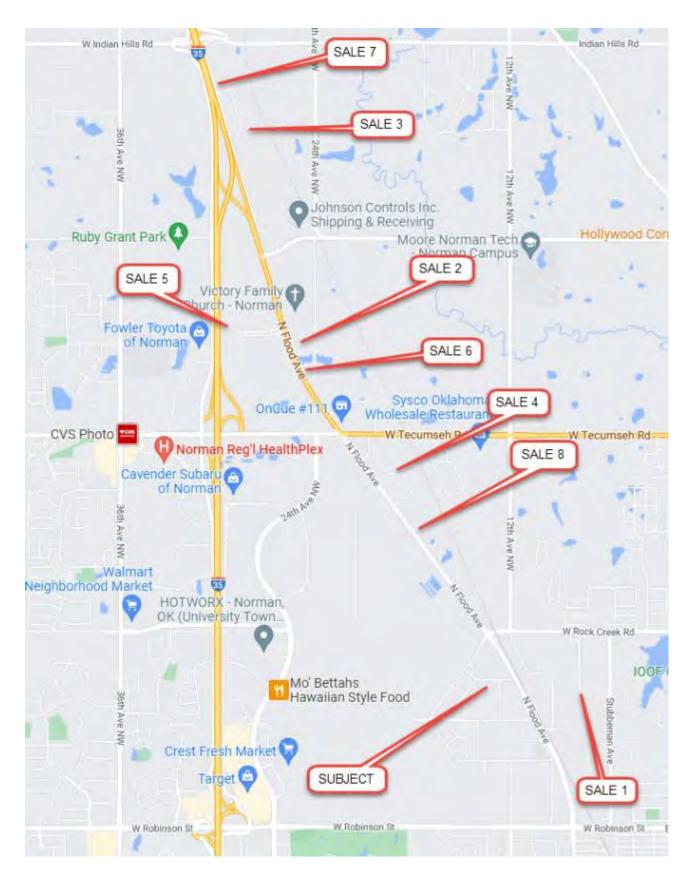
city utilities to the site.

Unit of Comparison:

Price/S.F.: \$3.07



COMPARABLE LAND SALE NO. 10



## Analysis of Land Sales:

Ten recent sales of comparable unimproved tracts of land with similar highest and best use (industrial) have been analyzed in the valuation of the subject site, a summary of which is as follows:

#### SUMMARY OF COMPARABLE LAND SALES

| SALE | LOCATION  | SALE<br>DATE | SALE<br>PRICE | SIZE<br>(AC) | ZONING | PRICE<br>PER S.F. |
|------|---|--------------|---------------|--------------|--------|-------------------|
| 1    | 712-714-716 Research<br>Park Blvd.<br>Norman, OK  | 3-22         | \$400,000     | 1.994        | I-1    | \$4.61            |
| 2    | East side N. Flood Ave. & west side $24^{\rm th}$ Ave. N.W. ½ mile south of Franklin Rd. Norman, OK | 3-21         | \$1,650,000   | 10.27819     | I-1    | \$3.69            |
| 3    | 5451 Huettner Drive<br>Norman, OK   | 9-20         | \$625,000     | 6.17326      | PUD    | \$2.32            |
| 4    | NE side of 1800 block of<br>Atchison Drive<br>Norman, OK  | 8-20         | \$350,000     | 2.28916      | I-1    | \$3.51            |
| 5    | 4200 28 <sup>th</sup> Avenue N.W.<br>Norman, OK   | 12-19        | \$523,000     | 3.168        | I-1    | \$3.79            |
| 6    | 3901 N. Flood Avenue<br>Norman, OK  | 1-18         | \$600,000     | 3.58232      | I-1    | \$3.85            |
| 7    | 5740 Huettner Court<br>Norman, OK   | 9-17         | \$350,000     | 2.33877      | I-1    | \$3.44            |
| 8    | East side N. Flood Avenue ½ mile south of Tecumseh Rd. Norman, OK                                   | 5-16         | \$700,000     | 4.13414      | I-2    | \$3.89            |
| 9    | 7417 S.W. 67 <sup>th</sup> Street<br>6801 & 6901 Brooklyn Court<br>Oklahoma City, OK                | 3-22         | \$1,884,000   | 15.17431     | I-2    | \$2.85            |
| 10   | SE corner S.W. 36 <sup>th</sup> Street<br>& Purdue Avenue<br>Oklahoma City, OK                      | 9-20         | \$1,500,000   | 11.2163      | I-3    | \$3.07            |

Sales 1-8 are all tracts of land zoned for industrial use located in Norman. Sales 9 and 10 are two additional sales of similar tracts of land zoned for industrial use located in southwest Oklahoma City, a similar market area.

The appraiser has made a qualitative comparative analysis of the comparable sales which involved the comparison of each sale to the subject property with an analysis of any property differences having a significant effect upon market value. The principal areas of dissimilarities include buyer and seller motivation (conditions of sale), market conditions (time of sale), location, size, shape, frontage, accessibility, visibility, availability of city utilities, easements, zoning, highest and best use, and topography.

The subject tract is an irregular shaped tract of land with an area of ±13.3 acres which is located contiguous to the south of the City of Norman Public Works Department within the University of Oklahoma Research Park North. The subject site has frontage on Goddard Avenue, Pasteur Avenue, and Priestly Avenue.

Sales 2, 3, 9, and 10, which range in size from 6.17326 to 15.17431 acres and indicated unadjusted prices per square foot of \$3.69, \$2.32, \$2.85, and \$3.07, are most similar in size to the subject

(which has an area of 13.3 acres). The unadjusted mean or average price per square foot indicated by these four sales is \$2.98/S.F. Sales 1 and 4-8 are all much smaller tracts which would tend to sell for higher prices per square foot than would a larger tract similar in size to the subject. Sales 1 and 4-8 range in size from 1.994 to 4.13414 acres. The unadjusted mean or average price per square foot indicated by these six sales is \$3.85/S.F.

Sale 1, which indicated an unadjusted price per square foot of \$4.61, was the very recent (March 2022) sale of a much smaller platted industrial tract located within an industrial park known as Norman Research Park in north Norman. As a much smaller tract, Sale 1 would tend to sell for a higher price per square foot than would a larger tract such as the subject. After adjusting for much smaller size, Sale 1 would support a value for the subject lower than \$4.61/S.F. Sale 2, which indicated an unadjusted price per square foot of \$3.69, was the recent (March 2021) sale of a similar sized industrial tract (10.27819 acres) located on North Flood Avenue (U.S. Highway 77) in Sale 2 was preliminary platted as part of an north Norman. industrial park at the time of sale. Sale 2 is superior in location and visibility to the subject with frontage on a major arterial fourlane thoroughfare. After adjustment for superior location and visibility, Sale 2 would support a value for the subject site lower

than \$3.69/S.F. Sale 3, which indicated an unadjusted price per square foot of \$2.32, was the September 2020) sale of a 6.17326-acre platted industrial tract located within an industrial park known as Huettner Addition in north Norman. Sale 3 sold two years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. After adjusting for date of sale, Sale 3 would support a value for the subject higher than \$2.32/S.F. 4, which indicated an unadjusted price per square foot of \$3.51, was the August 2020 sale of a much smaller platted industrial tract located within an industrial park known as Northridge Industrial Park in north Norman. Sale 4 sold two years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. As a much smaller tract, Sale 4 would tend to sell for a higher price per square foot than would a larger tract such as the subject. After adjusting for date of sale and much smaller size, Sale 4 would support a value for the subject lower than \$3.51/S.F. Sale 5, which indicated an unadjusted price per square foot of \$3.79, was the December 2019 sale of a much smaller platted industrial tract located within an industrial park known as Northridge Industrial Park in north Norman. Sale 5 sold three years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. As a much smaller tract, Sale 5 would tend to sell for a higher price per square foot than would a larger tract such as the subject. Sale 5 backs up to Interstate 35 and is superior in location and visibility to the subject. After adjusting for date of sale, smaller size, and superior location/visibility, Sale 5 would support a value for the subject lower than \$3.79/S.F. Sale 6, which indicated an unadjusted price per square foot of \$3.85, was the January 2018 sale of a much smaller platted industrial tract located on North Flood Avenue (U.S. Highway 77) in north Norman. Sale 6 sold about five years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. As a smaller tract, Sale 6 would tend to sell for a higher price per square foot than would a larger tract such as the subject. Sale 6 is superior in location and visibility to the subject with frontage on a major arterial four-lane thoroughfare. After adjusting for date of sale, smaller size, and superior location/visibility, Sale 6 would support a value for the subject lower than \$3.85/S.F. Sale 7, which indicated an unadjusted price per square foot of \$3.44, was the September 2017 sale of a smaller platted industrial tract located in an industrial park (Huettner Addition) in north Norman. Sale 7 sold about five years ago and would require some positive adjustment for

increase in value since the date of sale as land values have been gradually increasing in the area in recent years. As a smaller tract, Sale 7 would tend to sell for a higher price per square foot than would a larger tract such as the subject. After adjusting for date of sale and smaller size, Sale 7 would support a value for the subject lower than \$3.44/S.F. Sale 8, which indicated an unadjusted price per square foot of \$3.89, was the May 2016 sale of a smaller industrial property (two tracts) located in an area of industrial uses on North Flood Avenue (U.S. Highway 77) in north Norman. 8 sold about six years ago and would require some positive adjustment for increase in value since the date of sale as land values have been gradually increasing in the area in recent years. As a smaller tract, Sale 8 would tend to sell for a higher price per square foot than would a larger tract such as the subject. Sale 8 is superior in location and visibility to the subject with frontage on a major arterial four-lane thoroughfare. After adjusting for date of sale, smaller size, and superior location/visibility, Sale 8 would support a value for the subject lower than \$3.89/S.F. Sale 9, which indicated an unadjusted price per square foot of \$2.85, was the very recent (March 2022) sale of a similar sized industrial property (consisting of three platted industrial lots) located in industrial park in southwest Oklahoma City. Sale 9 is highly similar to the subject and would support a value for the subject similar to

\$2.85/S.F. Sale 10, which indicated an unadjusted price per square foot of \$3.07, was the September 2020 sale of a similar sized industrial tract located in an industrial area in southwest Oklahoma City. Sale 10 is highly similar to the subject and would support a value for the subject similar to \$3.07/S.F.

#### Conclusion:

Based upon the foregoing analysis of the most recent sales of comparable unimproved tracts of land with similar highest and best use (light industrial) in the general market area, a value of \$3.00 per square foot is considered to be a reasonable and supportable estimate of value for the subject property as if vacant and unimproved.

#### Valuation:

13.3 acres  $\times$  43,560 S.F./Acre @ \$3.00/S.F. = \$1,738,044

Indicated Value of Subject Site
As if Vacant & Unimproved
By Sales Comparison Approach

Rounded to \$1,738,000

#### ESTIMATED MARKETING TIME:

Marketing time is defined as follows: "The time it takes an interest in real estate to sell on the market subsequent to the date of an appraisal. Reasonable marketing time is an estimate of the amount of time it might take to sell an interest in real property at its estimated market value during the period immediately after the effective date of the appraisal; the anticipated time required to expose the property to a pool of prospective purchasers and to allow appropriate time for negotiation, the exercise of due diligence, and the consummation of a sale at a price supportable by concurrent market conditions." (The Dictionary of Real Estate Appraisal, Fourth Edition, 2002, Appraisal Institute)

For this analysis, one assumes a normal marketing time with an aggressive and professional marketing program. Based on the marketing time for comparable unimproved tracts of land with similar highest and best use (light industrial) in the Norman and greater Oklahoma City metropolitan area along with discussions with commercial brokers in the area, it is the appraiser's opinion that a sale of the appraised property could be achieved within approximately six to twelve months or less. This six to twelve month marketing period assumes the property would be professionally and

aggressively marketed at the final estimate of value indicated in this report assuming continued similar market conditions.

#### RECONCILIATION AND FINAL VALUE CONCLUSION:

Reconciliation is the function in the valuation process in which an appraiser analyzes alternative conclusions and selects a final value estimate from among two or more indications of value. A thorough review of the entire valuation process may precede reconciliation. Reconciliation is the part of the valuation process in which an appraiser most directly draws upon his experience, expertise, and professional judgment to resolve differences among the value indications derived from the application of approaches. The appraiser weighs the relative significance, applicability, and defensibility of each value indication and relies most heavily on the one most appropriate to the purpose of the appraisal. The conclusion drawn is based on the appropriateness, the accuracy, and the quantity of the evidence in the entire appraisal.

Following is a summary of the value indications by the applicable approaches to value:

COST APPROACH NOT APPLICABLE

INCOME CAPITALIZATION APPROACH NOT APPLICABLE

SALES COMPARISON APPROACH \$1,738,000

The Sales Comparison Approach has been utilized to estimate the value of the subject site as if vacant and unimproved and is considered to

be the only applicable approach to value. The Cost Approach was not applicable as there are no improvements being valued. The Income Capitalization Approach was not applicable in the valuation of the subject property either as the property is not an income-producing property.

The Sales Comparison Approach was based on ten recent sales of comparable unimproved tracts of land with similar highest and best use in the subject area. These ten sales are considered to be the most comparable sales of unimproved tracts of land with similar highest and best use which have sold in recent years in the Norman and greater Oklahoma City metropolitan area. Based upon the quantity and quality of available comparable sales data, the value indication by the Sales Comparison Approach is considered to be reliable.

Based upon this appraisal, it is the appraiser's opinion that the market value of the subject property as if vacant and unimproved as of December 19, 2022 is:

#### MARKET VALUE OF SUBJECT PROPERTY AS IF VACANT & UNIMPROVED

ONE MILLION SEVEN HUNDRED THIRTY-EIGHT THOUSAND DOLLARS (\$1,738,000.00)

# **APPRAISER'S CERTIFICATION**

The undersigned does hereby certify that, except as otherwise noted in this appraisal report:

I have no present or contemplated future interest in the real estate that is the subject of this appraisal report.

I have no personal interest or bias with respect to the subject matter of this appraisal report or to the parties involved with this assignment.

To the best of my knowledge and belief, the statements of fact contained in this appraisal report, upon which analyses, opinions, and conclusions expressed herein are based, are true and correct.

This appraisal report sets forth all of the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analyses, opinions, and conclusions contained in this report.

