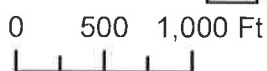


March 2021 Aerial Photography

July 3, 2023



- 1/2 Mile Radius
- 5ft. Contours
- Parcels
- Floodway
- 100yr. Floodplain
- Stream Planning Corridor

Greenbelt Priority Trails

- North Norman Tecumseh Trail
- Scissortail Trail
- South Legacy Trail
- East Norman Trails
- West Lindsey Extension Trail
- Current & In-Progress Trails



Map Produced by the City of Norman
 Geographic Information System,
 (405) 366-5316
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.

GREENBELT ENHANCEMENT STATEMENT
City of Norman, Oklahoma

Greenbelt Case No. _____

Pre-Development Case No. _____

Applicant Name: DAR, LLC Date: September 1, 2023

Contact Person: Gunner Joyce, Attorney for Applicant Telephone/Fax/Email: 405-310-5274; gjoyce@riegerlawgroup.com

Name of Development Monte Vista Estates Area (Acres) approx. 80.00 acres

General Location at the Southwest corner of 24th Ave NE and E Tecumseh 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 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 2-330.

The Applicant intends to rezone and plat the subject property in order to develop a single-family residential neighborhood. A preliminary conceptual site plan showing a potential layout of the proposed development is attached.

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

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

3. **Does** the open space for this **development include** some kind of **trail or path** that meets the definitions contained in Section 2-327 of the attached guidelines? (Indicate all that are applicable.)

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

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.)

The are no schools, parks, or commercial sites within the 1/2 mile of the development.

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.)

The Applicant will install public sidewalks in locations required by City Ordinance.

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 2-327).

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

How could your development **also incorporate** those elements noted into greenbelts and trails?

The elements will be utilized as green open space throughout the property.

7. **Please review the statements below and indicated 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.

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

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

(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.

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

(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.

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

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

(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.

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

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

(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.

(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.

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

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

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

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

(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.

(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.

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

(t) The commercial developments have provided for pedestrian access.

(u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

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

(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):

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, ADOPTING A "PRIORITY GREENBELT TRAIL SYSTEM" AS ADDENDA TO THE ADOPTED GREENWAYS AND PARKS AND RECREATION MASTER PLANS TO PROVIDE ADDITIONAL VISIONING SPACE, PARKS, GREENWAYS, TRAILS, RECREATION, AND OTHER PUBLIC TRANSPORTATION FACILITIES WITHIN THE CITY OF NORMAN.

- § 1. WHEREAS, the City Council of the City of Norman established the Greenbelt Commission to advise the City Council on policies pertaining to the promotion, acquisition, maintenance, and improvement of the green spaces, greenways, and trail systems; and
- § 2. WHEREAS, the Parks and Recreation Master Plan was adopted by Resolution R-0910-70 on November 24, 2009, adopting parks, recreation, open space, and trail plans; and
- § 3. WHEREAS, the Greenways Master Plan was adopted by Resolution R-1112-119 on August 29, 2012, recommending implementation through acquisition of greenway corridors as the highest priority, embarking on an extensive trail development schedule of the next ten years, developing strategies to work with private sector development and reviewing/updating the citywide greenways plan; and
- § 4. WHEREAS, the Comprehensive Transportation Plan was adopted by Resolution R-1314-112 on May 13, 2014, adopting Bicycle/Pedestrian and Sidewalk maps identifying certain routes for transportation purposes; and
- § 5. WHEREAS, a temporary 1/2% sales tax for 15 years was approved by voters on October 13, 2015, to provide funding to construct quality of life facilities; and
- § 6. WHEREAS, an update of the Comprehensive Land Use Plan is in progress; and
- § 7. WHEREAS, these and other master plans, such as Stormwater, Water and Sewer, and floodplain programs propose to include common open space, pedestrian, bicycle, and trail systems;
- § 8. WHEREAS, certain segments of these elements either exist or are being constructed, but do not yet form a trail structure upon which to add smaller trails, to provide park access, and transportation systems; and



- § 9. WHEREAS, many of these trails are not likely to be provided through the development process; and
- § 10. WHEREAS, City Council has been unwilling to utilize eminent domain powers to acquire private property to establish a public trail system, and has preferred to work with private property owners when working toward such a purpose; and
- § 11. WHEREAS, achieving these adopted visions for the citizens of the City of Norman will require dedicated efforts of the City Council to establish priorities to initiate efforts, to coordinate efforts of others, and to facilitate opportunities.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

§ 12. THAT the "PRIORITY GREENBELT TRAIL SYSTEM" map attached as Exhibit A and the detailed description of the trails attached as Attachment A be adopted as addenda to the Greenway and the Parks and Recreation Master Plans to provide additional visioning for development of priority trails upon which to build additional open space, parks, greenways, trails, recreation, and other public transportation facilities within the City of Norman.

PASSED AND ADOPTED this 28th day of November 2017.







[Signature]
Mayor Pro Tem

ATTEST:

[Signature]
City Clerk



Priority Greenbelt Trail System

-  North Norman Tecumseh Trail
-  Scissortail Trail
-  South Legacy Trail
-  East Norman Trails
-  West Lindsey Extension Trail
-  Current & In-Progress Trails

