

INSTRUCTION SHEET
NORMAN GREENBELT ENHANCEMENT STATEMENT

The Norman City Council established the Norman Greenbelt Commission and charged the group with reviewing proposed developments, **specifically Land Use Plan Amendments, Preliminary Plats and Rural Certificates of Survey**, in order to increase the preservation of beneficial green spaces and to identify trail system opportunities in new developments where appropriate. The Greenbelt Enhancement Statement was developed to aid the Commission in assessing new developments to insure that green space and trail opportunities are included whenever possible.

Please complete this Greenbelt Enhancement Statement (pages 5-8) to address the Greenbelt Commission's review and submit it to City of Norman staff at 201 'A' West Gray Street, Norman, OK 73069.

Attached are copies of the two (2) applicable sections of the adopted Greenbelt Ordinance, Sections 4-2023A, and 4-2026 to serve as reference while completing this Enhancement Statement. Upon request, a map of the relevant part of the Greenways Master Plan can also be provided for reference or accessed using this online link NormanOK.gov/MasterPlan.

At the time you submit your application, you will be provided with the date of the next Greenbelt Commission Meeting. **You are urged to attend the Greenbelt Commission Meeting**, where you will be given an opportunity to present information, discuss your proposed development and to answer questions the Greenbelt Commission might have regarding your submittal. The comments and recommendations from the Greenbelt Commission meeting will be forwarded to the Planning Commission and City Council as part of their agenda packets whenever you make an application to them for consideration of your proposed development. Should you have any questions about this process or any of the below **questions**, please feel free to contact the City of Norman Greenbelt Commission staff at **405-366-5322**.

Definitions for Evaluating Greenbelt Enhancement Statements.

These are the definitions included in the City of Norman's Code of Ordinances, **Section 4-2023A** and are essential to completing the GES.

(a) **Bikeway**: a thoroughfare designated for bicycle travel by the Norman Bikeway Plan, as may be amended from time to time.

(b) **Cluster Development**: as defined by the City of Norman Code in Section 19-210, as may be amended from time to time.

(c) **Conservation Easement**: a non-possessory interest of a holder in real property imposing limitations or affirmative obligations the purpose of which include, but are not limited to, retaining or protecting natural, scenic, or open-space values of real property, assuring its availability for agricultural, forest, recreational, or open-space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural, archaeological, or cultural aspects of real property.

(d) **Floodplain**: as defined by the City of Norman Code in Section 22:429.1.2 as may be amended from time to time.

(e) **Flowage Easement**: an easement purchased by the U.S. Department of Interior, Bureau of Reclamation, Norman Project, which grants to the United States and its assigns the perpetual right, privilege and easement to intermittently and completely seep, flood, flow and inundate, and the right to enter upon at any time for the purpose of making surveys, and investigations or for any other purpose incidental to the construction, operation, and maintenance of the Norman Reservoir Project and any feature thereof, any and all of the tracts or parcels of land lying below elevation 1064.5 sea level datum.

(f) **Greenbelt Enhancement Statement** (GES): a statement on a form provided to the applicant by the City Planning and Community Development Department that is to be included with all applications for a Land Use Plan amendment, a Norman Rural Certificate of Survey or preliminary platting of land and submitted for consideration by the Commission that articulates how the principles, purposes, and goals of The Greenbelt System are met by the proposed development.

(g) **The Greenbelt System**: includes the following spaces, regardless of whether they are open to the public:

1. A system of trails (both on and off road) intended to connect parks, green spaces, schools, retail, employment, and residential areas.
2. Areas of land within the City Limits required to be open space by zoning; areas currently designated for open space, park, floodplain, and institutional use by the Norman 2025 Plan and subsequently adopted land use plans; Lake Thunderbird, the Bureau of Reclamation (BOR) "take-line" and BOR flowage easements; any other areas of land which are designated by easement, by deed restriction, or otherwise required to remain free of structures; and areas designated as green space.

(h) **Green Space**: any land area designated as open space by Norman's Comprehensive Land Use Plan; land determined to be open space or green space on an approved site development plan; or any land area in which the preservation in its present use would conserve and enhance natural or scenic resource, protect streams or water supply, promote conservation of soils, wetlands or marshlands, enhance the value to the public of abutting or neighboring parks, forest, wildlife preserves, nature reservations, sanctuaries or other open space or green space, enhance recreation opportunities, including parks, plazas and narrow corridors or pathways for walking or bicycling even though surrounded by developed areas, preserve visual quality along highway, road, and street corridors or scenic vistas, or retain in its natural state tracts of land not less than one acre situated in an urban area and open to public use on such conditions as may be reasonably required by the granting authority.

(i) **Greenway:**

1. A green open space, such as a linear open space established along or on either side of a natural or cultural corridor, such as a riverfront, a stream valley, a ridgeline, a railroad right of way, a channel, a scenic road or other route; and/or
2. A trail; and/or
3. An open-space connector available to pedestrians intended to link parks, nature reserves, cultural features, historic sites, schools, residential or commercial areas with each other.