This appraisal report has been made in conformity with, and is subject to, the requirements of the Uniform Standards of Professional Appraisal Practice promulgated by the Appraisal Standards Board of the Appraisal Foundation.

No one, other than the undersigned, prepared the analyses, conclusions, and opinions concerning the real estate that are set forth in this appraisal report.

The appraiser certifies that the compensation for this appraisal is not contingent upon the reporting of a predetermined value or directed value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the property that is the subject of this report.

This appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.

I am certified by the State of Oklahoma as a Certified General Real Estate Appraiser, Certified General Appraiser No. 10289CGA, through December 31, 2024.

I certify that I have not previously provided any services relative to the subject property within the past three years and that the client was advised of the same prior to engagement.

Date: December 23, 2022

Jim R. Artman

Jen R. artma

Certified General Appraiser No. 10289CGA

# **QUALIFICATIONS OF APPRAISER**

James (Jim) R. Artman ARTMAN APPRAISAL COMPANY 4612 Foxborough Court Norman, Oklahoma 73072

#### **EXPERIENCE:**

Oct., 1978 -

Present General real estate appraisal practice as owner of Artman Appraisal Company

in Norman, Oklahoma. Primary area of assignments is Norman, Cleveland

County, Moore, McClain County, and Oklahoma City metropolitan area.

March, 1978 -

Sept., 1978 Vice President, Savings Investment Service Corporation.

April, 1977 -

Feb., 1978 Associate Appraiser, Oklahoma Appraisal Company, Inc.

Jan., 1977 - Regional Appraisal Manager, Sooner Federal Savings and Loan

March, 1977 Association.

June, 1973 -

Dec., 1976 Staff Appraiser, Sooner Federal Savings and Loan Association.

#### **GENERAL EDUCATION:**

Bachelor of Sciences (Mathematics major, Economics minor). Conferred by University of Oklahoma, May,1972.

Successful completion of 21 credit hours toward M.B.A. degree, University of Oklahoma.

#### **REAL ESTATE APPRAISAL EDUCATION:**

Successful completion of Course I-A and examination, American Institute of Real Estate Appraisers, May, 1974. (79 hours credit)

Successful completion of Course I-B and examination, American Institute of Real Estate Appraisers, May, 1975. (76 hours credit)

Successful completion of Course II and examination, American Institute of Real Estate Appraisers, March, 1976. (79 hours credit)

Successful completion of Narrative Residential Case Study Examination and Narrative Report Writing Seminar, Course #102 "Applied Residential Property Valuation," Society of Real Estate Appraisers, December, 1976. (39 hours credit)

# QUALIFICATIONS OF APPRAISER (Jim R. Artman)

Page 2

#### **REAL ESTATE APPRAISAL EDUCATION: (Cont'd.)**

Successful completion of Course VI and examination, American Institute of Real Estate Appraisers, February, 1977. (39 hours credit)

Successful completion of Standards of Professional Practice (Part A) and examination, The Appraisal Institute, July, 1991 (16 hours credit)

Successful completion of Standards of Professional Practice (Part B) -Course #420 and examination, The Appraisal Institute, August, 1994 (11 hours credit).

Educational seminars and courses in real estate appraisal are continuously attended in compliance with continuing education requirements by the Oklahoma Real Estate Appraisal Board(current requirement is 42 hours every three years). A complete list of appraisal courses recently completed is available to the client upon request.

#### PROFESSIONAL MEMBERSHIPS & AFFILIATIONS:

Former Board Member, Oklahoma Real Estate Appraiser Board (July 2, 2013 through July 1, 2018)

Member, Standards and Disciplinary Procedures Committee Oklahoma Real Estate Appraiser Board

Member, Probable Cause Committee Oklahoma Real Estate Appraiser Board

Member, Real Estate Appraisal Data, Inc.

Appraiser attends regular meetings of Oklahoma Great Plains Chapter of the Appraisal Institute.

#### STATE CERTIFICATION:

Certified General Appraiser No. 10289CGA State of Oklahoma (Certified through December 31, 2024)

# State of Oklahoma



Glen Mulready, Insurance Commissioner

# Oklahoma Real Estate Appraiser Board

This is to certify that:

# James Artman

has complied with the provisions of the Oklahoma Real Estate Appraisers Act to transact business as a **State Certified General** Real Estate Appraiser in the State of Oklahoma.

In Witness Whereof, I have hereunto set my hand and caused the seal of my office to be affixed at the City of Oklahoma City, State of Oklahoma, this 21st day of December, 2021.



Glen Mulready, Insurance Commissioner Chairperson, Oklahoma Real Estate Appraiser Board

Members, Oklahoma Real Estate Appraiser Board

Brandon With

Oklahoma Appraiser Number:

10289CGA

Expirer:

12/31/2024





# DEPARTMENTAL REDUNDANCIES

## DEPARTMENTAL REDUNDANCIES

Addressing redundancies in building infrastructure, vehicular ingress / egress and efficient staff organization have been identified as key components for success of the current and expanded North Base property global master plan.





## **Building Infrastructure**

During assessment of City of Norman Public Works sites and associated infrastructure, it was apparent that building space allocated for specific staff operation was inefficiently present at multiple building sites. Each function is required for staff operations, but the space created was only utilized a small portion of the overall day to day operations. Further review and evaluation of the various functions creates an opportunity for shared space and a higher utilization of the specific operation. Spaces include but are not limited to the following:

- 1. Staff Break Areas
- 2. Staff Toilet, Lockers and Showers.
- 3. Staff Meeting space
- 4. Support functions (Mail, Copy, Supplies)
- 5. Full Service Welding
- 6. Air Compressor space
- 7. Parts Distribution

One persistent component of each site was the lack of dedicated and managed storage space. For this reason, each department is carving storage space from other required functional areas. The inefficiency created affects both the operations and access to stored materials. This component of the facility assessment will be greatly improved by a purposefully managed and dedicated storage warehouse.

The storage component for different departments is impacted both by available space and by environmental impacts, as follows:

**Available space:** Due to limited space available for storage of materials, some locations are creatively carving space to address storage needs. This space includes but is not limited to the open areas located within public toilet rooms.

**Environmental impacts**: In addition to lack of space, during inclement and freezing conditions, vehicles both at Lindsey yard and on North Base must be brought into working bays to protect equipment from damage during extreme temperatures. When this occurs, normal operations cannot continue within these spaces. Additionally – there is a cost associated with multiple relocations and efforts to perform these tasks. These inefficiencies are being considered in the overall Master Planning Effort.



Redundant spaces are specifically allocated on the property in a manner that is efficient both with respect to building construction and availability for staff use. Reduction in building square footage and the associated construction costs will be an impactful component in the economic viability of the overall Master Plan.

## **Vehicle Ingress / Egress**

Current evaluation of the various City of Norman Public Works sites reveals inefficiencies and conflicts in the routing of vehicles on City property. Some aspects of this inefficiency is as follows:

- 1. Conflict between vehicular and pedestrian access patterns.
- 2. Conflict between large city vehicles / equipment and smaller personal vehicles.
- 3. On site routing / staging of vehicles / equipment during specific events (emergency debris cleanup / Salt Collection and Distribution)
- 4. Vehicle drop off conflicting with maintenance operations and efficiency
- 5. Vehicle ingress and egress from both Flood and Goddard.
- 6. Vehicle staging for CNG Slow Fueling

Purposeful planning of specific site elements, staff and equipment parking lots and site wide vehicle pathing will address and improve the identified current conditions.

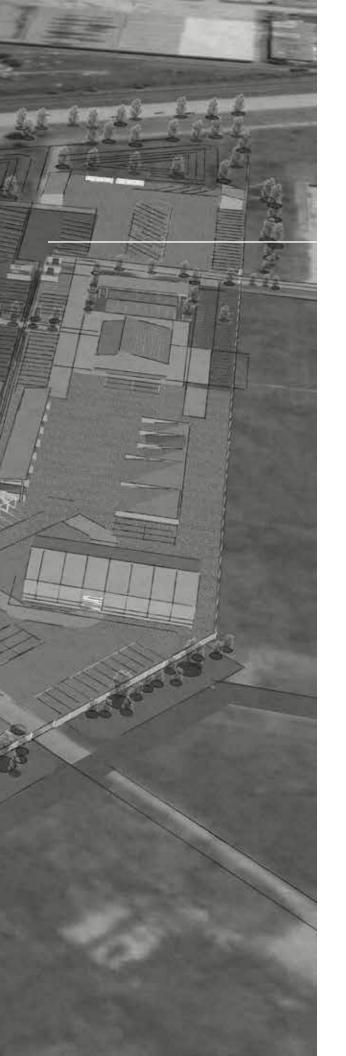


## **City Staffing**

The key factor in addressing current redundancies in City staffing is to maintain the current number of employees. There is no intent for a reduction of the current personnel. Considering both the value of trained staff members and the projected growth in each department validates this approach. The intent of the Master Plan is to develop methods by which staff can move laterally within and between departments to develop an efficient and cost-effective staffing matrix. Final staff allocation and the method by which departments improve and share in efficiencies will be developed in consultation with City Management.

Evaluation of the economic impact of redundant infrastructure and personnel is critical in creating the pro forma for the North Base property. Cost savings directly relating to reduction in redundant spaces and/or personnel will offset the costs of master plan implementation. Identifying and documenting the economics of the plan will illicit and encourage support for addressing the future project goals and directives.





# APPENDICES





# A.1 EQUIPMENT MASTER LIST

PAGE: 1
DATE: 01/20/2022 10:49

|                      |                                      |                    |         |                 |          |            | M    | 1ETER   | ACQ        |
|----------------------|--------------------------------------|--------------------|---------|-----------------|----------|------------|------|---------|------------|
| EQUIPMENT            | EQ DESCRIPTION                       | SERIAL NUMBER      | LICENSE | EMPLOYEE        | DEPT     | CLASS      | TYPE | READING | DATE       |
|                      |                                      |                    |         |                 |          |            |      |         |            |
| DEPARTMENT: 105      | 0170 - PW FLEET ADMINISTRATION       |                    |         |                 |          |            |      |         |            |
| 0070                 | 2019 CHEVY TAHOE                     | 1GNLCDECXKR316056  | CI38933 |                 | 10550170 | CA42U1AZZ3 | М    | 6,185   | 04/09/2019 |
| Distinct Count of Eq | uipment: 1                           |                    |         |                 |          |            |      |         |            |
| DEPARTMENT: 105!     | 50171 - PW FLEET LIGHT SHOP          |                    |         |                 |          |            |      |         |            |
| 0073                 | 2021 Karcher Floor Cleaner           | N/A                | N/A     |                 | 10550171 | YZZZZZAZZ4 | N    | 0       |            |
| 0074                 | 2019 John Deere Z960M ZTRACK         | 1TC960MCLKT070893  | N/A     |                 | 10550171 | KK11UKAZ14 | Н    | 107     | 08/05/2019 |
| 0075                 | 2005 FORD F250                       | 1FTSX20P95EC71906  | CI14993 | 075C            | 10550171 | BB31U2AZZ3 | М    | 87,292  | 04/26/2005 |
| 0076                 | 2017 PRESSURE WASHER HEG-3005-0E9G   | 15096552           | N/A     |                 | 10550171 | STW1UZAZM4 | N    | 1       | 05/17/2017 |
| 0079                 | 2011 E-Z GO TXTPDS GOLFCART          | 2678649            | N/A     |                 | 10550171 | UE30EKAZZ4 | N    | 1       | 11/11/2011 |
| 0090                 | 2009 SECURITY N/B SECURITY           | U10310249536****32 | N/A     |                 | 10550171 | YY60EZAZZ4 | N    | 1       | 10/09/2002 |
| 075a                 | 2018 CHAMPION AIR-COMP.              | 20237957           | N/A     |                 | 10550171 | SSA4UZAZZ4 | N    | 1       | 09/11/2018 |
| 084c                 | 2014 INGERSOL2340L5X AIR-COMP.       | CBV242715          | N/A     |                 | 10550171 | SSA4UZAZZ4 | N    | 1       | 10/09/2014 |
| 21071                | 2021 Crown Forklift                  | 10295045           | N/A     |                 | 10550171 | GJ35EKA2K4 | Н    | 16      | 10/29/2021 |
| 5071                 | 2017 SMALL CANS BULK                 | FUEL               | N/A     |                 | 10550171 | TY50UZZZZA | N    | 0       |            |
| 84CR                 | 2014 AUTO CRANE 3203PRX              | 3203PRX-1014-554   | N/A     |                 | 10550171 | PG35ZZAZZ4 | N    | 1       | 02/04/2014 |
| ALIGNER01            | 2018 HUNTER Hawkeye Elite            | SEE NOTES          | N/A     |                 | 10550171 | YZZZZZAZZ4 | N    | 0       | 10/05/2018 |
| BLNCR02              | 2018 HUNTER HAMMERHEAD SW12          | ICC3299            | N/A     |                 | 10550171 | YZZZZZAZZ4 | N    | 0       | 10/05/2018 |
| LIFT6                | 2016 PKS PK-70-4-40E LFT             | 23106              | N/A     |                 | 10550171 | YY10EZAZJ4 | N    | 1       | 09/29/2017 |
| MP5055               | 2006 CHEVY 1500 P/U                  | 1GCEC14T26Z124427  | CI14878 |                 | 10550171 | BB20U1AZZ3 | М    | 199,456 | 08/26/2005 |
| MP5078               | 2016 FORD EXPLORER                   | 1FM5K8D88GGB36906  | CI24160 |                 | 10550171 | CA32U26ZZ3 | М    | 22,310  | 03/09/2016 |
| mp5207               | 2008 CHEVY 2500 P/U                  | 1GCHK24K38E142751  | CI15095 | 5207F           | 10550171 | BB40U2AZZ3 | М    | 82,742  | 11/02/2007 |
| MP5942               | 2006 CHEVY 1500 P/U                  | 1GCEK19T76E112793  | CI14872 |                 | 10550171 | BB20U11ZZ3 | М    | 103,151 | 09/07/2005 |
| MP5943               | 2011 FORD RANGER                     | 1FTKR1ED6BPA60018  | CI17755 |                 | 10550171 | BB20U1AZZ3 | М    | 98,760  | 06/01/2011 |
| TRMCHN02             | 2018 HUNTER TCX57                    | 0-11455102/00A-16  | N/A     |                 | 10550171 | YZZZZZAZZ4 | N    | 0       | 10/05/2018 |
| Distinct Count of Eq | uipment: 20                          |                    |         |                 |          |            |      |         |            |
| DEPARTMENT: 105      | 50172 - PW FLEET HEAVY SHOP          |                    |         |                 |          |            |      |         |            |
| 0077                 | 2014 KENWORTH T440 Fld Truck         | 1NKBH27X1EJ390655  | CI22722 | 77C,77G,77CR    | 10550172 | 5580C7AZZ3 | Н    | 2,158   | 10/03/2013 |
| 0800                 | 2004 IHC ROLLWRECKER 4300 4X2        | 1HTMMAAM54H667105  | CI14995 |                 | 10550172 | 75E2D6AZZ3 | Н    | 5,100   | 02/03/2004 |
| 073A                 | 2017 INDUSTRIAL GOLD CI2023E240H-P-2 | 060618-1387        | N/A     |                 | 10550172 | SSA2ZZAZM4 | Н    | 2       | 11/20/2017 |
| 077c                 | 2011 INGERSOL2340L5X AIRCOMP/WELDE   | CBV145035          | N/A     |                 | 10550172 | SSA1UZAZM4 | N    | 1       | 12/09/2011 |
| 077g                 | 2013 SPEED AIR COMPRESSOR            | 06 13 20163900     | N/A     |                 | 10550172 | SSA1UZAZM4 | N    | 1       | 07/15/2013 |
| 079T                 | 2015 MILLER WELDER                   | MD161204R          | N/A     | WELDER & TRAILE | 10550172 | RR01UZDZZ4 | N    | 1       | 05/01/2015 |