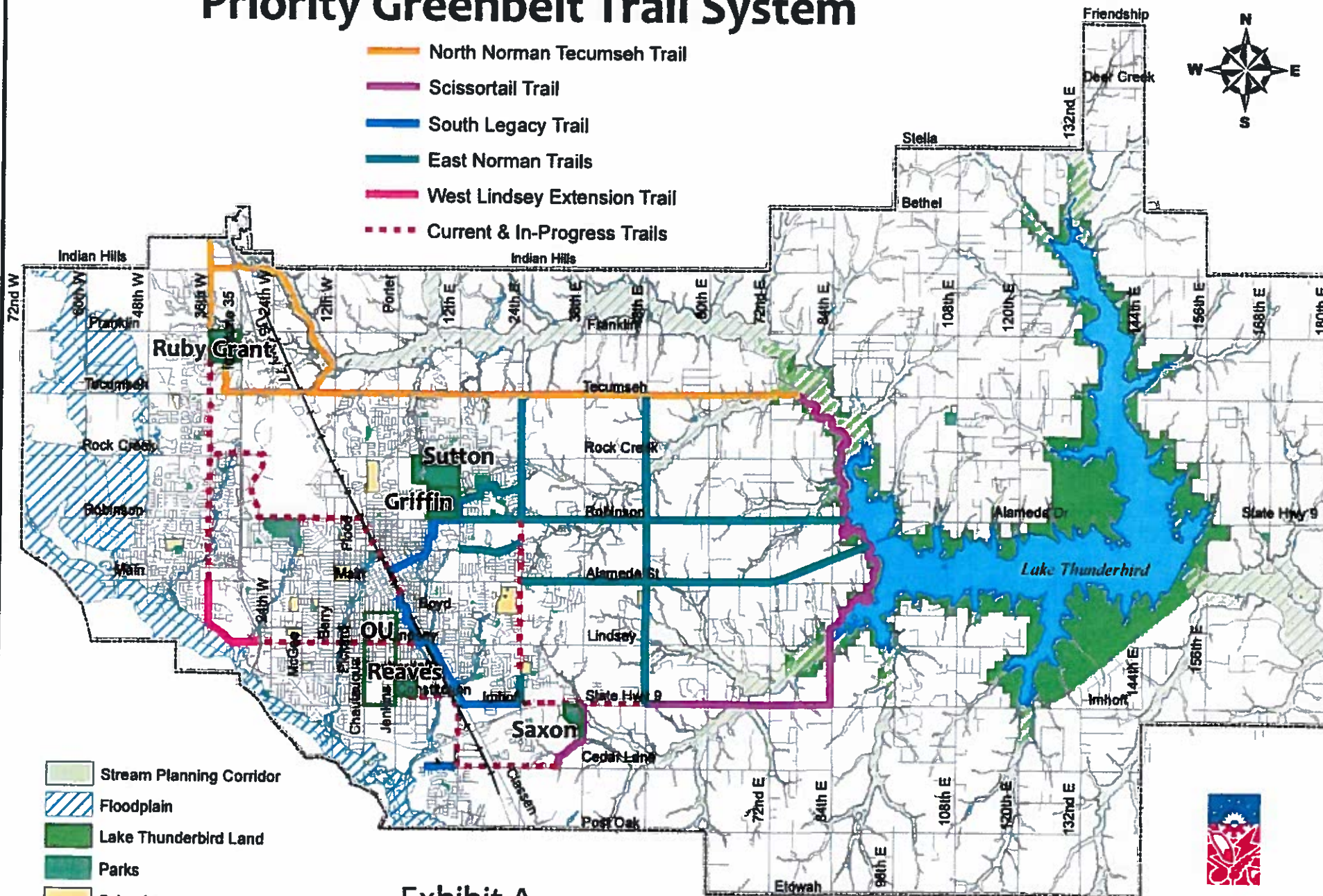


Exhibit A

November 28, 2017



Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.

**Greenbelt Priority Trail Proposal
City of Norman Greenbelt Trail System**

Prepared by the Greenbelt Commission

City of Norman
Oklahoma

November 21, 2016
Revised December 26, 2016
Revised November 7, 2017

Purpose: To provide a conceptual plan for the development of essential Greenbelt trails that will establish the foundation for a more extensive trail system throughout urban and rural Norman. The Greenbelt trail system will connect and provide access to “green” areas such as parks, greenways, natural features and rural areas from points of interest such as schools, shopping and residential areas. This effort will encourage non-motorized travel while providing extensive year-round opportunities for Normanites to interact with nature and to recreate outdoors. These proposed trails integrate with the bicycle and pedestrian plan in the adopted Transportation Plan (2013), current transportation bond projects, and ODOT Transportation projects (e.g. Highway 9 renovations).

Overview of proposal: Five trails are proposed that when completed, will form numerous trail loops, ranging in distance from 6 to 35 miles, around urban Norman and throughout rural Norman, with multiple connections to the west shoreline of Lake Thunderbird. In addition, the trails will allow pedestrian travel from downtown Norman to Lake Thunderbird, as well as to the southeast quadrant of Norman, south of Highway 9, and northward to north Norman along Tecumseh Road, where both locations have new and growing neighborhoods.

The North Norman Tecumseh Trail starts at Ruby Grant Park, forming an approximate six-mile loop trail roughly defined by 36th NW Ave., Indian Hills Road, the Little River riverbed, and Tecumseh Road. The trail also extends eastward along Tecumseh Road all the way to the northwest corner of Lake Thunderbird State Park where it connects with the Scissortail Trail.

The Scissortail Trail travels along east Highway 9 from southeast Norman to the Dave Blue Creek, where it then follows northeast along the Dave Blue Creek towards the west shore of Lake Thunderbird. At Lake Thunderbird, it will go northward along the west shore where it meets the Alameda segment of the East Norman Trails at the Alameda Bridge. It continues northward along the west shoreline, connecting with the East Norman Trails at Robinson Street, and continuing all the way to Tecumseh Road to connect with the North Norman Tecumseh Trail. The theme of the Scissortail Trail will focus on the flora and fauna of central Oklahoma, highlighting seasonal wildflowers, wildlife and bird identification and their behaviors and habitats, and the unique ecological features of meadows, creek beds, and forested areas of central Oklahoma.

The South Legacy Trail connects with the current Legacy Trail at its southern terminus just SE of downtown Norman, and continue southward, linking Brandt Park (i.e., OU Duck Pond), apartments and high-density developments along Classen Boulevard with south OU campus and on into the far southeast area of Norman, south of Highway 9. This trail will also connect with the Scissortail Trail, thereby connecting south central and south east Norman with trails to Lake Thunderbird. The South Legacy Trail will continue to highlight the history of Norman and central Oklahoma, paying particular attention to the historical and cultural contributions of under-represented groups.

The East Norman Trails comprises a network of trails throughout east rural Norman providing multiple connections between urban Norman with Lake Thunderbird, as well as links between the North Norman Tecumseh Trail to the north and the Scissortail Trail to the south and east. When interconnected with these other trails, the East Norman Trails form multiple loops ranging in distance from 6 to 20 miles. Primary east-west trails are along Robinson (between 12th East Ave. and Lake Thunderbird) and Alameda Street and Alameda Drive (between 24th East and 72nd East, and then along Alameda Drive to Lake Thunderbird). Primary north-south trails are along 24th East Ave. and 48th East Ave. between Tecumseh and Highway 9. Two spurs connect 12th East Ave. and 24th East Ave. The first is along High Meadows Drive, Northcliff Ave., and Creighton Drive, connecting High Meadows Park, Northeast Lions Park, and Creighton Park. The second spur is from East Main Street to Crestland Park, and then following along the south bank of Rock Creek to 24th East Ave.

The West Lindsey Extension – 36th SW Ave. Trail connects west Lindsey Street and 36th SW Ave. This connection links west-side Norman and Lindsey Street. Current renovations of west Lindsey Street between I-35 and Berry Road will provide pedestrian access to the South Legacy Trail. The West Lindsey Extension trail will connect with the future Canadian River Park which a Norman Forward project.

