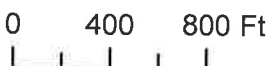


# March 2021 Aerial Photography

September 6, 2023



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.



- 1/2 Mile Radius
- Parcels
- 5ft. Contours
- 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

**GREENBELT ENHANCEMENT STATEMENT**  
**City of Norman, Oklahoma**

**Greenbelt Case No.** \_\_\_\_\_

**Pre-Development Case No.** \_\_\_\_\_

Applicant Name: City of Norman Date: 9/1/2023

Contact Person: Lisa Keller Telephone/Fax/Email: 405-326-5464

Name of Development: Crimson Flats Plat Area (Acres) 4.99 acres

General Location: NE corner of Oakhurst Ave & E. Inhoff Rd.

**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.

Affordable housing project = 15 units;

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

4. **Identify** schools, recreational areas (parks, playgrounds), commercial sites, or other public **open spaces within 1/2 mile** of your proposed development. (If there are **no** such areas within the 1/2 mile radius please **state** such and skip question 5.)

Oakhurst Park  
Regan Elementary School

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.)

Sidewalk connecting north, and east/west along the south side of Imhoff

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?

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.

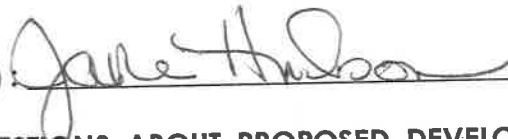
- (a) Portions of the Greenbelt System are accessible to the general public. *(Sidewalk)*
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (c) Existing easements (e.g., utility, pipeline, oil lease right-of-way, etc.) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.

- Yes (d) Greenways connect neighborhoods to each other and to industrial and commercial areas. *Separately*
- 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.
- No (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- No (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.
- Yes (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.
- No (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.
- NA (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- NA (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.
- No (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.
- No (s) Riparian buffers are incorporated into the Greenbelt System.
- No (t) The commercial developments have provided for pedestrian access.
- No (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.
- No (v) Cluster development has been utilized as a means to develop the Greenbelt System.
- No (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

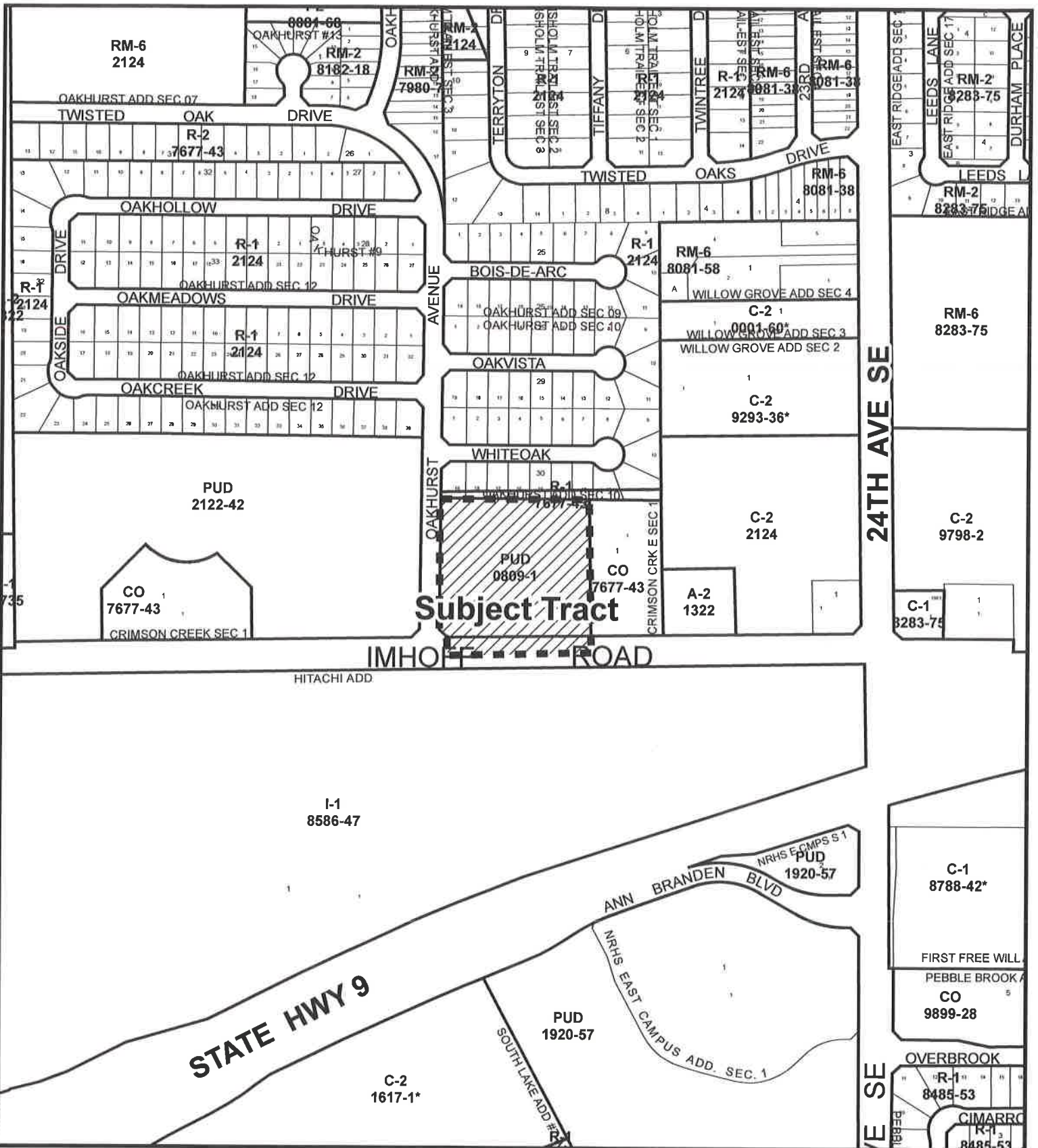
8. If, after reviewing the above questions, you feel like your proposed **development** or project **has no opportunities** to add to the City of Norman Greenbelt System, please **explain** briefly below. (Any comments you feel will help the Commission understand your intent to develop the area.)