PAGE: 2 DATE: 01/20/2022 10:49

| DEPARTMENT: 10550172 - PW FLEET HEAVY SHOP  77CR 2014 Stahi 3200LX 04132008 N/A 10550172 PG35ZZAZZ3 N 1 1 0/03/2013 PS9mmi 2014 SMALL CAMS BULK FUEL N/A 10550172 TY50UZZZZA N 1 1 0/10/1994 PS9mmi 2014 SMALL CAMS BULK FUEL N/A 10550172 TY50UZZZZA N 1 1 0/10/1994 PS9mmi 2014 SMALL CAMS BULK FUEL N/A 10550172 TY50UZZZZA N 1 1 0/10/1994 PS9mmi 2015 TORS 6900 30582-250000281 N/A 10550172 YY50UZZZZA N 1 1 0/10/1994 PS9mmi 2015 TORS 6900 30582-250000281 N/A 10550172 YY50UZZZZA N 1 1 0/10/1994 PS9mmi 2015 TORS 6900 30582-250000281 N/A 10550172 KKILDKAZ14 H 4,482 07/29/2005 DISENCE COUNT of Equipment: 10  DEPARTMENT: 10550210 - PW ENGINEERING  2023 2013 CHEVY 1500 P/U 1GCRCPEOSDZ212961 C122696 10550210 BB20B1AZZ3 M 42,773 01/01/2013 PS9mmi 2014 PS9mmi 2015 PS9m |                     |                                 |                   |         |                 |          |            | N    | METER   | ACQ        |
|--|---------------------|---------------------------------|-------------------|---------|-----------------|----------|------------|------|---------|------------|
| 1   10/03/2013     | EQUIPMENT           | EQ DESCRIPTION                  | SERIAL NUMBER     | LICENSE | EMPLOYEE        | DEPT     | CLASS      | TYPE | READING | DATE       |
| 1   10/03/2013     |                     |                                 |                   |         |                 |          |            |      |         |            |
|  | DEPARTMENT: 10      | 550172 - PW FLEET HEAVY SHOP    |                   |         |                 |          |            |      |         |            |
| Page      | 77CR                | 2014 Stahl 3200LRX              | 04132008          | N/A     |                 | 10550172 | PG35ZZAZZ3 | N    | 1       | 10/03/2013 |
| MPS001   2005 TORO 580D   30582-250000281   N/A   10550172   KILIDKAZ14   H   4,482   07/29/2005   Distinct Count of Equipment: 10   | 89smal              | 2014 SMALL CANS BULK            | FUEL              | N/A     |                 | 10550172 | TY50UZZZZA | N    | 1       | 01/01/1994 |
| DEPARTMENT: 10550210 - PW ENGINEERING  | FUEL1               | 2010 GAS BOY FUEL DISPENSER     | SEE NOTES SCREEN  | N/A     |                 | 10550172 | YY50DZAZQ4 | N    | 0       | 12/31/2011 |
| DEPARTMENT: 10550210 - PW ENGINEERING  2013 C103 CHEVY 1500 P/U 16CRCPEO5DZ212961 C122696 10550210 B820B1A2Z3 M 27,482 08/10/2016 05053 2013 FORD F150 1FTEX1EFS(KD096571 C124178 10550210 B820B2AZ23 M 27,482 08/10/2016 05055 2017 FORD F150 1FTEX1EFS(KD096571 C124178 10550210 B820B2AZ23 M 50,747 10/26/2016 05056 2018 FORD F150 1FTEX1EFS(KD03529 C137509 10550210 B820B2AZ23 M 42,790 03/26/2018 05057 2013 FORD F150 1FTEX1EFS(KD43493 C122727 10550210 B820B2AZ23 M 42,790 03/26/2018 05058 2014 FORD F150 1FTEX1EFS(KD43493 C122727 10550210 B820B2AZ23 M 40,740 03/26/2018 05058 2014 FORD F150 1FTEX1EFS(KD43493 C122747 10550210 B820B2AZ23 M 40,740 03/25/2018 05058 2014 FORD F150 1FTEX1EFS(KD43493 C124428 10550210 B820LAZ23 M 40,43 08/01/2014 05059 2010 CHEVY COLORADO 16CKTB095A8131769 C15484 10550210 B820LAZ23 M 39,467 03/25/2010 050510 | MP5001              | 2005 TORO 580D                  | 30582-250000281   | N/A     |                 | 10550172 | KK11DKAZ14 | Н    | 4,482   | 07/29/2005 |
| 2013 CHEVY 1500 P/U 1GCRCPEOSD2212961 C122696 10550210 BB20B1AZZ3 M 42,773 01/01/2013 00564 2016 FORD F150 1FTEX1EF8HKC07854 C130038 10550210 BB20B1AZZ3 M 52,748 08/10/2016 0055 2017 FORD F150 1FTEX1EF8HKC07854 C130038 10550210 BB20B1AZZ3 M 52,748 03/26/2018 00565 2018 FORD F150 1FTEX1EF8HKC07854 C130759 10550210 BB20B1AZZ3 M 52,748 03/26/2018 00567 2018 FORD F150 1FTEX1EF8HKC07854 C137509 10550210 BB20B1AZZ3 M 42,790 03/26/2018 00567 2013 FORD F150 1FTEX1EF8HKC07854 C124428 10550210 BB20B1AZZ3 M 42,790 03/26/2018 0059 2014 FORD F150 1FTEX1EF8HKC07854 C124428 10550210 BB20B1AZZ3 M 40,436 08/01/2014 0059 0059 2010 CHEVY COLORADO 1GCKTB095A8131769 C115484 10550210 BB20B1AZZ3 M 40,436 08/01/2014 0059 0059 0059 0059 0059 0059 0059 005   | Distinct Count of E | quipment: 10                    |                   |         |                 |          |            |      |         |            |
| 2014 016 FORD F150   | DEPARTMENT: 10      | 550210 - PW ENGINEERING         |                   |         |                 |          |            |      |         |            |
| 1055   2017 FORD F150  | 0053                | 2013 CHEVY 1500 P/U             | 1GCRCPEO5DZ212961 | CI22696 |                 | 10550210 | BB20B1AZZ3 | М    | 42,773  | 01/01/2013 |
| 10550   10550   10550   15750   15750   15750   1055   | 0054                | 2016 FORD F150                  | 1FTEW1EFXGKD96671 | CI24178 |                 | 10550210 | BB20B2AZZ3 | М    | 27,482  | 08/10/2016 |
| 2015 2013 FORD F150 1FTEX1EF6DKG34934 CI22727 10550210 BB20B2AZZ3 M 76,736 12/11/2013 0058 2014 FORD F150 1FTEX1CM2EKD94764 CI24428 10550210 BB20C2AZZ3 M 40,436 08/01/2014 0059 2010 CHEVY COLORADO 1GCKTBD95AB131769 CI15484 10550210 BB20U1AZZ3 M 39,467 03/25/2010 0058 0059 2010 CHEVY COLORADO 1GCKTBD95AB131769 CI15484 10550210 BB20U1AZZ3 M 39,467 03/25/2010 0058 0059 0059 0059 0059 0059 0059 005  | 0055                | 2017 FORD F150                  | 1FTEX1EF8HKC07854 | CI30038 |                 | 10550210 | BB20B2AZZ3 | М    | 50,747  | 10/26/2016 |
| 2016 2016 PORD F150 1FTEX1CM2EKD94764 CI24428 10550210 BB20C2AZZ3 M 40,436 08,01/2014 0059 2010 CHEVY COLORADO 1GCKTBD95A8131769 CI15484 10550210 BB20U1AZZ3 M 39,467 03/25/2010 0059 2010 CHEVY COLORADO 1GCKTBD95A8131769 CI15484 10550210 BB20U1AZZ3 M 39,467 03/25/2010 0059 0059 0059 0059 0059 0059 0059 0   | 0056                | 2018 FORD F150                  | 1FTFX1E55JKD23529 | CI37509 |                 | 10550210 | BB20B2AZZ3 | М    | 42,790  | 03/26/2018 |
| DEPARTMENT: 10550221 - PW STREETS   DEPARTMENT: 10550221 PW STREETS   DEPARTMENT: 10550221 - PW STRE   | 0057                | 2013 FORD F150                  | 1FTFX1EF6DKG34934 | CI22727 |                 | 10550210 | BB20B2AZZ3 | М    | 76,736  | 12/11/2013 |
| DEPARTMENT: 10550221 - PW STREETS  DEPARTMENT: 10550221 - PW STREETS  DIO 2021 Peterbilt 348 DUMP TRUCK 2NP3LJ0X1MM757675 CI41610 10550221 2625D8AZZ3 H 420 04/20/2021 1999 IHC 4700 DUMP TRUCK 1HTSCAAN4XH608327 CI14882 10550221 2625D8AZZ3 M 50,981 08/28/1998 1003 2016 FORD F250 1FT7W2B61GEB54949 CI24091 10550221 BB31U2AZZ3 M 37,406 01/18/2016 1070 2008 CATERPILLAR 938G CAT0938GCRTB03736 N/A 10550221 GG51DMAZ94 H 5,568 04/22/2008 1009 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 GGC0UZAZZ4 N 1 1 1 08/15/2012 1090 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 KK87UZAZZ4 H 1 0 08/15/2012 1010 2014 Peterbilt 348 DUMP TRUCK 2NP3LD9X4EM244652 CI22737 0110P 10550221 GG70DMAZK4 H 1,124 01/01/2014 1011 2014 John Deere 3328 ESKID STEER 170323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,124 01/01/2014 1011 2014 John Deere 3316 TRACK LOAD 170331GMTHF317736 N/A 115H,115R 10550221 GG70DMAZK4 H 1,225 10/07/2011 1091 2017 John Deere 3316 TRACK LOAD 170331GMTHF317736 N/A 115H,115R 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 09/22/2017 1019 2017 John Deere GRADER 1DW672GKKH680311 N/A 0119 10550221 GG70DMAZK4 H 471 071 071 071 071 071 071 071 071 071 0   | 0058                | 2014 FORD F150                  | 1FTEX1CM2EKD94764 | CI24428 |                 | 10550210 | BB20C2AZZ3 | М    | 40,436  | 08/01/2014 |
| DEPARTMENT: 10550221 - PW STREETS  DEPARTMENT: 1055 | 0059                | 2010 CHEVY COLORADO             | 1GCKTBD95A8131769 | CI15484 |                 | 10550210 | BB20U1AZZ3 | М    | 39,467  | 03/25/2010 |
| DEPARTMENT: 10550221 - PW STREETS  DEPARTMENT: 1055 | Distinct Count of E | guipment: 7                     |                   |         |                 |          |            |      |         |            |
| 2021 Peterbilt 348 DUMP TRUCK 2NP3LJ0X1MM757675 CI41610 10550221 2625D8AZZ3 H 420 04/20/2021 1999 IHC 4700 DUMP TRUCK 1HTSCAAN4XH608327 CI14882 10550221 2625D8AZZ3 M 50,981 08/28/1998 2016 FORD F250 1FT7W2B61GEB54949 CI24091 10550221 BB31U2AZZ3 M 37,406 01/18/2016 2010 2008 CATERPILLAR 938G CAT0938GCRTB03736 N/A 10550221 GG51DMAZ94 H 5,568 04/22/2008 2000 Bartel Wacky Packer 55534 N/A 10550221 GGC0UZAZZ4 N 1 0000 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 GGC0UZAZZ4 H 1 08/15/2012 2011 2011 2014 John Deere 323E SKID STEER 1T0323EMAD1252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 2014 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 2011 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 1,225 10/07/2011 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DMAZK4 H 718 05/01/2017 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DMAZK4 H 718 05/01/2017 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DMAZK4 H 718 05/01/2017 2017 3019 HC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 GGF0DMAZK4 H 718 05/01/2017 2012 3015 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 GGC0DLAZZ4 H 77.80 39,961 01/21/1999 2012 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013   |                     |                                 |                   |         |                 |          |            |      |         |            |
| 1999 IHC 4700 DUMP TRUCK  1HTSCAAN4XH608327  CI14882  10550221  2625D8AZZ3  M  50,981  08/28/1998  10103  2016 FORD F250  1FTW2B61GEB54949  CI24091  10550221  BB31U2AZZ3  M  37,406  01/18/2016  107  2008 CATERPILLAR 938G  CAT0938GCRTB03736  N/A  10550221  GG51DMAZ94  H  5,568  04/22/2008  0108  2000 Bartel Wacky Packer  55534  N/A  10550221  GGC0UZAZZ4  N  105/0121  GGC0UZAZZ4  N  105/0122  GGC0UZAZZ4  H  108/15/2012  109/0100  2014 Peterbilt 348 DUMP TRUCK  2NP3LJ9X4EM244652  CI22737  0110P  10550221  GG70DMAZK4  H  1,736  04/01/2014  0111  2014 John Deere 323E SKID STEER  170323EMADJ252890  N/A  10550221  GG70DMAZK4  H  1,746  1,746  1,746  1,746  1,746  1,746  1,746  1,747  1,747  1,747  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,748  1,749  1, | DEPARTMENT: 10      | 550221 - PW STREETS             |                   |         |                 |          |            |      |         |            |
| 2016 FORD F250 1FT7W2B61GEB54949 CI24091 10550221 BB31U2AZZ3 M 37,406 01/18/2016 0107 2008 CATERPILLAR 938G CAT0938GCRTB03736 N/A 10550221 GG51DMAZ94 H 5,568 04/22/2008 0108 2000 Bartel Wacky Packer 55534 N/A 10550221 GGC0UZAZZ4 N 1 0009 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 KK87UZAZZ4 H 1 08/15/2012 0110 2014 Peterbilt 348 DUMP TRUCK 2NP3LJ9X4EM244652 CI22737 0110P 10550221 2625D8AZZ3 H 4,736 04/01/2014 0111 2014 John Deere 323E SKID STEER 1T0323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 0113 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 0115 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG50DMAZK4 H 474 09/22/2017 0119 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 0120 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 GGF0DNAZZ4 H 718 05/01/2013 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 GGCDLAZZ4 H 57,892 02/01/2016 0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGCDLAZZ4 H 1,245 08/17/2013 0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGCDLAZZ4 H 1,245 08/17/2013   | 0100                | 2021 Peterbilt 348 DUMP TRUCK   | 2NP3LJ0X1MM757675 | CI41610 |                 | 10550221 | 2625D8AZZ3 | Н    | 420     | 04/20/2021 |
| 2008 CATERPILLAR 938G CAT0938GCRTB03736 N/A 10550221 GG51DMAZ94 H 5,568 04/22/2008 1008 2000 Bartel Wacky Packer 55534 N/A 10550221 GGC0UZAZZ4 N 1 08/15/2012 1009 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 KK87UZAZZ4 H 1 08/15/2012 1010 2014 Peterbilt 348 DUMP TRUCK 2NP3LJ9X4EM244652 CI22737 0110P 10550221 2625D8AZZ3 H 4,736 04/01/2014 1011 2014 John Deere 323E SKID STEER 1T0323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 1013 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 1015 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 474 09/22/2017 1019 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 10120 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 GGF0DNAZZ4 H 718 05/01/2013 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 S401D7AZZ3 M 67,488 11/9/1996 10124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 GGC0DLAZZ4 H 1,245 08/17/2013 10126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0102                | 1999 IHC 4700 DUMP TRUCK        | 1HTSCAAN4XH608327 | CI14882 |                 | 10550221 | 2625D8AZZ3 | М    | 50,981  | 08/28/1998 |
| 2010 Bartel Wacky Packer 55534 N/A 10550221 GGC0UZAZZ4 N 1 08/15/2012 0109 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 KK87UZAZZ4 H 1 08/15/2012 0110 2014 Peterbilt 348 DUMP TRUCK 2NP3LJ9X4EM244652 CI22737 0110P 10550221 2625D8AZZ3 H 4,736 04/01/2014 0111 2014 John Deere 323E SKID STEER 1T0323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 0113 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 0115 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 4,74 09/22/2017 0119 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 7,18 05/01/2017 0120 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 GGF0DNAZZ4 H 7,18 05/01/2017 0123 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 0124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 GGC0DLAZZ4 H 1,245 08/17/2016 0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2018  | 0103                | 2016 FORD F250                  | 1FT7W2B61GEB54949 | CI24091 |                 | 10550221 | BB31U2AZZ3 | М    | 37,406  | 01/18/2016 |
| 2012 EDCO RENTAL TOUGH 120810042 N/A 10550221 KK87UZAZZ4 H 1 08/15/2012  | 0107                | 2008 CATERPILLAR 938G           | CAT0938GCRTB03736 | N/A     |                 | 10550221 | GG51DMAZ94 | Н    | 5,568   | 04/22/2008 |
| 2014 Peterbilt 348 DUMP TRUCK 2NP3LJ9X4EM244652 CI22737 0110P 10550221 2625D8AZZ3 H 4,736 04/01/2014 2014 John Deere 323E SKID STEER 1T0323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 474 09/22/2017 2019 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 2012 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 GGF0DNAZZ4 H 718 05/01/2017 2012 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 2012 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 GGC0DLAZZ4 H 1,245 08/17/2016 2012 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0108                | 2000 Bartel Wacky Packer        | 55534             | N/A     |                 | 10550221 | GGC0UZAZZ4 | N    | 1       |            |
| 2014 John Deere 323E SKID STEER 1T0323EMADJ252890 N/A 10550221 GG70DMAZK4 H 1,194 01/01/2014 01/13 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 01/15 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 474 09/22/2017 01/19 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 01/20 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 3305D7AZZ3 M 39,961 01/21/1999 01/23 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 01/24 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 01/20 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0109                | 2012 EDCO RENTAL TOUGH          | 120810042         | N/A     |                 | 10550221 | KK87UZAZZ4 | Н    | 1       | 08/15/2012 |
| 2011 John Deere 333D Skid Steer 1T0333DMABD208964 N/A 10550221 GG70DMAZK4 H 1,225 10/07/2011 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 474 09/22/2017 2019 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 2012 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 3305D7AZZ3 M 39,961 01/21/1999 2012 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 2012 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 2012 CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0110                | 2014 Peterbilt 348 DUMP TRUCK   | 2NP3LJ9X4EM244652 | CI22737 | 0110P           | 10550221 | 2625D8AZZ3 | Н    | 4,736   | 04/01/2014 |
| 2017 John Deere 331G TRACK LOAD 1T0331GMTHF317736 N/A 115H,115R 10550221 GG5ADMAZK4 H 474 09/22/2017 2019 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 20120 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 3305D7AZZ3 M 39,961 01/21/1999 20123 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 20124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 20126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013   | 0111                | 2014 John Deere 323E SKID STEER | 1T0323EMADJ252890 | N/A     |                 | 10550221 | GG70DMAZK4 | Н    | 1,194   | 01/01/2014 |
| 2017 John Deere GRADER 1DW672GXKHF680311 N/A 0119 10550221 GGF0DNAZZ4 H 718 05/01/2017 0120 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 3305D7AZZ3 M 39,961 01/21/1999 0123 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 0124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013   | 0113                | 2011 John Deere 333D Skid Steer | 1T0333DMABD208964 | N/A     |                 | 10550221 | GG70DMAZK4 | Н    | 1,225   | 10/07/2011 |
| 1999 IHC 4700 OIL DIST T 1HTSCAANOXH676267 CI14890 10550221 3305D7AZZ3 M 39,961 01/21/1999 11/23 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 1024 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 1026 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0115                | 2017 John Deere 331G TRACK LOAD | 1T0331GMTHF317736 | N/A     | 115H,115R       | 10550221 | GG5ADMAZK4 | Н    | 474     | 09/22/2017 |
| 1997 IHC 4700 TOOL TRUCK 1HTSCAAN3VH449894 CI14893 123CR,123F,123G 10550221 5401D7AZZ3 M 67,488 11/19/1996 10124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016 10126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013   | 0119                | 2017 John Deere GRADER          | 1DW672GXKHF680311 | N/A     | 0119            | 10550221 | GGF0DNAZZ4 | Н    | 718     | 05/01/2017 |
| 0124 2016 FORD F250 1FT7W2B64GEA90406 CI24099 10550221 BB31U2AZZ3 M 57,892 02/01/2016<br>0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013   | 0120                | 1999 IHC 4700 OIL DIST T        | 1HTSCAANOXH676267 | CI14890 |                 | 10550221 | 3305D7AZZ3 | М    | 39,961  | 01/21/1999 |
| 0126 2013 CATERPILLAR CW14 COMPACTOR CATOCW14CLTJ00125 N/A 10550221 GGC0DLAZZ4 H 1,245 08/17/2013  | 0123                | 1997 IHC 4700 TOOL TRUCK        | 1HTSCAAN3VH449894 | CI14893 | 123CR,123F,123G | 10550221 | 5401D7AZZ3 | М    | 67,488  | 11/19/1996 |
| ,  | 0124                | 2016 FORD F250                  | 1FT7W2B64GEA90406 | CI24099 |                 | 10550221 | BB31U2AZZ3 | М    | 57,892  | 02/01/2016 |
| 0127 2013 CATERPILLAR 95 CAT0924KCPWR01697 N/A 10550221 GG51DMAZ94 H 1,827 07/12/2013  | 0126                | 2013 CATERPILLAR CW14 COMPACTOR | CATOCW14CLTJ00125 | N/A     |                 | 10550221 | GGC0DLAZZ4 | Н    | 1,245   | 08/17/2013 |
|  | 0127                | 2013 CATERPILLAR 95             | CAT0924KCPWR01697 | N/A     |                 | 10550221 | GG51DMAZ94 | Н    | 1,827   | 07/12/2013 |