DETAILED TRAIL DESCRIPTIONS

The North Norman Tecumseh Trail

The North Norman Tecumseh Trail starts at Ruby Grant Park with two paths, one going north and the other going south. The north path travels north along 36th NW to the city limits of Norman. Here it will connect with Telephone Road in Moore, thereby providing intra-urban connectivity. At the intersection of 36th NW Ave. and Indian Hills Road, the trail turns east, following Indian Hills Road over I-35 until it reaches the Little River. At the Little River, this trail continues southward along the western side of the Little River, crossing Franklin Road about halfway between 24th NW and 12th NW.

The south path from Ruby Grant Park travels south to Tecumseh Road, and then follows Tecumseh Road east, crossing I-35 and the railroad tracks. East of the railroad tracks, this trail turns northward to reach the Little River, where it connects with the north path of the North Norman Tecumseh Trail loop just west of 12th NW Ave. Combined, the north and south paths create an approximate six-mile loop trail in northwest Norman integrating Ruby Grant Park and the Little River.

Along Tecumseh Road, the North Norman Tecumseh Trail spans from the west at 36th NW Ave. to the east at the northwest corner of Lake Thunderbird State Park, where it will connect with the Scissortail Trail. Although the North Norman Tecumseh Trail follows along a major arterial route, i.e. Tecumseh Road, it is intended that the trail will be distinctly separate from the road infrastructure, meandering through natural areas and connecting residential developments along Tecumseh Road.

The Scissortail Trail

The Scissortail Trail begins at the intersection of Highway 9 and 24th SE Ave. and travels eastward along Highway 9 using the pedestrian/bicycle pathway being built as part of the ODOT upgrade of Highway 9. The Scissortail trail continues along Highway 9 until reaching 84th SE Ave. where it turns north along 84th Ave. for approximately one mile to where the Dave Blue Creek crosses 84th SE Ave. Where the Dave Blue Creek crosses 84th SE Ave., the trail follows northeast along the north side of Dave Blue Creek floodplain until reaching Lake Thunderbird State Park property. There the trail turns northward, following the western shoreline until reaching the Alameda Bridge where it will connect with the Alameda Street segment of the East Norman Trails. At this point, there is a park area with trail head parking and restrooms. The Scissortail Trail continues northward along the west shore of Lake Thunderbird, connecting again with East Norman Trails at Robinson Street, until it reaches Tecumseh Road where it connects with the North Norman Tecumseh Trail.

A south spur along 36th SE Ave. from Highway 9, travels southward to about halfway between Highway 9 and East Cedar Lane. There the trail travels southwest along the water protection zone area, connecting the Scissortail Trail with Saxon Park and the South Legacy Trail on E. Cedar Lane Road.

Trailheads for the Scissortail Trail are located at Saxon Park, the Dave Blue Creek area at 84th SE Ave., and at the Alameda Bridge.

The South Legacy Trail

The South Legacy Trail is a continuation of the current Legacy Trail, extending into south-central and southeast Norman. It has a spur connecting downtown Norman with the East Norman Trails at Griffin Community Park. Likewise, it connects with the Scissortail Trail at 36th SE Ave. and E. Cedar Lane Road. Thus, this segment of the South Legacy Trail is a critical link between central, core Norman with the East Norman Trails and the southern Scissortail Trail.

The South Legacy Trail starts at the southern terminus of the current Legacy Trail located at Duffy Street. The South Legacy Trail moves south through neighborhood areas, until reaching the northern boundary of the Brandt Park (i.e., OU Duck Pond) at Brooks Street. South of the Brandt Park, the trail continues south along Classen Blvd. to Constitution Ave., where it turns west and continues to Jenkins Ave. This connects Reaves Park with the South Legacy Trail. At the intersection of Classen Blvd. and East Imhoff Road, the trail turns east along Imhoff to connect with the Scissortail Trail at the intersection of Highway 9 and 24th SE Ave.

The South Legacy Trail south of Highway 9 runs along E. Cedar Lane Road from Truman Drive to almost 36th SE Ave, where it connects with the Scissortail Trail.

The South Legacy Trail will also travel north from E. Cedar Lane Road along 12th SE to cross Highway 9 where there is a traffic crossing light for pedestrians and bicycles. The trail will continue northward along 12th SE until connecting with Constitution.

A spur connecting downtown Norman to Griffin Community Park will run along E. Main to the traffic circle at Main and Acres, and then travel north up N. Carter Ave. This will provide access to Frances Cate Park. The South Legacy Trail will continue eastward along the south side of E. Robinson until reaching 12th SE Ave., where pedestrian crosswalk and traffic lights allows safe crossing of Robinson and thereby connecting to Griffin Community Park.

The East Norman Trails

The East Norman Trails forms a network of trails, with multiple trail loops varying from 6 to 18 miles in distance, throughout east rural Norman. This network of trails provides multiple connections between urban Norman with Lake Thunderbird, as well as between the North Norman Tecumseh Trail to the north and the Scissortail Trail to the south.

The two east-west trails are along Robinson and Alameda Street. The trail along Robinson spans from 12th East Ave. to the western shore of Lake Thunderbird, thereby linking Griffin Memorial Park with the North Norman Tecumseh Trail along the western shore of Lake Thunderbird. The Alameda Street trail spans from 24th East Ave. to 72nd East Ave. where it then follows Alameda Drive to the Alameda Bridge, connecting with the Scissortail Trail. Both trails link east urban Norman with Lake Thunderbird State Park.

The two north-south trails are along 24th East Ave. and 48th East Ave. Both trails reach from State Highway 9 in the south to Tecumseh Road in the north, connecting the Scissortail Trail and the North Norman Tecumseh Trail. Although these north-south trails, as well as the east-west trails along Robinson and Alameda Street, are along a major arterial routes, it is intended that they will be distinctly separate from the roadway infrastructure, meandering through natural areas where appropriate.

Two spurs connect 12th East Ave. with the 24th East Ave trail, both of which directly link core Norman with the East Norman Trails. The first spur starts at the intersection of 12th NE Ave. and High Meadows Drive. This spur trail follows High Meadows Drive eastward, turning north at Northcliff Ave. and then east on Abe Martin Drive, and continuing on Creighton Drive (Abe Martin Drive and Creighton Drive are connected by a pedestrian path), until it reaches 24th NE Ave. This first spur connects the George M. Sutton Wilderness Park, Griffin Community Park, High Meadows Park, Northeast Lions Park and Creighton Park.

The second spur starts at the intersection of 12th East Ave. and East Main Street, traveling east to Crestland Park, where then it follows along the south bank of Rock Creek to 24th East Ave.