There are no other opportunities for greenway trails within this proposal. The Required sidewalks will be completed; connecting to existing sidewalks.

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):



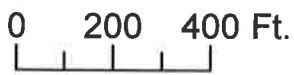
# Location Map



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



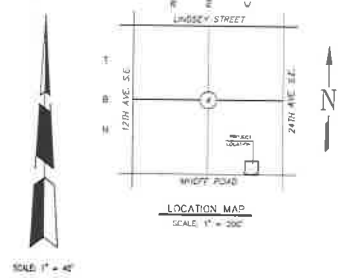
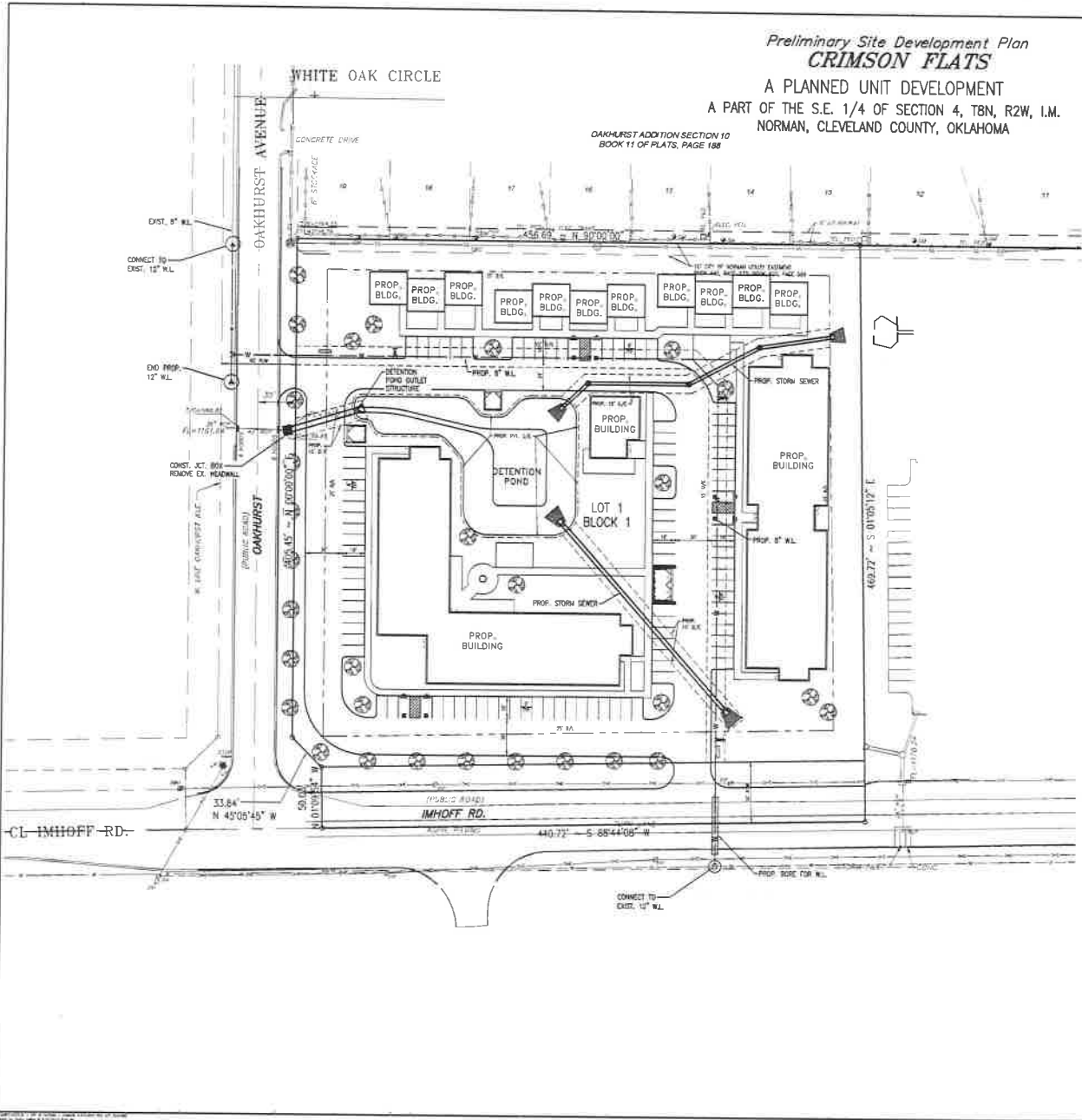
 Subject Tract