### Gity of Norman Fleet Management 3114.rpt

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PAGE: 3 DATE: 01/20/2022 10:49

|                |                                |                   |              |                 |          |            | METER |         | ACQ        |  |
|----------------|--------------------------------|-------------------|--------------|-----------------|----------|------------|-------|---------|------------|--|
| EQUIPMENT      | EQ DESCRIPTION                 | SERIAL NUMBER     | LICENSE      | EMPLOYEE        | DEPT     | CLASS      | TYPE  | READING | DATE       |  |
|                |                                |                   |              |                 |          |            |       |         |            |  |
| DEPARTMENT: 10 | 550221 - PW STREETS            |                   |              |                 |          |            |       |         |            |  |
| 0128           | 1995 GRIMMER SC AIR-COMP.      | 195-18555         | N/A          |                 | 10550221 | SSA4DZAZN4 | Н     | 577     | 07/21/1995 |  |
| 0129           | 2001 HARBEN 4018DFLUSH-TRAI    | 1H9T192011C122001 | CI14892      |                 | 10550221 | FS44DZAZZ3 | Н     | 1       | 03/09/2001 |  |
| 0130           | 2014 CATERPILLAR ROLLER        | CATCC34BE32400130 | N/A          |                 | 10550221 | GGJODLAZZ4 | Н     | 32      | 02/10/2015 |  |
| 131            | 2009 INGERSOLL SX-170H         | VK0477/1232435 S  | N/A          |                 | 10550221 | SSA4UZAZZ4 | Н     | 14      | 09/04/2009 |  |
| 134            | 1996 CHAMPION C70A RD GRADER   | 200599            | N/A          |                 | 10550221 | GGFODMAZZ4 | Н     | 1,726   | 08/28/1996 |  |
| 135            | 2006 BROCE RJ 350              | 404927            | N/A          |                 | 10550221 | 3210DZAZZ3 | Н     | 1,135   | 07/27/2006 |  |
| 136            | 2016 CATERPILLAR CC34B         | CATCC34BTCC300106 | N/A          |                 | 10550221 | GGJODLAZZ4 | Н     | 614     | 12/07/2015 |  |
| 138            | 2021 CATERPILLAR AP1055F       | CATAP105VTJ501250 | N/A          |                 | 10550221 | GGHOD8AZZ4 | Н     | 676     | 09/21/2020 |  |
| 139            | 2017 GRADALL Excavator         | 4100000793        | N/A          |                 | 10550221 | GG92D8AZ93 | Н     | 704     | 10/31/2018 |  |
| 0140           | 2009 John Deere 310SJ          | TO310SJ176469     | N/A          |                 | 10550221 | GG11DLAZZ4 | Н     | 2,537   | 07/29/2009 |  |
| 142            | 2014 John Deere 310SK backhoe  | 1T0310SKJEE270591 | N/A          |                 | 10550221 | GG11DLAZZ4 | Н     | 1,043   | 10/16/2014 |  |
| 0143           | 2014 John Deere 310SK BACK HOE | 1T0310SKAEE267291 | N/A          |                 | 10550221 | GG11DLAZZ4 | Н     | 1,386   | 08/12/2014 |  |
| 144            | 2017 John Deere GRADER         | 1DW672GXHHF680351 | N/A          | 144P            | 10550221 | GGF0DNAZZ4 | Н     | 479     | 05/01/2017 |  |
| 145            | 2016 CATERPILLAR CB66B ROLLER  | CATCB66BLB6600107 | N/A          |                 | 10550221 | GGJODLAZZ4 | Н     | 1,742   | 11/05/201! |  |
| 148            | 2012 John Deere 310SK BACK HOE | 1T0310SKCCE231085 | N/A          |                 | 10550221 | GG11DLAZZ4 | Н     | 1,360   | 08/22/2012 |  |
| 149            | 2016 CASE 570N-EP Boxbl        | JJGN570NCGC737264 | N/A          |                 | 10550221 | GJ20DLAZZ4 | Н     | 660     | 11/28/2016 |  |
| 150            | 2016 CHEVY TAHOE               | 1GNSKFEC7GR328487 | CI24172      |                 | 10550221 | CB2BU2AZZ3 | М     | 31,439  | 05/09/2016 |  |
| 152            | 2013 CATERPILLAR CB44B ROLLER  | CATCB44BJJXL00139 | N/A          |                 | 10550221 | GGJODLAZZ4 | Н     | 2,749   | 09/23/2013 |  |
| 154            | 1998 IHC 4700 Tool Truck       | 1HTSCAAN3WH537815 | CI10829      | 154F , 154CR    | 10550221 | 5401D7AZZ3 | М     | 52,373  | 11/15/1997 |  |
| 156            | 2020 Peterbilt 348 Brine Truck | 2NP3LJ0X7LM656381 | CI38934      |                 | 10550221 | N6C2D8AZZ3 | Н     | 758     | 11/08/2019 |  |
| 158            | 2016 FORD F250                 | 1FT7W2B6XGEB54948 | CI24092      |                 | 10550221 | BB31U2AZZ3 | М     | 32,391  | 12/01/2015 |  |
| 159            | 2020 Peterbilt 348 DUMP TRUCK  | 2NP3LJ0X3LM665482 | CI38935      | 159P            | 10550221 | 2625D8AZZ3 | Н     | 1,279   | 09/02/2019 |  |
| 160            | 2013 Peterbilt P8337PATCHTRUCK | 2NP2HM7X4DM201008 | CI34092      | 0172            | 10550221 | 2310D8AZZ3 | Н     | 4,316   | 10/15/2012 |  |
| 0161           | 2011 WACKER PACKER             | 30005338          | N/A          |                 | 10550221 | GGC0UZAZZ4 | N     | 0       | 10/15/2012 |  |
| 163            | 2017 Peterbilt 348 DUMP TRUCK  | 2NP3LJOX9HM445903 | CI30045      | 163S_163P       | 10550221 | 2625D8AZZ3 | Н     | 1,185   | 05/22/2017 |  |
| 164            | 2016 FORD F250                 | 1FT7W2B6XGEA12034 | CI24169      |                 | 10550221 | BB31C2AZZ3 | М     | 27,812  | 01/28/2016 |  |
| )165           | 2010 IHC 7600 DUMPTRUCK        | IHTWYSJT8AJ244517 | CI38942      | 165P            | 10550221 | 2625D8AZZ3 | Н     | 6,009   | 12/30/2009 |  |
| 168            | 2008 John Deere 210LE          | T0210LE888438     | N/A          |                 | 10550221 | JJ20DLAZ94 | Н     | 2,684   | 11/11/2008 |  |
| 171            | 2018 FORD F550                 | 1FD0W5HT3JEC67630 | CI38947      | 171F,171G,171A  | 10550221 | BB50D5AZZ3 | М     | 22,485  | 06/20/2019 |  |
| 172            | 1995 BOMAG BW55E ROLLER        | 101620025061      | N/A          |                 | 10550221 | GGJOUKAZZ4 | Н     | 1       | 10/14/1996 |  |
| 173            | 2016 FORD F450                 | 1FDUF4GT8GEA66392 | CI26975      | 173F,173G,173CR | 10550221 | BB4DD4AZZ3 | М     |         | 09/01/201  |  |
| )175           | 1997 CATERPILLAR 120H GRADER   | 4MK00341          | N/A          | •               | 10550221 | GGFODMAZZ4 | Н     | •       | 05/16/1997 |  |
| )176           | 2009 CHEVY 1500 P/U            | 3GCEK13319G219084 | ,<br>CI10612 |                 | 10550221 | BB20U1AZZ3 | М     | •       | 06/10/2009 |  |
| 178            | 2011 CHEVY 2500 P/U            | 1GC2KVCG7BZ285139 | CI17760      |                 | 10550221 | BB50B5AZZ3 | М     | •       | 07/18/2013 |  |
| )179           | 2012 John Deere 60D EXCAVATOR  | 1FF060DXPCG281603 | N/A          |                 | 10550221 | GG2ADMAZ94 | Н     | •       | 01/11/2013 |  |
| 0190           | 1997 LINCOLN WELDER            | 10375-U1970604604 | N/A          |                 | 10550221 | RR01UZDZZ2 | Н     | •       | 10/17/1997 |  |