(j) **Impervious Surface:** one that does not permit penetration or passage of water, such as a roof or paved street or parking area.

(k) **Riparian Buffers:** the area between developed land and streams, rivers and shorelines that is managed to maintain the integrity of the waterway, to reduce pollution and to provide food, habitat, and thermal protection for fish and wildlife.

(l) **Structure:** as defined by the City of Norman Code in Section 22:450 of the Zoning Ordinance, as may be amended from time to time.

(m) **Take Line:** exterior boundary of the property acquired by the Bureau of Reclamation for construction of Lake Thunderbird.

(n) **Trail:** any natural or landscaped course open to pedestrian or bicycle passage, including but not limited to sidewalks, but excluding roadways, streets, alleys and other passages primarily provided for general public motorized vehicular use.

Types of trails include:

Community Wide (Regional or Arterial) Trails: trails between **10' and 12'** in width that provide access from one part of the city to another.

Neighborhood Trails: trails between **6' and 10'** in width that mimic the system of local neighborhood streets and ultimately connect to larger arterial trails.

Natural Trails: trails at least **8'-10'** in width composed of compacted earth.

Parkway Trails: trails between **6' and 8'** in width that are constructed with durable materials, and usually include amenities such as decorative light fixtures, landscaping, and ground cover and varying surface treatments at intersections and crosswalks.

Sidewalk Trails: sidewalks located alongside streets that are constructed in accordance with City design criteria and designated as trails.

Specialized Trails: water trails, equestrian trails, bikeways, or other trails dedicated to some specific use not otherwise listed herein.

Specific Principles, Purposes and Goals of the Greenbelt System.

The following principles, purposes and goals are delineated in the City of Norman's Code of Ordinances, **Section 4-2026**, and are essential for your understanding as you complete the GES.

(a) Proposed additions to the Greenbelt System should be guided by the following principles:

1. The ultimate goal is to create an interconnected system of trails that allow multiple connections across all of Norman.
2. The Greenbelt System should preserve valuable green space, natural habitat and key areas with existing vegetation.
3. Trail segments should be designed so that they convey the physical and historical character of the City of Norman and relate to the neighborhoods through which the trail corridors pass.
4. Greenway corridors should provide unique opportunities to learn about the history, culture, and accomplishments of Norman.
5. Trails should promote smooth walkable corridors that are open and visible.
6. The Greenbelt System should contribute to enhancing the physical appearance of the City, whether through new pedestrian features, landscaping added to trail corridors, or simply by revealing natural areas not previously visible to the general public.
7. The Greenbelt System should encourage the creation of public and private partnerships that help build the entire system more quickly.
8. Greenbelts should protect environmentally sensitive lands that are generally the least suitable for development, especially flood prone areas and riparian corridors, and provide connectivity between the elements of the Greenbelt System.

(b) The use of lot clustering should be encouraged as a means to develop the greenbelt system.

(c) The greenbelt system should be used to link together existing recreation areas.

(d) Multi-purpose greenways should be created that:

1. Create a unique greenway character for Norman;
2. Protect environmentally sensitive areas of the City and serve as a wildlife habitat;
3. Serve as a storm water management resource for urban run-off and regional detention needs;
4. Provide recreation opportunities for bicycling, walking, and jogging, as well as an alternate route to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking;
5. Preserve agriculturally significant lands thru conservation easements or other means;
6. Provide suitable locations for sanitary sewer easements and facilities.

(e) Greenbelts should be used to provide green space areas adjacent to highways and major streets for sound buffer zones and protection from incompatible land uses.

(f) The Greenbelt System should continue to improve a natural landscape planting and maintenance program for City-owned properties and rights-of-way of major streets and highways.

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Greenbelt Case No. _____ Pre-Development Case No. _____

Applicant Name: Farzaneh Development, LLLP Date: 11/26/24
Contact Person: Christopher Anderson, as Agent Telephone/Fax/Email: 405-232-7715/chrisa@smcokc.com
Name of Development: Destin Landing Phase 2 Area (Acres): 58.77
General Location 36th Ave., SE and Post Oak Road

***Please attach a map, site plan and/or survey map illustrating the proposed development.**

Type of Proposal (please check all that apply)

- a. **This is a:** Land Use Plan Amendment ___; Preliminary Plat Rural Certificate of Survey ___
b. Proposed **Land Use:** Residential Commercial ___ Industrial ___ **Mixed Use**
Other _____

1. Briefly **explain the kind of development**, types of buildings/uses, or character of your proposal **and how it achieves the principles, purposes and goals** of Section 4-2026.
Single Family Residential with greenways, parks, trails and open spaces.