Map data provided by Esri, DeLorme, Garmin, and other sources. All rights reserved.

Preliminary Site Development Plan  
**CRIMSON FLATS**

A PLANNED UNIT DEVELOPMENT  
A PART OF THE S.E. 1/4 OF SECTION 4, T8N, R2W, I.M.  
NORMAN, CLEVELAND COUNTY, OKLAHOMA

OAKHURST ADDITION SECTION 10  
BOOK 11 OF PLATS, PAGE 186



- NOTES:**
1. FIRE HYDRANTS WILL BE LOCATED AND INSTALLED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS.
  2. ALL SANITARY SEWER LINES ARE PRIVATE AND WILL BE 6" DIA. UNLESS NOTED OTHERWISE.
  3. ALL WATERLINES SHALL BE 8" UNLESS OTHERWISE NOTED.
  4. ALL FDS SHALL BE 7" UNLESS OTHERWISE NOTED.
  5. THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ON THE STREET SIDE OF ANY STRUCTURE. THE FDC SHALL BE LOCATED AND ARRANGED SO THAT THE HOSE LINES CAN BE PROPERLY ATTACHED TO THE FDS WITHOUT INTERFERENCE FROM OBJECTS, WHERE MOUNTED ON THE STRUCTURE'S FACADE, A DISTANCE NO GREATER THAN 100" SHALL BE BETWEEN THE FDC AND A FIRE HYDRANT, WHERE THEY ARE REMOTE FROM THE STRUCTURE SERVED. A DISTANCE NO GREATER THAN 50".
  6. FIRE LANE STRIPING: "NO PARKING FIRE LANE" MARKING SHALL CONSIST OF A SIX (6) INCH WIDE RED STRIPE ALONG THE CURB ON ALL SIDES OF THE BUILDING. THE WORDS "NO PARKING FIRE LANE" SHALL BE MARKED ON THE STRIPING IN FOUR (4) INCH HIGH WHITE LETTERS AT 20-FOOT INTERVALS. STRIPING AND LETTERS SHALL BE APPLIED ACCORDING TO THE CITY OF NORMAN. FIRE LANE & FIRE PROTECTION MUST BE APPROVED BY THE FIRE MARSHAL. PRIOR TO BUILDING PERMIT BEING ISSUED, CONTRACTOR TO COORDINATE ALL FIRE LANE MARKINGS WITH THE NORMAN FIRE MARSHAL.
  - 7) BUILDINGS WILL BE REQUIRED TO BE PROTECTED WITH AN AUTOMATIC SPRINKLER SYSTEM. THE FIRE RISK WILL BE SHOWN ON FINAL PLAT SITE PLAN AND CONSTRUCTION PLANS.

**STORM DRAINAGE DETENTION FACILITY EASEMENT**

DRAINAGE DETENTION FACILITY EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR RETENTION OF STORM SURFACE WATER AND CONSTRUCTION AS APPROVED BY THE CITY ENGINEER. ALL MAINTENANCE WITHIN THE DRAINAGE DETENTION FACILITY EASEMENT SHALL BE THE SOLE DUTY AND RESPONSIBILITY OF THE PROPERTY OWNER. ACCORDING TO THE PLAN OF "IMHOFF STREET CORRIDOR, INTERSECTION OF MAINTENANCE IS REJECTED OR SUBJECT TO OTHER UNLAWFUL DISCRETION AND IS DETERMINED TO BE A HAZARD OR IMPEDIMENT TO PUBLIC SAFETY BY THE CITY. CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE CLEVELAND COUNTY ENGINEER WITH COSTS RECOVERED TO AND FROM UNDER SAID PROPERTY OWNER'S 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.