PAGE: 4

DATE: 01/20/2022 10:49

|                |                                 |                    |         |             |          |            | 1    | METER   | ACQ        |
|----------------|---------------------------------|--------------------|---------|-------------|----------|------------|------|---------|------------|
| EQUIPMENT      | EQ DESCRIPTION                  | SERIAL NUMBER      | LICENSE | EMPLOYEE    | DEPT     | CLASS      | TYPE | READING | DATE       |
|                |                                 |                    |         |             |          |            |      |         |            |
| DEPARTMENT: 10 | 550221 - PW STREETS             |                    |         |             |          |            |      |         |            |
| 0195           | 2016 FORD F250                  | 1FT7W2B61GEA12939  | CI24170 |             | 10550221 | BB31C2AZZ3 | М    | 28,734  | 04/12/2016 |
| 0651           | 2020 John Deere Z960M ZTRACK    | 1TC960MDCKT070924  | N/A     |             | 10550221 | KK11UKAZ14 | Н    | 452     | 08/15/2019 |
| 0652           | 2012 John Deere 997 LAWN MOWER  | 1TC997SCHCT071838  | N/A     |             | 10550221 | KK11DKAZ14 | Н    | 1,219   | 08/15/2012 |
| 0654           | 2000 IHC 4700 4700 Tool Truck   | 1HTSCAAN6YH280927  | CI14960 |             | 10550221 | 5580D7AZZ3 | М    | 44,790  | 09/16/1999 |
| 0656           | 2021 Peterbilt 337 Dump Truck   | 2NP2HJ7X4MM735009  | CI40181 |             | 10550221 | 2625D8AZZ3 | Н    | 303     | 07/15/2020 |
| 0657           | 2014 BANDIT CHIPPER100          | 4FMUS2223ER002941  | N/A     |             | 10550221 | KKB2DZAZZ3 | Н    | 1,776   | 04/01/2014 |
| 0659           | 2015 John Deere 6140 M          | 1L06140MVFG827260  | N/A     |             | 10550221 | JJ10DLAZZ4 | Н    | 2,202   | 08/10/2015 |
| 0665           | 2021 FORD F250                  | 1FT7W2B68MED06155  | CI41619 | 665F        | 10550221 | BB30U2AZZ3 | М    | 5,537   | 03/26/2021 |
| 0667           | 2017 FORD F550                  | 1FD0W5HT1HEC03533  | CI32061 | 667F & 667A | 10550221 | BB50D5AZZ3 | М    | 54,401  | 12/15/2016 |
| 0668           | 2007 MACK DUMP TRUCK            | 1M2AG11C57M057744  | CI14964 |             | 10550221 | 2625D8AZZ3 | М    | 44,902  | 04/04/2006 |
| 0669           | 2013 GMC 3500                   | 1GD322CG1DF119816  | CI22690 | 669P & 669S | 10550221 | BB40U3AZX3 | М    | 43,471  | 08/30/2012 |
| 0674           | 2018 Peterbilt 348 DEBRIS TRK   | 2NP3LJ0X5JM468164  | CI32225 | 674CR       | 10550221 | 65F0D8AZZ3 | Н    | 655     | 08/04/2017 |
| 0675           | 2001 TORO 3300 TRUCKSTER        | 070205TC-210000221 | N/A     |             | 10550221 | UE3AEKAZZ4 | Н    | 1,037   | 09/27/2001 |
| 0677           | 2002 FORD F350                  | 1FTWW32S52EC19633  | CI14967 |             | 10550221 | BB40U3AZZ3 | М    | 148,180 | 03/07/2002 |
| 0679           | 2019 FORD F350                  | 1FDRF3HT4KDA09250  | CI38937 | 0699        | 10550221 | BB40D3AZZ3 | М    | 7,760   | 04/30/2019 |
| 0680           | 2012 John Deere LARGE AG TRACT  | 1LO7330HCCH724400  | N/A     |             | 10550221 | JJ10DLAZZ4 | Н    | 3,245   | 10/02/2012 |
| 0682           | 2017 John Deere 6105E AG TRACTR | 1P06105ECH0010063  | N/A     |             | 10550221 | JJ10DLAZZ4 | Н    | 759     | 08/05/2017 |
| 0688           | 2019 Peterbilt 389 Haul Truck   | 1XPXD49X3KD612729  | CI37470 | 689T        | 10550221 | 2670D8AZZ3 | М    | 5,886   | 11/29/2018 |
| 0693           | 2015 TORO 5900                  | 315000242          | N/A     |             | 10550221 | KK11DKAZ14 | Н    | 2,012   | 08/25/2015 |
| 0694           | 2016 PETERBUILT 348 DUMP TRUCK  | 2NP3LJ9X5GM361868  | CI24095 | 694P        | 10550221 | 2625D8AZZ3 | Н    | 1,180   | 11/30/2015 |
| 0696           | 2008 John Deere 5525            | LV5525R454858      | N/A     |             | 10550221 | JJ10DLAZZ4 | Н    | 4,160   | 11/19/2008 |
| 100s           | 2020 MONROE SPREADER            | 20-03-8141         | N/A     |             | 10550221 | NN81ZZAZW3 | N    | 1       | 12/03/2020 |
| 101s           | 2018 MONROE SPREADER            | 19-01-8364         | N/A     |             | 10550221 | NN81ZZAZW3 | N    | 1       | 02/15/2019 |
| 102T           | 2005 BELSHE T-18                | 16JF0162551040994  | CI14883 |             | 10550221 | FFD0ZZAZZ3 | N    | 0       | 07/07/2005 |
| 106T           | 1994 TERRY'S 1600 TRAILER       | JLA1620RN100510    | CI14885 |             | 10550221 | FFD0ZZAZZ3 | N    | 1       | 10/05/1994 |
| 110P           | 2013 HENDERSON 11 42 IS Plow    | RSP-14803          | N/A     |             | 10550221 | NN81ZZAZW3 | N    | 1       | 11/01/2013 |
| 110S           | 2010 HENDERSON SANDER           | FSH31425           | N/A     |             | 10550221 | NN81ZZAZW3 | N    | 1       | 02/08/2011 |
| 111T           | 2018 BELSHE T16-2EP Trailer     | 16JF01827J1049767  | CI37474 |             | 10550221 | FFG0ZZAZZ3 | N    | 1       | 09/28/2018 |
| 114t           | 2019 TITAN CG-70-6-14           | 5D2C61423K1009631  | CI39351 |             | 10550221 | FFP0ZZAZZ3 | N    | 1       | 02/04/2019 |
| 115H           | 2017 John Deere HH80C HYD HMMR  | 1T0HH80CKH000188   | N/A     |             | 10550221 | PP10ZZAZZ4 | N    | 1       | 09/22/2017 |
| 115R           | 2017 John Deere RT66 ROTOTILLER | 1TORT66XJH0000372  | N/A     |             | 10550221 | KJ6TZZAZZ4 | N    | 1       | 09/22/2017 |
| 115t           | 2018 HOLT 18-MW-234 Trail       | 4C0FS1822IA000234  | CI37472 |             | 10550221 | FFD0ZZAZZ3 | N    | 1       | 09/28/2018 |
| 119P           | 2017 FALLS PLOW HDR-12A         | R6056P17           | N/A     |             | 10550221 | NN20ZZAZX3 | N    | 1       | 04/17/2017 |
| 123CR          | 1997 Liftmoore 3200REL          | 13-7537W154        | N/A     |             | 10550221 | PG35ZZAZZ3 | N    | 1       | 11/19/1996 |
| 123F           | 1994 BULK BULK                  | FUEL               | N/A     |             | 10550221 | TY51DZAZZ4 | N    | 1       | 01/01/1994 |
| 123G           | 2005 BRIGGS 030209              | 1011155760         | N/A     |             | 10550221 | RR01UZAZZ4 | N    | 1       | 09/07/2005 |
|                |                                 |                    |         |             |          |            |      |         |            |