The West Lindsey Extension – 36th SW Ave. Trail connects west Lindsey Street and 36th SW Ave. This connection links west-side Norman and Lindsey Street. Current renovations of west Lindsey Street between I-35 and Berry Road will provide pedestrian access to South Legacy Trail. The West Lindsey Extension trail will connect with the future Canadian River Park which a Norman Forward project.



Application for Amendment of the
NORMAN 2025 LAND USE AND TRANSPORTATION PLAN

Case No. R- _____

City of Norman Planning & Community Development - 225 N. Webster Avenue - Norman, OK 73069 — (405) 307-7112 Phone

APPLICANT(S) DAR, LLC	ADDRESS OF APPLICANT c/o Rieger Law Group PLLC, Attorney for Applicant 136 Thompson Dr, Norman, OK 73069
NAME AND PHONE NUMBER OF CONTACT PERSON(S) c/o Gunner Joyce, Attorney for Applicant 405-310-5274 EMAIL: gjoyce@riegerlawgroup.com	TYPE OF AMENDMENT(S): <input type="checkbox"/> Growth Area Designation <input checked="" type="checkbox"/> Land Use Plan <input type="checkbox"/> Transportation Plan

LOCATION AND EXTENT OF AMENDMENT(S): at the Southwest corner of 24th Ave NE and Tecumseh Road

SIZE OF PROJECT AREA: Approximately 80.00 acres

PRESENT DESIGNATION:

Growth Areas: _____

Land Use: Very Low Density Residential

Streets: _____

Other: _____

REQUEST TO BE CHANGED TO: Low Density Residential

JUSTIFICATION FOR AMENDMENT (Include any change of conditions, appropriate NORMAN 2025 PLAN Policy Statements, and any other evidence which would support the change.):

The Applicant seeks to amend the NORMAN 2025 Land Use Designation to Low Density Residential in order to allow for the development of a large lot, single-family residential neighborhood on the property. The Applicant has provided a preliminary conceptual site plan showing a potential layout of the development.

EXPECTED AFFECTS ON SURROUNDING PROPERTIES: No adverse impact is expected.

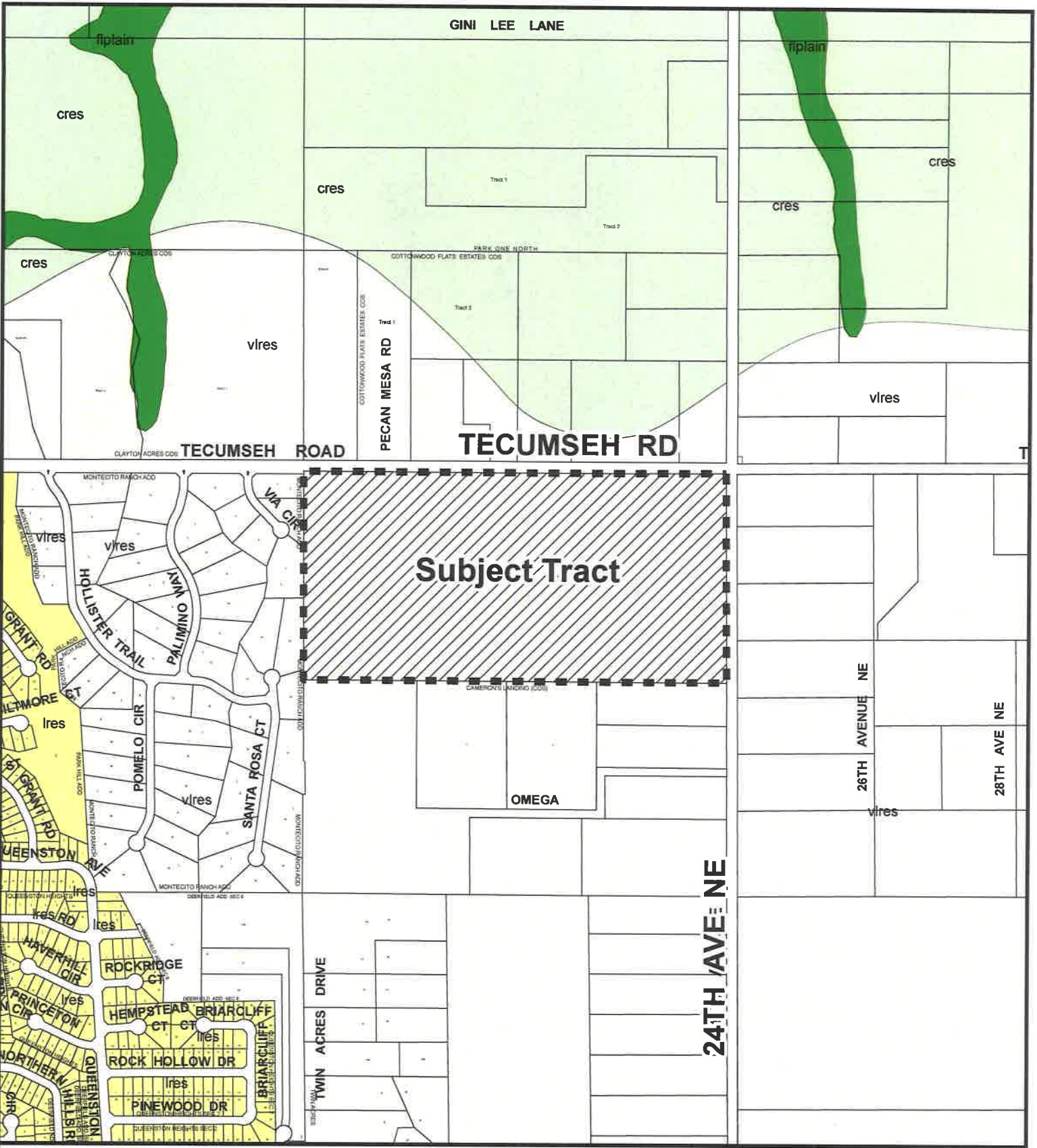
(Attach additional sheets, maps, etc., if necessary.)

SIGNATURE OF APPLICANT: 

FOR OFFICE USE ONLY Filing fee of \$150.00

Date Submitted: 9-1-2023 Checked by: mt

GES Submitted



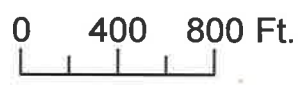
Norman 2025 Land Use Plan




Map Produced by the City of Norman Geographic Information System. The City of Norman assumes no responsibility for errors or omissions in the information presented.