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**CRIMSON FLATS**  
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NORMAN, OKLAHOMA

**SMC**  
SMC Consulting Engineers, P.C.  
1000 N. W. 11th St., Suite 100  
Norman, Oklahoma 73061  
Tel: 405-893-1111 Fax: 405-893-1119  
CIVIL ENGINEER & ARCHITECTURE No. 10,442-000020

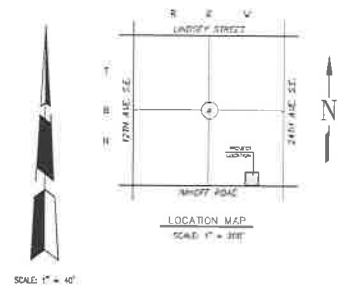
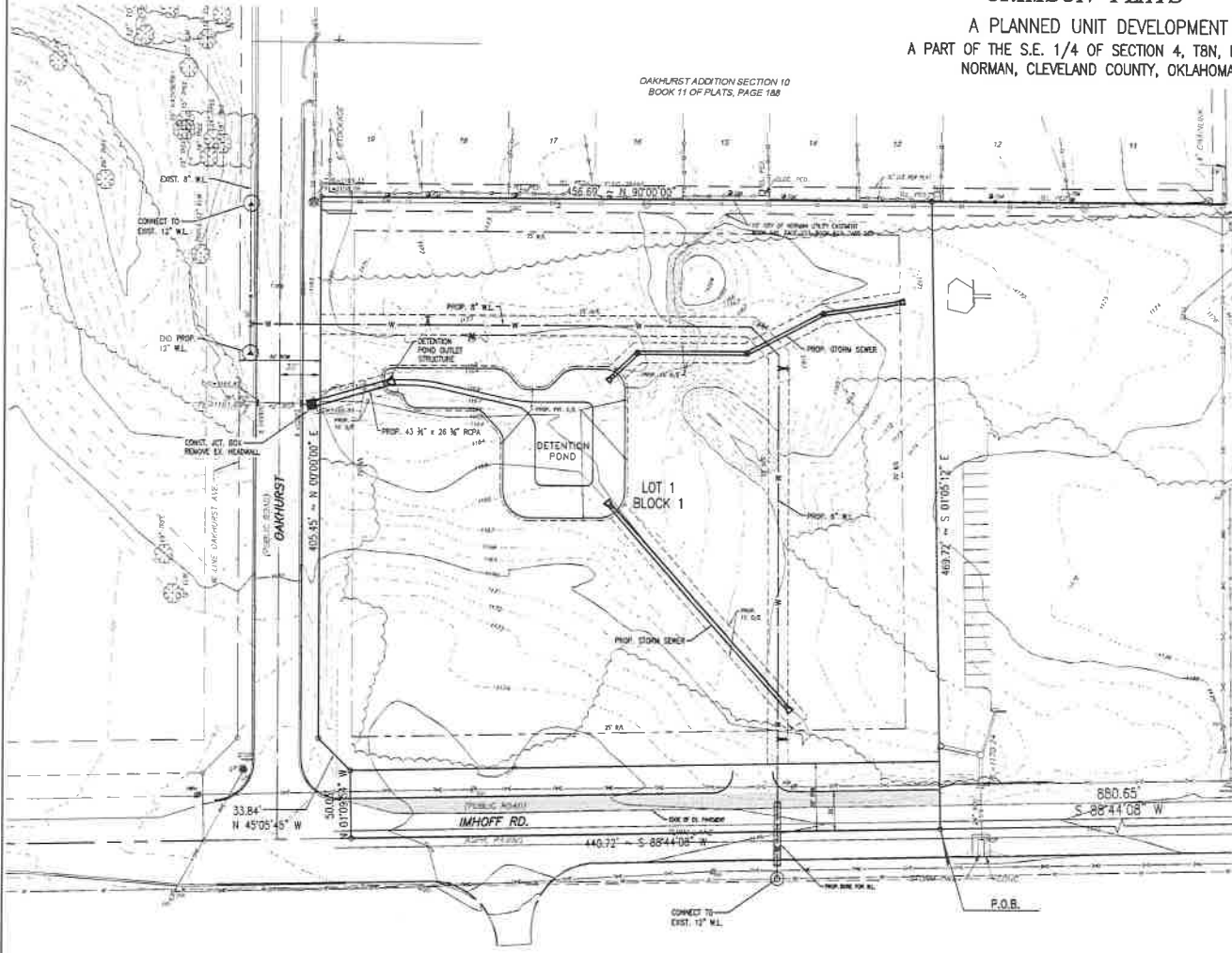
PROJECT NO: 000-03  
SHEET NO: 2/3  
SCALE: 1" = 40'  
DRAWN BY: JLC  
CHECKED BY: JLC  
DATE: 11/11/2010