## Outy of Norman Fleet Management 3114.rpt

#### **EQUIPMENT MASTER LIST BY DEPARTMENT**

PAGE: 5 DATE: 01/20/2022 10:49

|                 |                                  |                   |         |               |          |            | ı    | ACQ     |            |
|-----------------|----------------------------------|-------------------|---------|---------------|----------|------------|------|---------|------------|
| EQUIPMENT       | EQ DESCRIPTION                   | SERIAL NUMBER     | LICENSE | EMPLOYEE      | DEPT     | CLASS      | TYPE | READING | DATE       |
|                 |                                  |                   |         |               |          |            |      |         |            |
| DEPARTMENT: 105 | 550221 - PW STREETS              |                   |         |               |          |            |      |         |            |
| 144P            | 2017 FALLS PLOW HDR-12A          | R6055P17          | N/A     |               | 10550221 | NN20ZZAZX3 | N    | 1       | 04/17/2017 |
| 153T            | 2002 FRANK'S GN30 TRAILER        | 5BSBA30242C008689 | CI14897 |               | 10550221 | FFG0ZZAZZ3 | N    | 1       | 07/25/2002 |
| 154CR           | 1998 AUTO CRANE 3203PR           | 023A5290          | N/A     |               | 10550221 | PG35ZZAZZ3 | N    | 0       |            |
| 154F            | 1994 BULK BULK                   | FUEL              | N/A     |               | 10550221 | TY51DZAZZ4 | N    | 1       | 01/01/1994 |
| 154G            | 1999 HONDA EB2500                | GC02-5L07396      | N/A     |               | 10550221 | RR01UZAZZ4 | N    | 1       | 11/23/1998 |
| 159P            | 2020 MONROE MP41R11 PLOW         | 19-01-2147        | N/A     |               | 10550221 | NN20ZZAZX3 | N    | 0       | 09/02/2019 |
| 159S            | 2020 MONROE MV-168-82-56         | MV168-82-56       | N/A     |               | 10550221 | NN81ZZAZW3 | N    | 0       | 09/02/2019 |
| 163P            | 2017 MONROE PLOW MP41R11ISCT,316 | 17-03-2117        | N/A     |               | 10550221 | NN20ZZAZX3 | N    | 1       | 05/22/2017 |
| 163S            | 2017 MONROE SANDER MV1688262P    | 17-03-7386        | N/A     |               | 10550221 | NN81ZZAZW3 | N    | 1       | 05/22/2017 |
| 165P            | 2010 MONROE MP36R11ISCTPLOW      | 08-12-1928        | N/A     |               | 10550221 | NN20ZZAZX3 | N    | 1       |            |
| 165S            | 2010 WARREN EAC2400 SLT SPD      | SC17540           | N/A     |               | 10550221 | NN81ZZAZW3 | N    | 0       | 08/31/2010 |
| 171A            | 2018 INDUSTRIAL GOLD COMPRESSOR  | 111518-36048      | N/A     |               | 10550221 | SSA1UZZZZ4 | N    | 1       | 06/20/2019 |
| 171F            | 1994 BULK BULK                   | FUEL              | N/A     |               | 10550221 | TY51DZAZZ4 | N    | 1       | 01/01/1994 |
| 171g            | 2018 MILLER GENERATOR            | MJ401330R         | N/A     |               | 10550221 | RR01UZDZZ2 | N    | 1       | 06/20/2019 |
| 173CR           | 2016 STELLAR EC3200              | FDB15E2151K       | N/A     |               | 10550221 | PG35ZZAZZ4 | N    | 0       |            |
| 173F            | 2015 BULK BULK                   | FUEL              | N/A     |               | 10550221 | TY51DZAZZ4 | N    | 1       | 01/01/2014 |
| 173G            | 2016 VANAIR COMPRESSOR           | 30-15E0031        | N/A     |               | 10550221 | SSA2UZAZZ4 | Н    | 115     | 04/01/2016 |
| 179T            | 2001 BELSHE T-18                 | 16JFO162X11035526 | 3-50620 |               | 10550221 | FFD0ZZAZZ3 | N    | 1       | 02/28/2001 |
| 189SMAL         | 1994 SMALL CANS BULK             | FUEL              | N/A     |               | 10550221 | TY50UZZZZA | N    | 1       | 01/01/1994 |
| 20154           | 2020 FORD F550                   | 1FDUF5GT4LDA12741 | CI44517 | 20154A,20154F | 10550221 | BB50D5AZZ3 | М    | 1,056   | 07/19/2021 |
| 20154A          | 2020 INDUSTRIAL GOLD CI13GEH30-P | 120320-2395       | N/A     |               | 10550221 | SSA1UZZZZ4 | N    | 0       | 09/28/2021 |
| 20154F          | 2020 Delta 484000                | 194840007068      | N/A     |               | 10550221 | TY51DZAZZ4 | N    | 1       | 09/28/2021 |
| 21167           | 2020 Peterbilt DUMP TRUCK        | 2NP3LJ9X4LM707029 | CI41614 |               | 10550221 | 2625D8AZZ3 | Н    | 450     | 05/17/2021 |
| 21182           | 2021 HUSQVARNA CONCRETSAW        | 2250001           | N/A     |               | 10550221 | PP80UKAZC4 | Н    | 1       | 11/30/2021 |
| 21691           | 2021 John Deere 5100 E           | 1LV5100EEMM409762 | N/A     |               | 10550221 | JJ10DKAZZ4 | Н    | 77      | 08/30/2021 |
| 21-695          | 2021 Peterbilt 348 Brine Truck   | 2NP3LJ0X6MM737129 | CI42045 | 21-695P       | 10550221 | 2625D8AZZ3 | Н    | 535     | 11/20/2020 |
| 21-695P         | 2020 MONROE MP41R11 PLOW         | 20-03-1652        | N/A     |               | 10550221 | NN20ZZAZX3 | N    | 1       | 11/20/2020 |
| 21-695S         | 2021 MONROE MV-168-82-56         | 20-03-8142        | N/A     |               | 10550221 | NN81ZZAZW3 | N    | 1       | 11/20/2020 |
| 22186           | 2022 John Deere Excavator        | 1FF060GXKMJ294428 | N/A     |               | 10550221 | GGHOD8AZZ4 | Н    | 3       | 11/17/2021 |
| 659B            | 2018 John Deere CX15 Rotary Cut  | 1P0CX15EEJF060429 | N/A     |               | 10550221 | JK12ZZAZZ4 | N    | 1       | 09/10/2018 |
| 661T            | 1996 TRAILER ET ***              | T11474-11384      | N/A     |               | 10550221 | FFD0ZZAZZ3 | N    | 1       | 07/30/1996 |
| 663smal         | 2018 SMALL CANS FUEL             | 663smal           | N/A     |               | 10550221 | TY50UZZZZA | N    | 0       |            |
| 664CTR          | 2002 MANITOU F410                | 2961              | N/A     |               | 10550221 | KKCOZZAZZ4 | N    | 1       | 06/27/2002 |
| 665f            | 2021 BULK BULK                   | FUEL              | N/A     |               | 10550221 | TY51DZAZZ4 | N    | 1       | 03/26/2021 |
| 667F            | 2017 BULK BULK                   | N/A               | N/A     | 667A          | 10550221 | TY51DZAZZ4 | N    | 1       | 06/17/2019 |
| 668S            | 2011 FLINK HG115782S4000         | 9758              | N/A     |               | 10550221 | NN81ZZAZW3 | N    | 1       |            |

PAGE: 6 DATE: 01/20/2022 10:49

|  |   |  | This report displays meter information for the raci meter only.              |             |  |   | METER ACQ                  |   |  |
|--|---|--|--|-------------|--|---|----------------------------|---|--|
| EQUIPMENT  | EQ DESCRIPTION  | SERIAL NUMBER  | LICENSE  | EMPLOYEE    | DEPT   | CLASS   | TYPE                       | READING   | DATE   |
|  |   |  |  |             |  |   |                            |   |  |
| DEPARTMENT: 10                                       | 550221 - PW STREETS   |  |  |             |  |   |                            |   |  |
| 669P   | 2002 BUYERS SNOWDOGG EX80   | M062002421   | N/A  | 669P & 669S | 10550221   | NN20ZZAZX3  | N                          | 1   | 10/08/2002   |
| 674CR  | 2018 ATLAS AL1  | 0717-0008  | N/A  |             | 10550221   | PG35ZZAZZ3  | N                          | 0   |  |
| 680B   | 2012 John Deere TRIPLE BRUSHHOG   | 1POCX15ETCP023199  | N/A  |             | 10550221   | JK12ZZAZZ4  | N                          | 0   | 09/04/2012   |
| 682B   | 2018 John Deere MX6 ROTARY CUTT   | 1P00MX6CHJP072911  | N/A  |             | 10550221   | JK12ZZAZZ4  | N                          | 1   | 09/10/2018   |
| 689t   | 2018 LANDOLL 855E TRAILER   | 1LH855WJ4J1E26160  | CI37462  |             | 10550221   | FFGAZZAZZ3  | М                          | 5,042   | 06/27/2018   |
| 691B   | 2015 John Deere MX6 ROTARY CUTT   | JDMX6659B  | N/A  |             | 10550221   | JK12ZZAZZ4  | N                          | 1   | 10/01/2015   |
| 691T   | 2003 HCREEK FLATBED   | 5BSAU12263C011793  | CI14970  |             | 10550221   | FFD0ZZAZZ3  | N                          | 1   | 08/27/2003   |
| 694P   | 2015 SNOWDOGG 10'42" PLOW   | 1111   | N/A  |             | 10550221   | NN20ZZAZX3  | N                          | 1   | 10/17/2015   |
| 694S   | 2015 HIGHWAY SANDER   | 449170   | N/A  |             | 10550221   | NN81ZZAZW3  | N                          | 1   | 11/30/2015   |
| 696B   | 2018 John Deere MX6 ROTARY CUTT   | 1P00MX6CCJP072913  | N/A  |             | 10550221   | JK12ZZAZZ4  | N                          | 1   | 09/07/2018   |
| 697B   | 2018 John Deere CX15 Rotary Cut   | 1P0CX15EVJF060425  | N/A  |             | 10550221   | JK12ZZAZZ4  | N                          | 1   | 09/10/2018   |
| Distinct Count of E                                  | quinment: 135   |  |  |             |  |   |                            |   |  |
| Distinct Count of L                                  | igaipment. 133  |  |  |             |  |   |                            |   |  |
| DEPARTMENT: 10                                       | 550222 - PW STORMWATER MAINTENANCE  |  |  |             |  |   |                            |   |  |
| 0800   | 2014 FORD F350  | 1FD8W3HT0EEB67787  | CI24422  | 800P        | 10550222   | BB40D3AZZ3  | М                          | 66 685  | 07/15/2014   |
| 0801   | 1999 FREIGHTLIN TOOL TRUCK  | 1FV6HFAA4XH960886  | CI14972  | 801F 801G   | 10550222   | 5401D7AZZ3  | м                          | •   | 11/23/1998   |
| 0802   | 2018 Peterbilt 348 DUMP TRUCK   | 2NP3LJ0X7JM498279  | CI37507  | 0011 0010   | 10550222   | 2625D8AZZ3  | н                          |   | 05/01/2018   |
| 0803   | 2020 Peterbilt 337 Dump Truck   | 2NP2HJ7X3MM733042  | CI40174  |             | 10550222   | 2625D8AZZ3  | н                          |   | 06/19/2020   |
| 0804   | 2011 John Deere 310SJ   | 1T0310SJEBD209260  | N/A  | 804H        | 10550222   | JJ10DLAZZ4  | н                          |   | 09/14/2011   |
| 0805   | 2011 CHEVY 2500 P/U   | 1GC2KVCGXBZ317274  | CI17761  | <b>55</b>   | 10550222   | BB40B5DZZ3  | M                          | •   | 01/01/2011   |
| 0808   | 2011 FREIGHTLINER Sweeper   | 1FVXF8001BDAX3814  | CI22714  |             | 10550222   | 2223C7AZZ3  | Н                          |   | 05/28/2013   |
| 0809   | 2015 ELGIN Sweeper  | 1FVACXDT4FHGC7449  | CI23574  |             | 10550222   | 2223D7AZZ3  | н                          |   | 05/01/2015   |
| 0810   | 2011 FREIGHTLINER MM106042SB SWEE   | 1FVXF8003BDAX3815  | CI19841  |             | 10550222   | 2223C7AZZ3  | Н                          | •   | 06/19/2012   |
|  |   |  |  |             |  |   |                            | •   | 10/26/2016   |
| 0811   | 2017 FORD F350  | 1FD8W3H63HEC81295  | CI32065  |             | 10550222   | BB40U3AZZ3  | M                          |   |  |
|  | 2017 FORD F350<br>2018 Peterbilt 220 SWEEPER  | 1FD8W3H63HEC81295<br>3BPPHM7X7JF591593   | CI32065<br>CI32218   | 812AX       | 10550222<br>10550222   | BB40U3AZZ3<br>2223D7AZZ3  | M<br>M                     | •   |  |
| 0811<br>0812<br>0813                                 | 2018 Peterbilt 220 SWEEPER  | 3BPPHM7X7JF591593  | CI32218  | 812AX       | 10550222   | 2223D7AZZ3  | М                          | 18,547  | 07/27/2017   |
| 0812<br>0813   | 2018 Peterbilt 220 SWEEPER<br>2017 FORD F250  | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099   | CI32218<br>CI32320   | 812AX       | 10550222<br>10550222   | 2223D7AZZ3<br>BB31D2AZZ3  | M<br>M                     | 18,547<br>27,385  | 07/27/2017<br>02/08/2017   |
| 0812<br>0813<br>0814                                 | 2018 Peterbilt 220 SWEEPER<br>2017 FORD F250<br>2021 Peterbilt 348 VACTOR FLUS  | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014  | CI32218<br>CI32320<br>CI42053  | 812AX       | 10550222<br>10550222<br>10550222   | 2223D7AZZ3<br>BB31D2AZZ3<br>5233D8AZZ3  | М                          | 18,547<br>27,385<br>40  | 07/27/2017<br>02/08/2017<br>08/18/2020   |
| 0812<br>0813<br>0814<br>0850                         | 2018 Peterbilt 220 SWEEPER<br>2017 FORD F250  | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099   | CI32218<br>CI32320   | 812AX       | 10550222<br>10550222   | 2223D7AZZ3<br>BB31D2AZZ3  | М<br>М<br>Н                | 18,547<br>27,385<br>40<br>70,861  | 07/27/2017<br>02/08/2017<br>08/18/2020<br>06/05/2012   |
|  | 2018 Peterbilt 220 SWEEPER 2017 FORD F250 2021 Peterbilt 348 VACTOR FLUS 2012 CHEVY 2500 P/U  | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014<br>1GC1KVCG6CF202072   | CI32218<br>CI32320<br>CI42053<br>CI19832                                     | 812AX       | 10550222<br>10550222<br>10550222<br>10550222                                     | 2223D7AZZ3<br>BB31D2AZZ3<br>5233D8AZZ3<br>BB40B5DZZ3                                    | М<br>М<br>Н<br>М           | 18,547<br>27,385<br>40<br>70,861<br>53,078                                    | 07/27/2017<br>02/08/2017<br>08/18/2020   |
| 0812<br>0813<br>0814<br>0850<br>0858                 | 2018 Peterbilt 220 SWEEPER 2017 FORD F250 2021 Peterbilt 348 VACTOR FLUS 2012 CHEVY 2500 P/U 2016 FORD F350   | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014<br>1GC1KVCG6CF202072<br>1FD8W3H66GEA38997  | CI32218<br>CI32320<br>CI42053<br>CI19832<br>CI23587                          | 812AX       | 10550222<br>10550222<br>10550222<br>10550222<br>10550222                         | 2223D7AZZ3<br>BB31D2AZZ3<br>5233D8AZZ3<br>BB40B5DZZ3<br>BB40U3AZZ3                      | М<br>М<br>Н<br>М           | 18,547<br>27,385<br>40<br>70,861<br>53,078<br>273                             | 07/27/2017<br>02/08/2017<br>08/18/2020<br>06/05/2012<br>08/27/2015   |
| 0812<br>0813<br>0814<br>0850<br>0858<br>0860         | 2018 Peterbilt 220 SWEEPER 2017 FORD F250 2021 Peterbilt 348 VACTOR FLUS 2012 CHEVY 2500 P/U 2016 FORD F350 2019 WARREN Excavator   | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014<br>1GC1KVCG6CF202072<br>1FD8W3H66GEA38997<br>CAT03017LJH701103   | CI32218<br>CI32320<br>CI42053<br>CI19832<br>CI23587<br>N/A                   | 812AX       | 10550222<br>10550222<br>10550222<br>10550222<br>10550222                         | 2223D7AZZ3 BB31D2AZZ3 5233D8AZZ3 BB40B5DZZ3 BB40U3AZZ3 GGHOD8AZZ2                       | м<br>м<br>н<br>м<br>м      | 18,547<br>27,385<br>40<br>70,861<br>53,078<br>273<br>91,843                   | 07/27/2017<br>02/08/2017<br>08/18/2020<br>06/05/2012<br>08/27/2015<br>08/26/2019                             |
| 0812<br>0813<br>0814<br>0850<br>0858<br>0860         | 2018 Peterbilt 220 SWEEPER 2017 FORD F250 2021 Peterbilt 348 VACTOR FLUS 2012 CHEVY 2500 P/U 2016 FORD F350 2019 WARREN Excavator 1997 IHC 4700 F 4700 Tool Truck                       | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014<br>1GC1KVCG6CF202072<br>1FD8W3H66GEA38997<br>CAT03017LJH701103<br>1HTSCAAN5VH449895                      | CI32218<br>CI32320<br>CI42053<br>CI19832<br>CI23587<br>N/A<br>CI14962        | 812AX       | 10550222<br>10550222<br>10550222<br>10550222<br>10550222<br>10550222             | 2223D7AZZ3 BB31D2AZZ3 5233D8AZZ3 BB40B5DZZ3 BB40U3AZZ3 GGHOD8AZZ2 5401D7AZZ3            | M<br>M<br>H<br>M<br>M      | 18,547<br>27,385<br>40<br>70,861<br>53,078<br>273<br>91,843<br>5,234          | 07/27/2017<br>02/08/2017<br>08/18/2020<br>06/05/2012<br>08/27/2015<br>08/26/2019<br>11/19/1996               |
| 0812<br>0813<br>0814<br>0850<br>0858<br>0860<br>0866 | 2018 Peterbilt 220 SWEEPER 2017 FORD F250 2021 Peterbilt 348 VACTOR FLUS 2012 CHEVY 2500 P/U 2016 FORD F350 2019 WARREN Excavator 1997 IHC 4700 F 4700 Tool Truck 2008 CATERPILLAR 938G | 3BPPHM7X7JF591593<br>1FT7W2BT9HEC34099<br>1NP3LJ0X4MD735014<br>1GC1KVCG6CF202072<br>1FD8W3H66GEA38997<br>CAT03017LJH701103<br>1HTSCAAN5VH449895<br>CAT0938GJRTB03735 | CI32218<br>CI32320<br>CI42053<br>CI19832<br>CI23587<br>N/A<br>CI14962<br>N/A | 812AX       | 10550222<br>10550222<br>10550222<br>10550222<br>10550222<br>10550222<br>10550222 | 2223D7AZZ3 BB31D2AZZ3 5233D8AZZ3 BB40B5DZZ3 BB40U3AZZ3 GGHOD8AZZ2 5401D7AZZ3 GG51DNAZZ4 | М<br>М<br>М<br>М<br>М<br>Н | 18,547<br>27,385<br>40<br>70,861<br>53,078<br>273<br>91,843<br>5,234<br>4,814 | 07/27/2017<br>02/08/2017<br>08/18/2020<br>06/05/2012<br>08/27/2015<br>08/26/2019<br>11/19/1996<br>04/22/2008 |