September 6, 2023



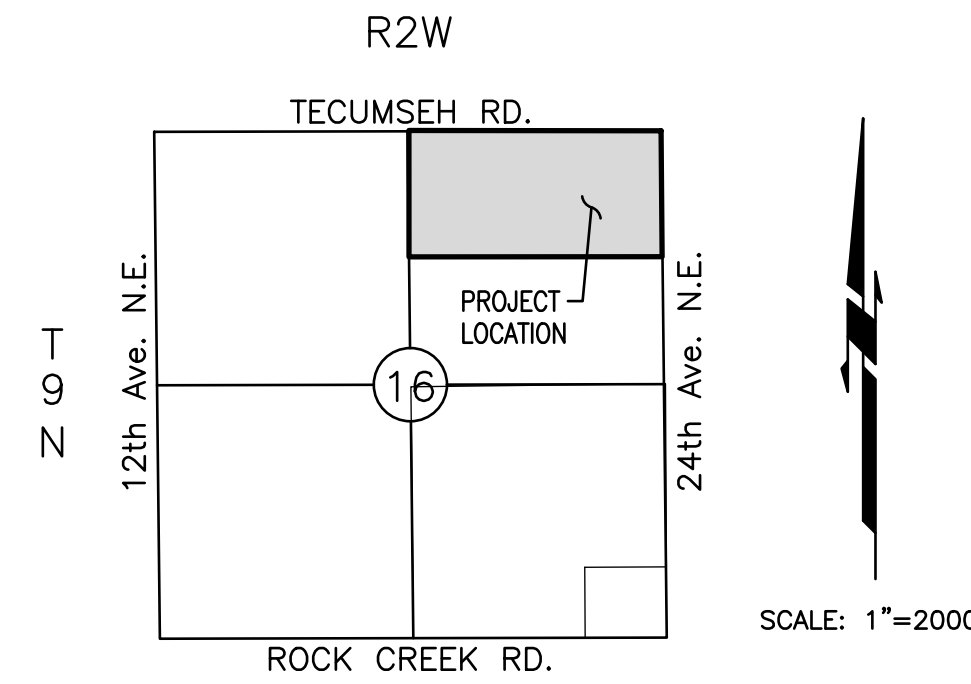
 Subject Tract

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Preliminary Plat
MONTE VISTA ESTATES
 A PLANNED UNIT DEVELOPMENT
 A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA

RESIDENTIAL LOTS - 91
 OPEN SPACE AREA = 13.01 AC.±

SCALE: 1" = 100'



SCALE: 1" = 2000'

LEGAL DESCRIPTION

A tract of land lying in the Northeast Quarter (N.E. 1/4) of Section Sixteen (16), Township Nine (9) North, Range Two (2) West of the Indian Meridian, Cleveland County, Oklahoma being more particularly described as follows:

BEGINNING at the Northeast Corner of said N.E. 1/4;

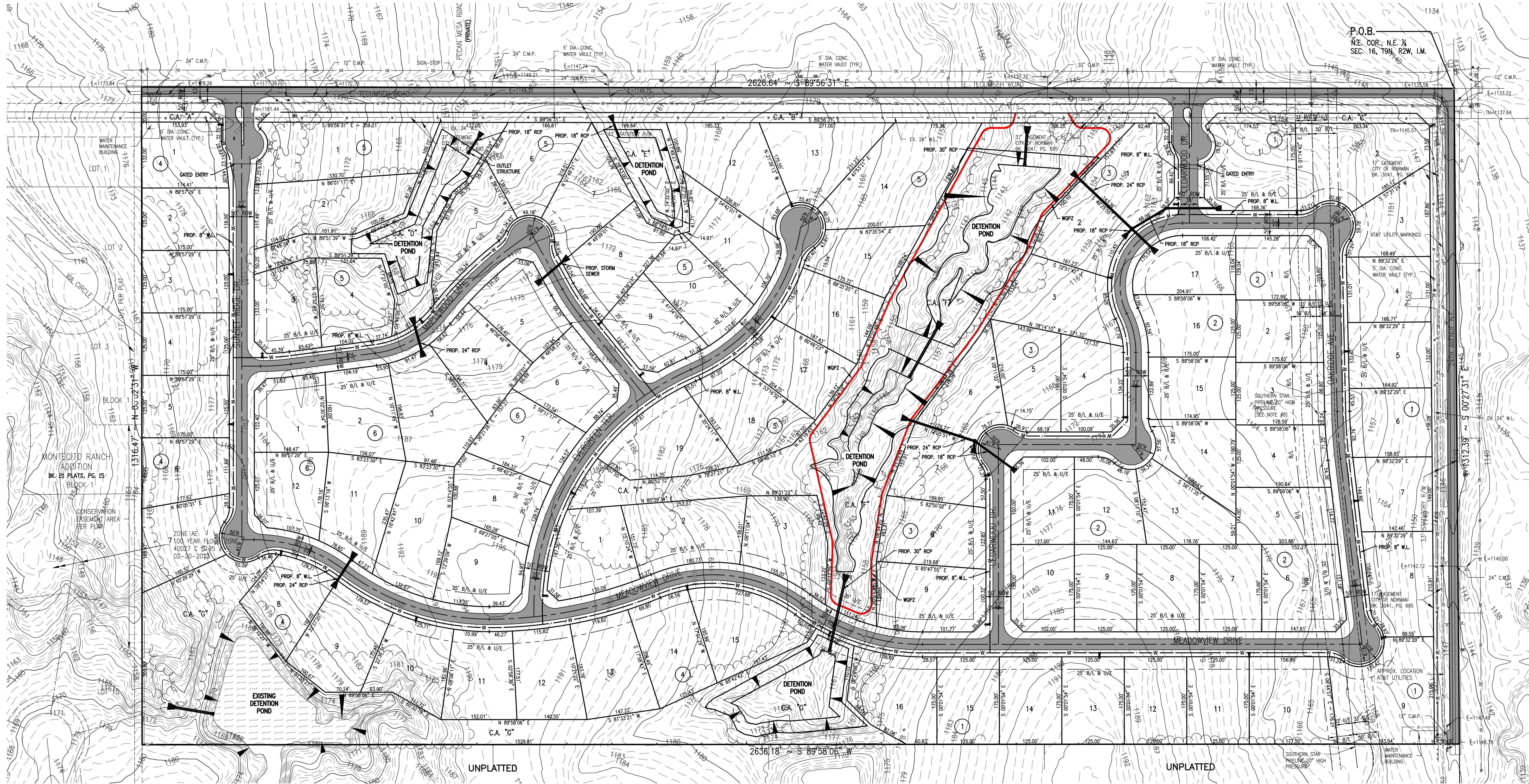
THENCE South 00°27'31" East along the East line of said N.E. 1/4 a distance of 1312.39 feet;

THENCE South 89°58'06" West a distance of 2636.18 feet to a point on the East boundary line of the filed final plat of MONTECITO RANCH ADDITION (as filed in Book 21 of Plats, Page 15-19);

THENCE North 00°02'31" West along the boundary of said final plat a distance of 1316.47 feet to a point on the North line of said N.E. 1/4;

THENCE South 89°58'31" East along said North line a distance of 2626.64 feet to the POINT OF BEGINNING.