Preliminary Site Development Plan

**PRELIMINARY PLAT  
CRIMSON FLATS**

A PLANNED UNIT DEVELOPMENT  
A PART OF THE S.E. 1/4 OF SECTION 4, T8N, R2W, I.M.  
NORMAN, CLEVELAND COUNTY, OKLAHOMA

DAKHURST ADDITION SECTION 10  
BOOK 11 OF PLATS, PAGE 188



**LEGAL DESCRIPTION**  
A part of land lying in the Southeast Quarter (SE4) of Section Four (4), Township Eight (8) North, Range Three (3) West of the Indian Meridian, Cleveland County, Oklahoma and being more particularly described as follows:  
COMMENCING at the Southeast corner of said SE4; THENCE South 88°44'08" West along the South line of said SE4 a distance of 880.50 feet to the POINT OF BEGINNING;  
THENCE continuing South 88°44'08" West along said South line a distance of 440.72 feet;  
THENCE North 01°05'54" West a distance of 50.03 feet; THENCE North 45°03'45" West a distance of 33.84 feet to a point on the East right-of-way line of Dakhurst Drive; THENCE North 00°00'00" East along said East right-of-way line a distance of 405.45 feet; THENCE North 80°00'00" East a distance of 456.68 feet; THENCE South 01°05'12" East a distance of 448.72 feet to the POINT OF BEGINNING.

Said tract of land contains an area of 217.421 square feet or 4.99 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 ASSOCIATED BY THE PLAT OF SAID STREET EASEMENTS. HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNUSUAL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR IMPAIR TO PUBLIC SAFETY BY THE CITY, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORNE UPON SAID PROPERTY OWNERS ASSOCIATION. OFFICIAL REPRESENTATIVES OF 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:**

- 1) FIRE HYDRANTS WILL BE LOCATED AND INSTALLED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS. FIRE HYDRANTS WILL BE LOCATED WITHIN 3 TO 6 FEET OF CURB.
- 2) ALL SIDEWALKS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE FINAL PLANS AND THE CITY OF NORMAN STANDARDS AND SPECIFICATIONS.
- 3) ALL WATER LINES TO BE 8" DIA. UNLESS NOTED OTHERWISE.
- 4) EXISTING ZONING IS CO.
- 5) STORMWATER DETENTION FOR THIS PROJECT MAY BE COORDINATED WITH AND CONSTRUCTED WITH THE CRIMSON CREEK PROJECT ON THE WEST SIDE OF DAKHURST ROAD.
- 6) BUILDINGS WILL BE REQUIRED TO BE PROTECTED WITH AN AUTOMATIC SPRINKLER SYSTEM, THE FIRE VAULT WILL BE SHOWN ON FINAL PLAT SITE PLAN AND CONSTRUCTION PLANS.
- 7) THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ON THE STREET SIDE OF ANY STRUCTURE. THE FDC SHALL BE LOCATED AND ARRANGED SO THAT THE HOSE LINES CAN BE READILY ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM OBJECTS, WHERE MOUNTED ON THE STRUCTURE'S FACADE, A DISTANCE NO GREATER THAN 100' SHALL BE BETWEEN THE FDC AND A FIRE HYDRANT, WHERE THEY ARE REMOTE FROM THE STRUCTURE SPURCH, A DISTANCE NO GREATER THAN 50'. THIS WILL BE DESIGNATED AT THE FINAL PLAT STAGE.
- 8) ACCESS FOR EMERGENCY VEHICLES WILL BE CONSTRUCTED ON DAKHURST AVENUE PER FIRE MARSHALL'S REQUEST. DRIVE SHALL BE CONSTRUCTED WITH GRASS PAVERS AND IS SHOWN ON THE PRELIMINARY SITE DEVELOPMENT PLAN.

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PROJECT NO. 081818  
DATE: 8-20-13  
SCALE: 1" = 40'  
DRAWN BY: J.S.  
CHECKED BY: S. Anderson  
DATE: 8-28-13

Preliminary Plat