2. Does your proposed development or project incorporate open space(s)?
Yes ___ No ___

Please check **what** type(s) of **open spaces are proposed** within your development:

Park:	___ Yes <input checked="" type="checkbox"/> No	___ Public <input checked="" type="checkbox"/> Private
Open Space:	<input checked="" type="checkbox"/> Yes ___ No	___ Public <input checked="" type="checkbox"/> Private
Detention Pond:	<input checked="" type="checkbox"/> Yes ___ No	___ Public <input checked="" type="checkbox"/> Private
Parking Lot Landscape:	___ Yes ___ No	___ Public ___ Private
Floodplain/Creek:	<input checked="" type="checkbox"/> Yes ___ No	___ Public <input checked="" type="checkbox"/> Private
Other	_____	

If the above noted areas are **accessible** via some **other arrangement** please **explain**.

N/A

3. **Does** the open space for this **development include** some kind of **trail or path** that meets the definitions contained in Section 4-2023A of the attached guidelines? (Indicate all that are applicable.)

Public Sidewalks (4-5' wide)	<input checked="" type="checkbox"/> Yes	___ No
Natural Trails (compacted earth 8-10' wide)	<input checked="" type="checkbox"/> Yes	___ No
Parkway Trails (durable surface 6-8' wide)	___ Yes	___ No
Neighborhood Trails (durable or paved, 6-10' wide)	___ Yes	___ No
Community Wide Trails (paved, 10-12' wide)	___ Yes	___ No
Specialized Trails (equestrian, water, etc)	___ Yes	___ No
Other	_____	

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4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within ½ mile** of your proposed development. (If there are **no** such areas within the ½ mile radius please **state** such and skip question 5.)

Saxon Park is located 1/2 mile north of this site. Walmart is located a little over a 1/2 mile to the west.

5. Projects in close proximity to schools, recreational areas (parks, playgrounds), commercial sites, and residential neighborhoods should, ideally, allow **connection points** promoting non-motorized transportation between key areas. Please **describe** how the proposed development plan accommodates those using alternative transportation, such as walkers and bicyclists? Examples include sidewalks connecting key areas, designated bike paths, and bike parking. (If there is **no** such connectivity please **state** such.)

When the project north of this is developed, it will connect this project to Saxon Park with sidewalk and trails. Public sidewalks along Cedar Lanes should eventually connect to Walmart.

6. Please **check**, from the following (or attach a list), **any other** geographical and/or environmental factors in your development that might offer **opportunities** for additions to the Greenbelt System (see Section 4-2023A, especially definitions of "the greenbelt system," "green space," "greenway" and "trail"). To help you answer this question, the following online link to the Greenways Master Plan Map NormanOK.gov/MasterPlan is provided. N/A

- Storm water channels
- Detention ponds
- Floodplains
- Stream bank/Riparian corridors
- Utility Easements
- Abandoned/Active Railroad corridors
- Other _____

How could your development **also incorporate** those elements noted into greenbelts and trails? They are incorporated into the greenbelts.

7. Please review the statements below and indicate in the space next to each item, whether it does apply ("Yes"), does not apply ("No"), or is not feasible ("NA") to your development. Of specific interest is how your project fits into the public open spaces and parks.

In performing its duties, the Greenbelt Commission shall take into account the considerations listed below. The Commission will also consider how your project fits into the public open spaces and parks that are existing. Not all considerations will be applicable or feasible for each application.

Yes (a) Portions of the Greenbelt System are accessible to the general public.

Yes (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

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~~N/A~~(c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

~~Yes~~(d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

~~Yes~~(e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.

~~Yes~~(f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.

~~N/A~~(g) Developments between urbanized Norman and Lake Thunderbird include pedestrian and bike connectivity to adjacent parcels to allow for future connections to Lake Thunderbird.

~~Yes~~(h) Landscaping required by the City has been/will be planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.

~~N/A~~(i) Vegetative buffers between neighborhoods and railway lines have been provided to enhance safety and reduce the effects of noise and air pollution.

~~yes~~(j) Permeable ground surfaces have been preserved to the extent possible.

~~yes~~(k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.

~~yes~~(l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.

~~yes~~(m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.

~~yes~~(n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.

~~yes~~(o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.

~~yes~~(p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.

~~yes~~(q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.

~~yes~~(r) To the extent possible, the development layout, as designed, does not impair the ability of riparian buffers from serving as corridors for wildlife movement.

~~yes~~(s) Riparian buffers are incorporated into the Greenbelt System.

~~N/A~~(t) The commercial developments have provided for pedestrian access.

~~N/A~~(u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed

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under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

Yes(v) Cluster development has been utilized as a means to develop the Greenbelt System.

Yes(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

8. **If**, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

Signature of Applicant or Contact Person (required) : _____

GREENBELT COMMISSION COMMENTS AND SUGGESTIONS ABOUT PROPOSED DEVELOPMENT AS SUBMITTED FOR PLANNING COMMISSION AND CITY COUNCIL CONSIDERATION (MAY ATTACH AS SEPARATE SHEET):