Said tract of land contains 79.40 acres, more or less



STORM DRAINAGE DETENTION FACILITY EASEMENT

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR DETENTION OF STORM SURFACE WATER AND CONSTRUCTED AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE RIGHT, DUTY AND RESPONSIBILITY OF THE PROPERTY OWNERS ASSOCIATION IN THE PLAT OF RED CANYON RANCH EAST; HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNUSUAL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE CITY, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORN UPON SAID PROPERTY OWNERS ASSOCIATION. OFFICIALS REPRESENTING THE PUBLIC WORKS DEPARTMENT, SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE OF THE FACILITY. UPON RECEIVING WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, PROPERTY OWNERS ASSOCIATION MAY CONSTRUCT IMPROVEMENTS WITHIN THE EASEMENT, PROVIDED THE IMPROVEMENT DOES NOT INTERFERE WITH THE FUNCTION OF THE DETENTION FACILITY.

NOTES

- REFER TO DRAINAGE REPORT FOR SPECIFIC DATA.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT APPLICABLE STANDARDS AND SPECIFICATIONS FOR CONSTRUCTION FOR THE CITY OF NORMAN.
- THE PROPOSED USE OF THE PROPERTY IS FOR "RE" RESIDENTIAL ESTATE DWELLINGS.
- ALL WATERLINES SHALL BE 8" UNLESS NOTED OTHERWISE. FIRE HYDRANTS ARE GRAPHICALLY ILLUSTRATED.
- PAVED STREETS SHALL BE 22' WIDE AND SHALL HAVE 50' WIDE STREET RIGHT-OF-WAY PER CITY OF NORMAN STANDARD ST-04.
- NO SEPTIC TANKS OR LATERAL LINES SHALL BE PLACED WITHIN 15' OF WATER LINE ALONG TECUMSEH ROAD.
- TECUMSEH ROAD WILL BE IMPROVED TO RURAL COLLECTOR STANDARDS.
- 20" HIGH PRESSURE SOUTHERN STAR PIPELINE IS COVERED BY A BLANKET R/W CONTRACT IN ALL OF THE NE/4 OF SECTION 16 WITH CITIES SERVICE GAS COMPANY (BK. 211, PG. 470).

(WQPZ) WATER QUALITY PROTECTION ZONE

NOTE: THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION EXCEPT AS PERMITTED BY THE DIRECTOR OF PUBLIC WORKS UNLESS SUCH DISTURBANCE IS DONE IN ACCORDANCE WITH 19-514(E) OF THE NORMAN CITY CODE.

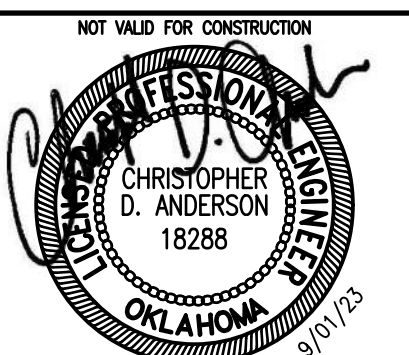
NOTE: THE WQPZ IS SUBJECT TO PROTECTIVE COVENANTS THAT MAY BE FOUND IN THE LAND RECORDS AND THAT RESTRICT DISTURBANCE AND USE OF THESE AREAS.

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OWNER:
 Michael R. & Glenda L Argo
 4211 24th Ave. N.E.
 Norman, Oklahoma 73071

Developer:
 DAR, L.L.C.
 2900 Washington Dr.
 NORMAN, OKLAHOMA 73069

Engineer:
 SMC Consulting Engineers, P.C.
 815 W. Main Street
 Oklahoma City, OK 73106



MONTE VISTA ESTATES
 TECUMSEH RD. & 24TH AVE. N.E.
 NORMAN, OKLAHOMA

SMC Consulting Engineers, P.C. 815 W. Main Street Oklahoma City, OK 73106 Phone: 405-232-7715 Fax: 405-232-7659 Website: www.smcok.com OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. CA 464 EXP. 09/20/2025	No.	Revision	Date

PROJECT NO.: 6551.00
 DATE: 9/01/23
 SCALE: 1" = 1/4"
 DRAWN BY: ———
 ENGINEER: Christopher D. Anderson
 P.E. NUMBER: 18288