### Gity of Norman Fleet Management 3114.rpt

#### **EQUIPMENT MASTER LIST BY DEPARTMENT**

PAGE: 7 DATE: 01/20/2022 10:49

|  |  |   |  |               |  |  | 1                     | METER   | ACQ  |
|--|--|---|--|---------------|--|--|-----------------------|---|--|
| EQUIPMENT  | EQ DESCRIPTION   | SERIAL NUMBER   | LICENSE  | EMPLOYEE      | DEPT   | CLASS  | TYPE                  | READING   | DATE   |
|  |  |   |  |               |  |  |                       |   |  |
| EPARTMENT: 10  | 550222 - PW STORMWATER MAINTENANCE   |   |  |               |  |  |                       |   |  |
| 0881   | 2017 John Deere 750K TRACK DOZ   | 1T0750KXEHF317353   | N/A  |               | 10550222   | GGD2DZAZ44   | Н                     | 2,003   | 10/16/2017   |
| 1883   | 2019 CATERPILLAR Excavator   | CATM320FCFB200586   | N/A  |               | 10550222   | GG2ADMAZ94   | N                     | 0   | 10/30/2019   |
| 1884   | 2013 John Deere 310SK BACK HOE   | 1T0310SKVDE249922   | N/A  |               | 10550222   | GG11DLAZZ4   | Н                     | 1,538   | 09/04/2013   |
| 885  | 2008 John Deere 200DLC   | FF200DX511103   | N/A  |               | 10550222   | JJ10DLAZZ4   | Н                     | 3,045   | 12/18/2008   |
| 887  | 2019 FORD F350   | 1FD8X3HTXKED40014   | CI38938  |               | 10550222   | BB40D3AZZ3   | М                     | 7,091   | 03/29/2019   |
| 892  | 2011 John Deere 315  | 1T00315ACBG208891   | N/A  | 892GR,892T    | 10550222   | GG70DMAZK4   | Н                     | 919   | 09/15/2013   |
| 13T  | 2012 MAXEY Tilt Trailer  | 55DTD1621CM000097   | N/A  | 892GR         | 10550222   | FFD1ZZAZZ3   | N                     | 0   | 01/03/2012   |
| 87SMAL   | 2015 SMALL CANS BULK   | FUEL  | N/A  |               | 10550222   | TY50UZZZZA   | N                     | 1   |  |
| 00P  | 2014 BOSS RT3 Superduty 8  | 211998  | N/A  |               | 10550222   | NN20ZZAZX3   | N                     | 1   | 09/24/2014   |
| 01F  | 1994 BULK BULK   | FUEL  | N/A  |               | 10550222   | TY51DZAZZ4   | N                     | 1   | 01/01/1994   |
| 01G  | 2015 John Deere GENERATOR  | A1403001970   | N/A  |               | 10550222   | RR01UZDZZ4   | N                     | 1   | 09/01/2015   |
| 01SMAL   | 2014 SMALL CANS BULK   | FUEL  | N/A  |               | 10550222   | TY50UZZZZA   | N                     | 0   |  |
| 04H  | 2011 New Holland HH305   | 11111   | N/A  |               | 10550222   | PP10ZZAZZ4   | N                     | 1   | 07/02/2013   |
| 11T  | 1986 W W 24GN TRAILER  | 11W4F2435GW137279   | CI14888  |               | 10550222   | FFG0ZZAZZ3   | N                     | 1   | 12/10/198  |
| 12AX   | 2018 John Deere D36SB REAR ENG   | PE40450052823   | CI32218  |               | 10550222   | 2223D7AZZ3   | N                     | 1   | 08/15/2013   |
| 52T  | 1988 MODERN MFG TRAILER  | 1VN6AD17N100398   | N/A  |               | 10550222   | FFD0ZZAZZ3   | N                     | 1   | 01/01/1988   |
| 371S   | 2010 WARREN EAC2400 SLT SPD  | SC17545   | N/A  |               | 10550222   | NN81ZZAZW3   | N                     | 1   | 08/31/2010   |
| 92GR   | 2014 John Deere GRAPPLE  | 1TOGT72XVB0000045   | N/A  | 892T          | 10550222   | GG70ZZAZZ4   | N                     | 1   | 07/10/2013   |
| 392T   | 2012 MAXEY TD 10.4K  | 55DTD1623CM000098   | CI37468  |               | 10550222   | FFD1ZZAZZ3   | N                     | 0   | 01/03/2012   |
| 393t   | 2018 HOLT TRAILER  | 4C0FS12161A000253   | CI37473  | 0861          | 10550222   | FFD0ZZAZZ3   | N                     | 1   | 12/04/2018   |
| Distinct Count of E  | Equipment: 41  |   |  |               |  |  |                       |   |  |
|  |  |   |  |               |  |  |                       |   |  |
| EPARTMENT: 10  | 550223 - PW TRAFFIC  |   |  |               |  |  |                       |   |  |
| 624  | 2012 CHEVY SILVERADO Silverado   | 1GCRCPE00CZ289848   | CI19831  | 624G          | 10550223   | BB20B1AZZ3   | М                     | 72,262  | 04/30/2012   |
| 625  | 2009 FORD ESCAPE   | 1FMCU92789KC27160   | CI10617  |               | 10550223   | CA32U1AZZ3   | М                     | 85,863  | 05/15/2009   |
|  |  | 1111003270311027200   |  |               | 10330223   |  |                       |   |  |
| 626  | 2011 CHEVY 1500 P/U  | 1GCRCPE04BZ292539   | CI17759  | 626G          | 10550223   | BB20B1AZZ3   | М                     | 85,026  | 06/22/201  |
|  |  |   |  | 626G<br>627BU |  |  | M<br>M                |   | 06/22/201<br>02/26/201   |
| 627  | 2011 CHEVY 1500 P/U  | 1GCRCPE04BZ292539   | CI17759  |               | 10550223   | BB20B1AZZ3   |                       | 45,806  |  |
| 627<br>628   | 2011 CHEVY 1500 P/U<br>2015 FORD F550  | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209  | CI17759<br>CI23571   |               | 10550223<br>10550223   | BB20B1AZZ3<br>BB50D5AZZ3   | М                     | 45,806<br>55,307  | 02/26/201  |
| 627<br>628<br>629  | 2011 CHEVY 1500 P/U<br>2015 FORD F550<br>2016 FORD F150  | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209<br>1FTEX1CF0GKD96775   | CI17759<br>CI23571<br>CI24171  |               | 10550223<br>10550223<br>10550223                                     | BB20B1AZZ3<br>BB50D5AZZ3<br>BB20B2AZZ3                                       | M<br>M                | 45,806<br>55,307<br>36,302  | 02/26/201<br>04/21/201<br>10/20/201  |
| 627<br>628<br>629<br>630                                     | 2011 CHEVY 1500 P/U<br>2015 FORD F550<br>2016 FORD F150<br>2017 FORD F150  | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209<br>1FTEX1CF0GKD96775<br>1FTEX1CF9HKC07851  | CI17759<br>CI23571<br>CI24171<br>CI30040                                 |               | 10550223<br>10550223<br>10550223<br>10550223                         | BB20B1AZZ3 BB50D5AZZ3 BB20B2AZZ3 BB20B2AZZ3                                  | M<br>M<br>M           | 45,806<br>55,307<br>36,302<br>103,485                             | 02/26/201<br>04/21/201<br>10/20/201<br>08/20/201                           |
| 627<br>628<br>629<br>630<br>633                              | 2011 CHEVY 1500 P/U<br>2015 FORD F550<br>2016 FORD F150<br>2017 FORD F150<br>2010 CHEVY SILVERADO 1500 P/U                   | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209<br>1FTEX1CF0GKD96775<br>1FTEX1CF9HKC07851<br>1GCSCPE02AZ217497   | CI17759<br>CI23571<br>CI24171<br>CI30040<br>CI5532                       |               | 10550223<br>10550223<br>10550223<br>10550223<br>10550223             | BB20B1AZZ3<br>BB50D5AZZ3<br>BB20B2AZZ3<br>BB20B2AZZ3<br>BB20B1AZZ3           | M<br>M<br>M           | 45,806<br>55,307<br>36,302<br>103,485<br>3,960                    | 02/26/201<br>04/21/201<br>10/20/201<br>08/20/201<br>11/04/202              |
| 627<br>628<br>629<br>630<br>633<br>634                       | 2011 CHEVY 1500 P/U 2015 FORD F550 2016 FORD F150 2017 FORD F150 2010 CHEVY SILVERADO 1500 P/U 2020 FORD F350                | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209<br>1FTEX1CF0GKD96775<br>1FTEX1CF9HKC07851<br>1GCSCPE02AZ217497<br>1FD8W3G60LEC63475                      | CI17759<br>CI23571<br>CI24171<br>CI30040<br>CI5532<br>CI41607            |               | 10550223<br>10550223<br>10550223<br>10550223<br>10550223<br>10550223 | BB20B1AZZ3 BB50D5AZZ3 BB20B2AZZ3 BB20B2AZZ3 BB20B1AZZ3 BB40U3AZZ3            | М<br>М<br>М<br>М      | 45,806<br>55,307<br>36,302<br>103,485<br>3,960<br>6,248           | 02/26/201<br>04/21/201   |
| 1626<br>1627<br>1628<br>1629<br>1630<br>1633<br>1634<br>1641 | 2011 CHEVY 1500 P/U 2015 FORD F550 2016 FORD F150 2017 FORD F150 2010 CHEVY SILVERADO 1500 P/U 2020 FORD F350 2020 FORD F150 | 1GCRCPE04BZ292539<br>1FD0X5GTXFEA83209<br>1FTEX1CF0GKD96775<br>1FTEX1CF9HKC07851<br>1GCSCPE02AZ217497<br>1FD8W3G60LEC63475<br>1FTEW1C50LKE80891 | CI17759<br>CI23571<br>CI24171<br>CI30040<br>CI5532<br>CI41607<br>CI41605 | 627BU         | 10550223<br>10550223<br>10550223<br>10550223<br>10550223<br>10550223 | BB20B1AZZ3 BB50D5AZZ3 BB20B2AZZ3 BB20B2AZZ3 BB20B1AZZ3 BB40U3AZZ3 BB20U2AZZ3 | M<br>M<br>M<br>M<br>M | 45,806<br>55,307<br>36,302<br>103,485<br>3,960<br>6,248<br>22,837 | 02/26/201<br>04/21/201<br>10/20/201<br>08/20/201<br>11/04/202<br>10/16/202 |

PAGE: 8 DATE: 01/20/2022 10:49

This report displays meter information for the fuel meter only.

|                     |                                |                   |         |          |          |            | N    | METER   | ACQ        |
|---------------------|--------------------------------|-------------------|---------|----------|----------|------------|------|---------|------------|
| EQUIPMENT           | EQ DESCRIPTION                 | SERIAL NUMBER     | LICENSE | EMPLOYEE | DEPT     | CLASS      | TYPE | READING | DATE       |
|                     |                                |                   |         |          |          |            |      |         |            |
| DEPARTMENT: 10      | 550223 - PW TRAFFIC            |                   |         |          |          |            |      |         |            |
| 0644                | 2016 FORD F250                 | 1FTBF2A67GEC25048 | CI24097 |          | 10550223 | BB31U2AZZ3 | М    | 44,108  | 03/02/2016 |
| 5060                | 2008 CHEVY COLORADO            | 1GCCS34E888204590 | CI14857 |          | 10550223 | BB20U2GZZ3 | М    | 70,255  | 04/03/2008 |
| 621t                | 2019 Stalker T.M.S.A.M         | 7L31F6210KG001785 | CI40167 |          | 10550223 | FFL0ZZAZZ3 | N    | 1       | 09/18/2019 |
| 623T                | 2010 FRANK'S TRAILER           | 5BEBU1018BC157290 | N/A     |          | 10550223 | FFD1ZZAZZ3 | N    | 1       | 12/08/2010 |
| 626G                | 2012 HONDA EV2000IA            | EAAJ-2288716      | N/A     |          | 10550223 | RR01UZDZZ2 | N    | 1       | 06/13/2012 |
| 627BU               | 2015 VERSALIFT VST             | KW140107          | N/A     |          | 10550223 | PP50ZZAZZ4 | N    | 0       |            |
| 627g                | 2020 HONDA GENERATOR           | EAJT-1009178      | N/A     |          | 10550223 | RR01UZDZZ2 | N    | 1       | 07/28/2020 |
| 529G                | 2012 HONDA EV2000IA            | EAAJ-2267995      | N/A     |          | 10550223 | RR01UZDZZ2 | N    | 1       | 06/13/2012 |
| 530G                | 2012 HONDA EV2000IA            | EAAJ-2267994      | N/A     |          | 10550223 | RR01UZDZZ2 | N    | 1       | 06/13/2012 |
| 532T                | 2005 HOLT EQPT TRL             | 4C0FS08145A000439 | CI14986 |          | 10550223 | FFD0ZZAZZ3 | N    | 1       | 09/29/2005 |
| 534SMAL             | 2013 SMALL CANS BULK           | FUEL              | N/A     |          | 10550223 | TY50UZZZZA | N    | 1       | 01/01/1994 |
| 535SMAL             | 1994 SMALL CANS BULK           | FUEL              | N/A     |          | 10550223 | TY50UZZZZA | N    | 1       | 01/01/1994 |
| 641CR               | 2019 Stahl 3200LRX             | 419-000057        | N/A     |          | 10550223 | PG35ZZAZZ4 | N    | 0       |            |
| 543CR               | 2009 STELLAR EC3200            | LDB16E2492K       | N/A     |          | 10550223 | PG35ZZAZZ4 | N    | 0       |            |
| 643t                | 2019 Stalker T.M.S.A.M         | 7L31F6217K6001783 | CI40168 |          | 10550223 | FFL0ZZAZZ3 | N    | 1       | 09/18/2019 |
| 644G                | 2020 HONDA GENERATOR           | EAMT-1288219      | N/A     |          | 10550223 | RR01UZDZZ2 | N    | 1       | 07/28/2020 |
| 644t                | 2019 Stalker T.M.S.A.M         | 7L31F6219KG001784 | CI40169 |          | 10550223 | FFL0ZZAZZ3 | N    | 1       | 09/18/2019 |
| 645G                | 2021 HONDA GENERATOR           | EAMT-1288224      | N/A     |          | 10550223 | RR03UZAZZ4 | N    | 1       | 07/28/2020 |
| 645T                | 2021 HOLT TRAILER              | 4C0FS081XLA000152 | CI42061 |          | 10550223 | FFD0ZZAZZ3 | N    | 1       | 08/10/2020 |
| 548T                | 2021 HOLT TRAILER              | 4C0FS1218LA000116 | CI42063 |          | 10550223 | FFD0ZZAZZ3 | N    | 1       | 08/10/2020 |
| Distinct Count of E | quipment: 32                   |                   |         |          |          |            |      |         |            |
|                     |                                |                   |         |          |          |            |      |         |            |
| DEPARTMENT: 10!     | 550225 - PW STORMWATER QUALITY |                   |         |          |          |            |      |         |            |
| 0898                | 2017 FORD F150                 | 1FTFW1EF8HKC48010 | CI32319 |          | 10550225 | BB20B2AZZ3 | М    | 41,350  | 10/26/2016 |
| 0899                | 2016 FORD F150                 | 1FTFW1EF2GKE18876 | CI24163 |          | 10550225 | BB20B2AZZ3 | М    |         | 04/05/2016 |

Distinct Count of Equipment: 2



3114.rpt

City of Norman Fleet Management **EQUIPMENT MA** 

**EQUIPMENT MASTER LIST BY DEPARTMENT** 

DATE: 01/20/2022 10:49

PAGE: 9

Total Distinct Count of Equipment: 248

#### **REPORT PARAMETERS:**

INCLUDE OBSOLETE LOOKUP CODES: NO

GROUP BY: Department

PAGE BREAK: No

EQUIPMENT NUMBER RANGE:

MODEL YEAR RANGE:

ECO: EQUIPMENT COMPANY RANGE RANGE:

ALL YEARS

001 to 001

DPN: EQUIPMENT DEPARTMENT RANGE: 10550170 to 10550170

10550171 to 10550171 10550172 to 10550172 10550201 to 10550201 10550210 to 10550210

More Department Ranges Were Selected, But Are Not Displayed

EQC: EQUIPMENT CLASS RANGE:

SHP: EQUIPMENT SHOP RANGE:

STE: EQUIPMENT SITE RANGE:

MAK: EQUIPMENT MAKE RANGE:

MOD: EQUIPMENT MODEL RANGE:

ALL MAKES

ALL MODELS

EBC: EQUIPMENT BILLING CODE RANGE: ALL BILLING CODES
EMG: MONITOR GROUP RANGE: ALL MONITOR GROUPS

STA: EQUIPMENT STATUS RANGE: ALL STATUSES
EUC: EQUIPMENT USE CODE: \* ALL VALUES

#### REPORT VERSIONS:

Report Version: 20180305.1300 Script Version: 20180305.1300

<sup>\*</sup> An equipment will be displayed, even when NO is selected to "Include Obsolete Lookup Codes", if it has another active usage code.

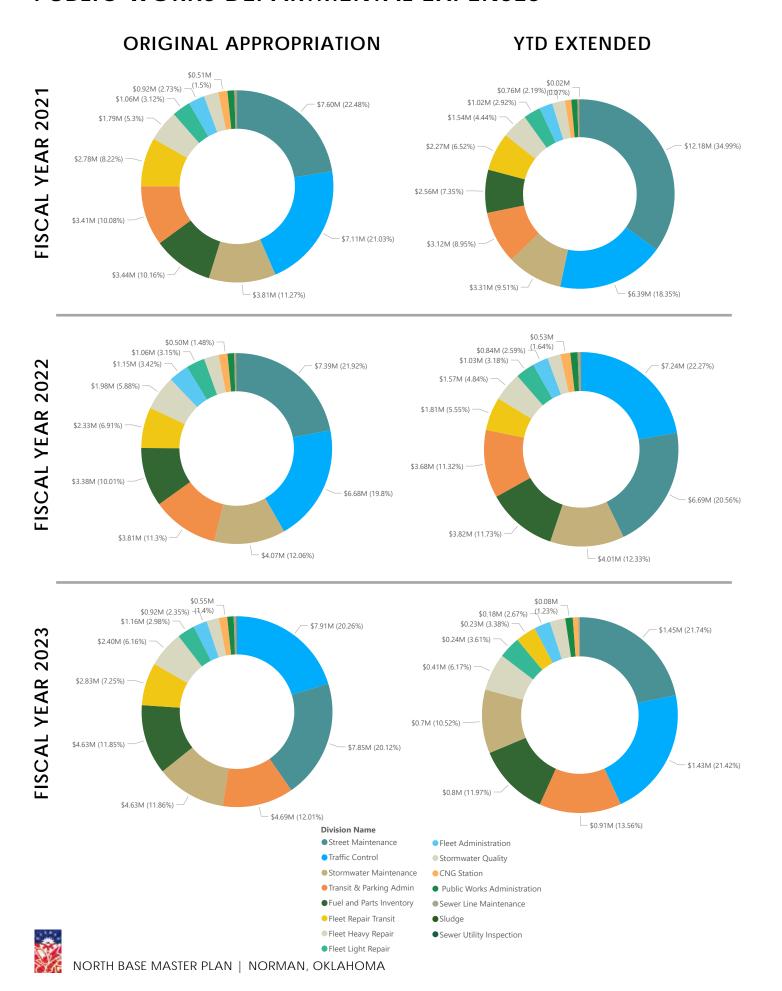




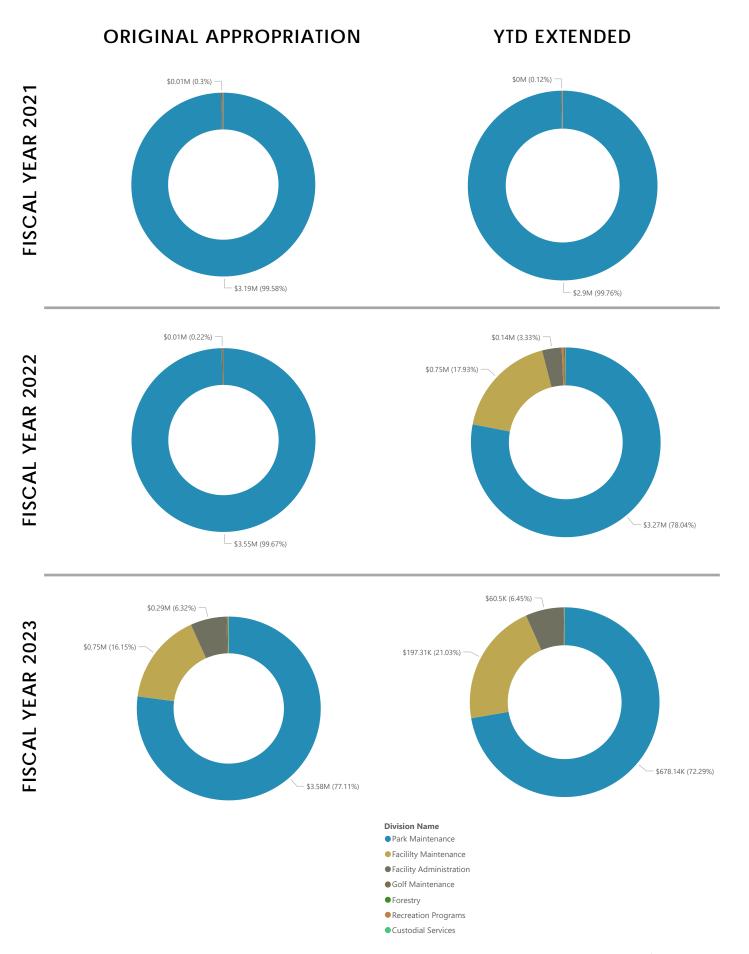


# A.2 FINANCIAL DATA

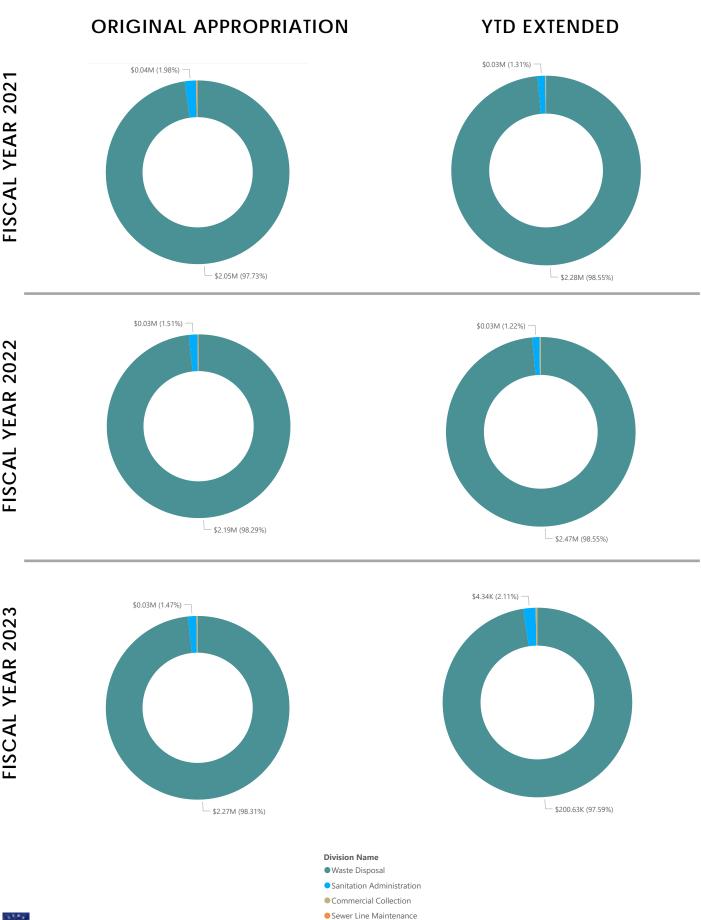
## **PUBLIC WORKS DEPARTMENTAL EXPENSES**



# PARKS + FACILITY MAINTENANCE EXPENSES



# UTILITIES DEPARTMENTAL EXPENSES (AT NORTH BASE)



# FIRE DEPARTMENTAL EXPENSES (AT NORTH BASE)

#### ORIGINAL APPROPRIATION YTD EXTENDED \$5.28K \$20.27K (1.55%) 7(0\4%) \$6.42K \$20.75K (1.88%) <del>(0</del>\58%) \$42.69K (3.27%) \$46.87K (4.26%) \$55.09K (4.22%) \$47.28K (4.29%) \$77.82K (5.96%) \$57.84K (5.25%) \$652.36K (49.97%) \$553.12K (50.22%) \$387.86K (29.71%) \$322.03K (29.24%) \$5.16K \$20.97K (1.62%) (0.4%) \$21.96K (1.56%)(0.41%) FISCAL YEAR 2022 \$37.47K (2.89%) \$49.61K (3.53%) \$51.96K (4.01%) \$62.41K (4.44%) \$71.02K (5.48%) \$72.16K (5.14%) \$697.26K (49.66%) \$657.17K (50.71%) \$392.29K (30.27%) \$425.54K (30.31%) \$27.21K (1.69%) \$1.91K (1.36%) \$65.85K (4.1%) \$3.85K (2.73%) \$5.25K (3.72%) \$81.99K (5.11%) \$6.25K (4.43%) \$87.38K (5.44%) \$840.56K (52.35%) \$79.12K (56.09%) \$37.25K (26.41%) \$431.84K (26.89%) **Division Name** Patrol Police Staff Services • Fire Suppression • Fire Prevention Criminal Investigations Fire Administration

● PD Special Investigations ■ Disaster Preparedness

Fire Training

Court Administration

Animal Control

Police Administration

# NORTH BASE UTILITY EXPENSES BY DIVISION

# **ORIGINAL APPROPRIATION** YTD EXTENDED \$24.75K (2.38%) — \$0.02M (1.68%) -FISCAL YEAR 2021 \$997.87K (95.97%) \$1.28M (96.53%) \$0.02M (1.63%) \$0.03M (2.02%) — FISCAL YEAR 2022 \$1.09M (96.73%) \$1.39M (96.75%) \$0.02M \$0.16M (9.39%) —(1.45%) \$4.13K (1.6%) FISCAL YEAR 2023 \$1.48M (89.06%) \$251.44K (97.55%) **Division Name** Traffic Control Fleet Administration

Fuel and Parts InventorySewer Line Maintenance

# LINDSEY UTILITY EXPENSES BY DIVISION