Preliminary Plat

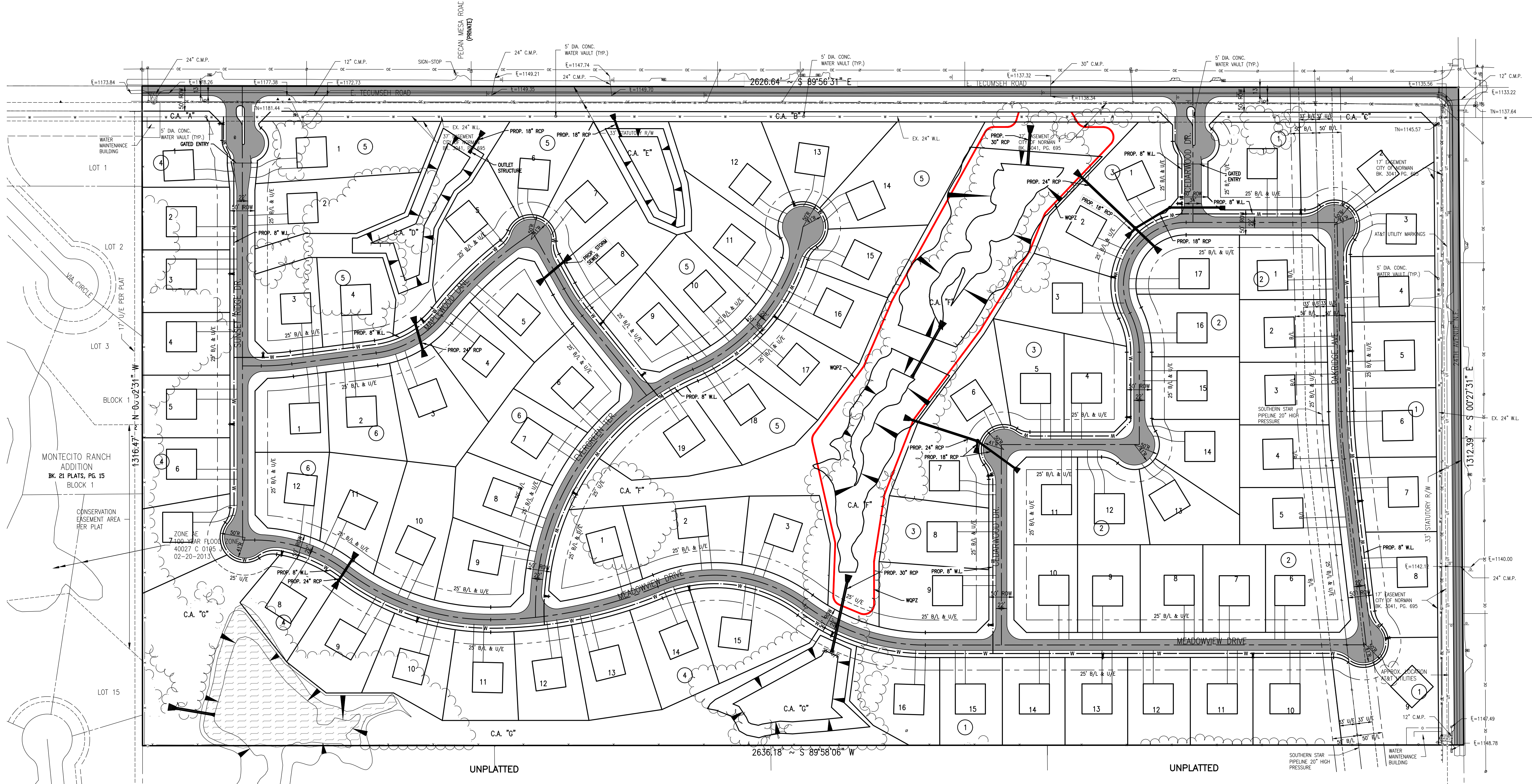
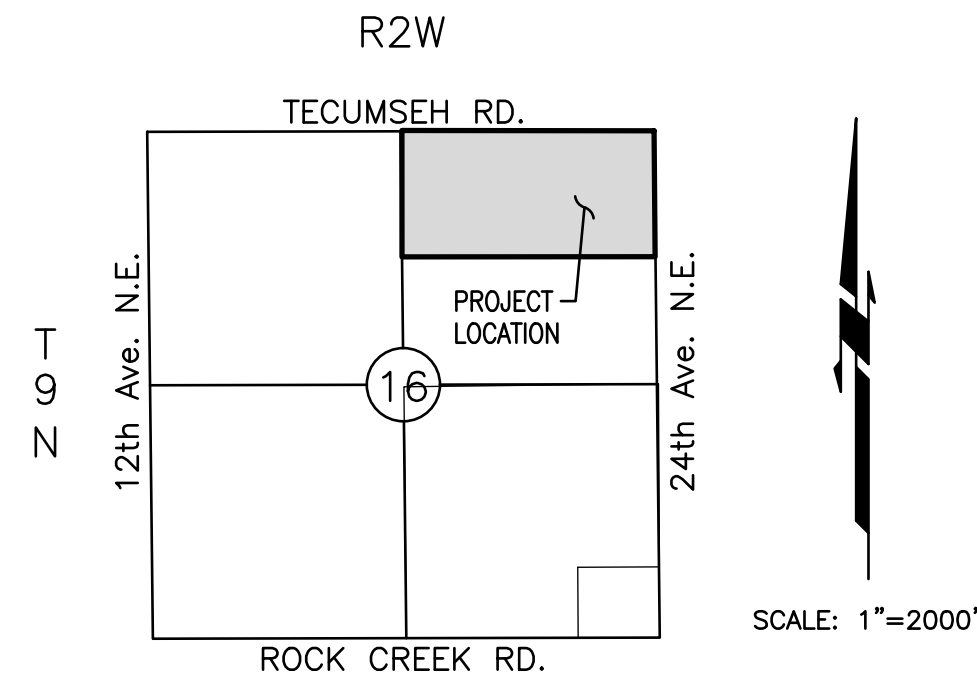
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* FOR COMPLETE DRAINAGE CALCULATIONS SEE DRAINAGE REPORT. ALL STORM SEWER PIPES SHOWN ARE RCP

Preliminary Site Plan
MONTE VISTA ESTATES
 A PLANNED UNIT DEVELOPMENT
 A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA

RESIDENTIAL LOTS - 91
 OPEN SPACE AREA = 13.01 AC.±

SCALE: 1" = 100'

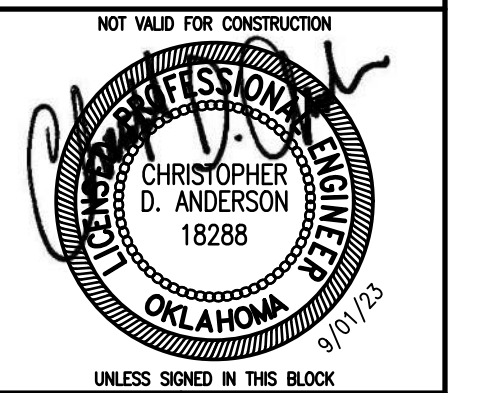


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 SMC Consulting Engineers, P.C. 815 W. Main Street Oklahoma City, OK 73106 Phone: 405-232-7715 Fax: 405-232-7639 Website: www.smcok.com OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. CA 464 EXP. 09/20/2025	No.	Revision	Date

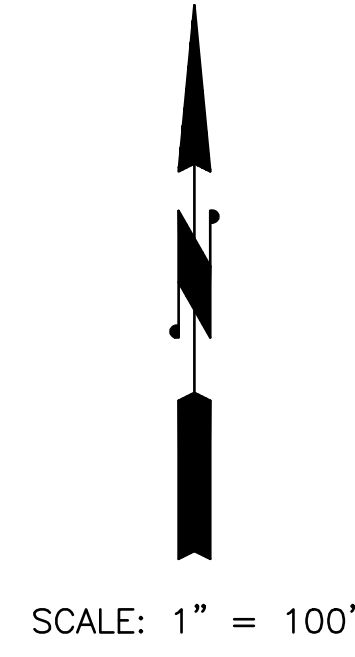
PROJECT NO.: 6551.00
 DATE: 9/01/23
 SCALE: 1" = 100'
 DRAWN BY: D.G.
 ENGINEER: Christopher D. Anderson
 P.E. NUMBER: 18288

Preliminary Site Plan
 SHEET NO.
 1

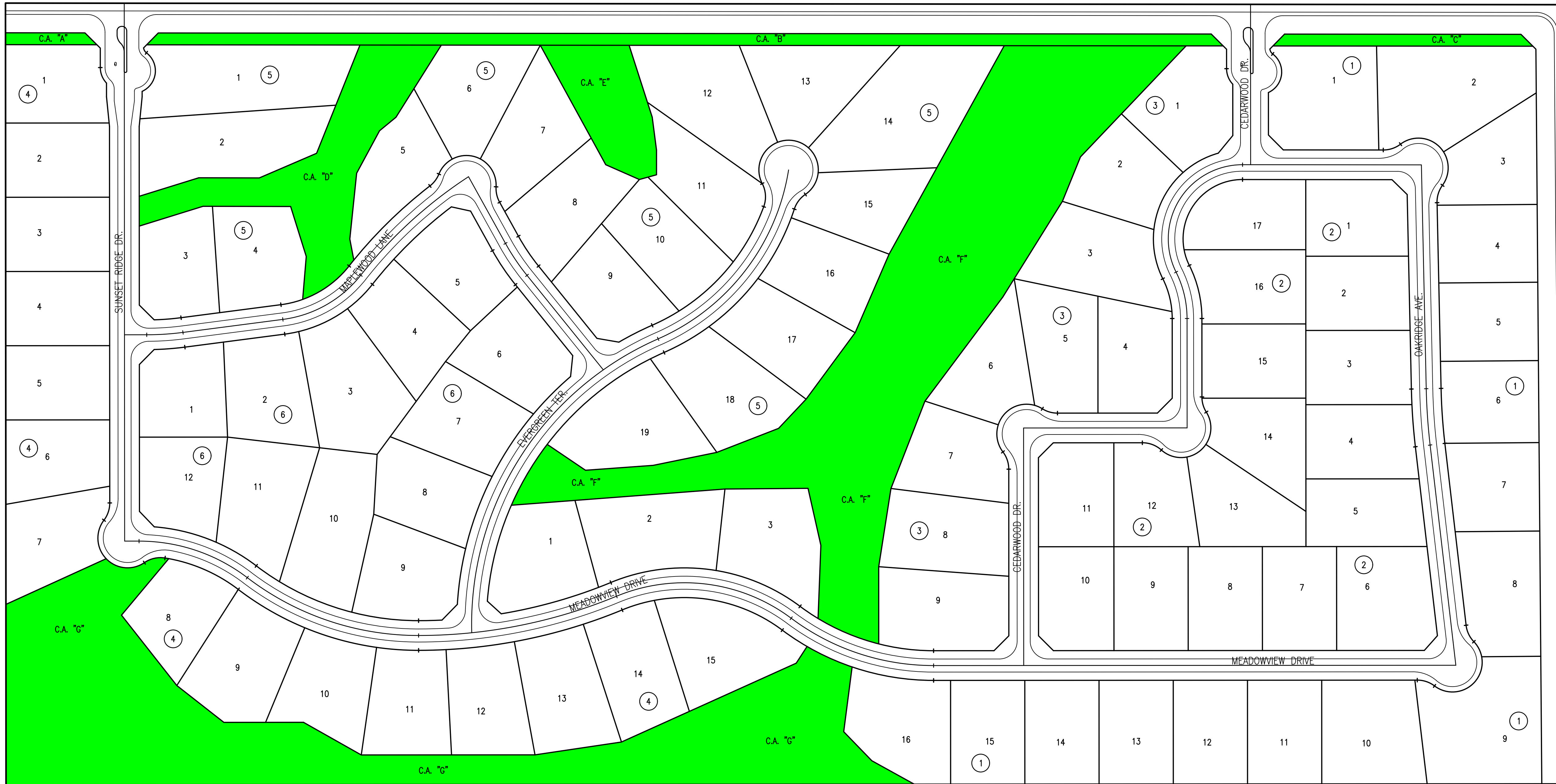
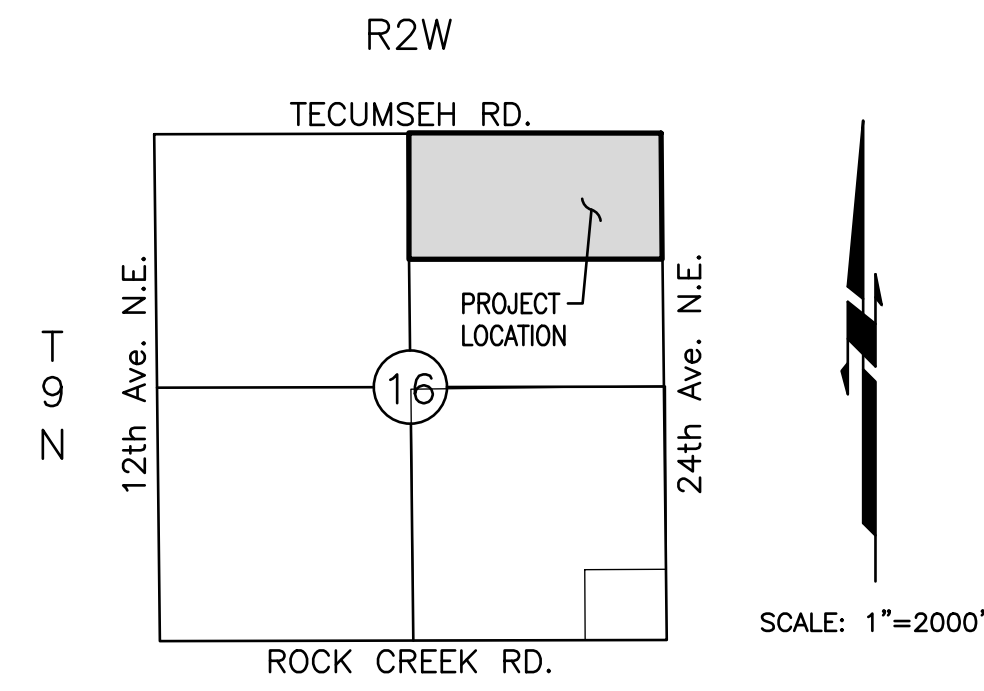
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Greenspace Exhibit
MONTE VISTA ESTATES

A PLANNED UNIT DEVELOPMENT
 A PART OF THE N.E. 1/4, SECTION 16, T9N, R2W, I.M.
 NORMAN, CLEVELAND COUNTY, OKLAHOMA



OPEN SPACE AREA = 13.01 AC.±



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MONTE VISTA ESTATES
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 Website: www.smcok.com
 OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. CA 464 EXP. 09/20/2025

No.	Revision	By	Date

PROJECT NO.: 6551.00
 DATE: 9/01/23
 SCALE: 1" = 100'
 DRAWN BY: D.G.
 ENGINEER:
 P.E. NUMBER:

Greenspace Exhibit

SHEET NO.
1

W:\LINES\6551.00 - LANDMARK - 2020 PROPERTY PRELIMINARY PLAT\MONTE VISTA - GREENSPACE EXHIBIT.DWG
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