








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The City of Norman assumes no responsibility for errors or omissions in the information presented.









March 2021 Aerial Photography

September 6, 2023

0 400 800 Ft

-  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: Hampton Homes LLC Date: 8/30/2023

Contact Person: Mark Grubbs Telephone/Fax/Email: mark.grubbs@gc-okc.com

Name of Development 2281 36th Ave NW Area (Acres) 1.48 acres

General Location 2281 36th Ave NW

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 developer is proposing three multi-family structures consisting of 12 units in each. There is a natural greenbelt area along the east boundary within a drainage easement that will not be disturbed. Access will be from a shared divided entry connecting with 36th Avenue NW.

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:	_____ Yes <input checked="" type="checkbox"/> No	_____ Public _____ Private
Parking Lot Landscape:	<input checked="" type="checkbox"/> Yes _____ No	_____ Public <input checked="" type="checkbox"/> Private
Floodplain/Creek:	<input checked="" type="checkbox"/> Yes _____ No	<input checked="" type="checkbox"/> 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)	_____ 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 ½ mile** of your proposed development. (If there are **no** such areas within the ½ mile radius please **state** such and skip question 5.)

Commercial uses are located directly adjacent to the north and 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.)

There is currently a sidewalk along 36th Ave adjacent to the existing businesses. Additionally, the parking lot drive aisle on the east side of the site will tie into the car wash access drive to the north, providing access thru the site from 36th Ave. NW to Rock Creek Road.

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?

Drainage channel along east side of site will be left in its natural state

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.

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

no (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.

uu (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.

no(d) Greenways connect neighborhoods to each other and to industrial and commercial areas.

no(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.

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

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

Y(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.

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

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

Y(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.

Y(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.

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

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

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

Y(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.

vs(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.

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

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

vs(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.

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

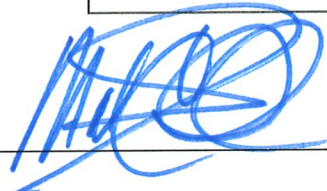
na(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.

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 existing greenbelt trails in the area in which to connect. The existing drainage channel along the east boundary would not be an attractive trail. Pedestrians are more apt to utilize the existing sidewalks along 36th Avenue NW.

[Redacted]

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):



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) Hampton Homes, LLC	ADDRESS OF APPLICANT 2272 36th Avenue NW, Suite 100 Norman, OK 73072
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NAME AND PHONE NUMBER OF CONTACT PERSON(S) EMAIL:	TYPE OF AMENDMENT(S): <input type="checkbox"/> Growth Area Designation <input checked="" type="checkbox"/> Land Use Plan (Land Use Plan) <input type="checkbox"/> Transportation Plan
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LOCATION AND EXTENT OF AMENDMENT(S): 2281 36th Avenue NW
 Application consists of amending the current land use designation of "Office" to a high density residential designation

SIZE OF PROJECT AREA: 1.48 acres

PRESENT DESIGNATION:
 Growth Areas: _____
 Land Use: Office
 Streets: _____
 Other: _____

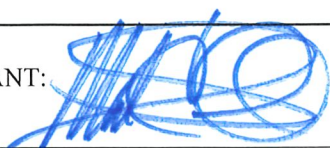
REQUEST TO BE CHANGED TO: High Density Residential Designation

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

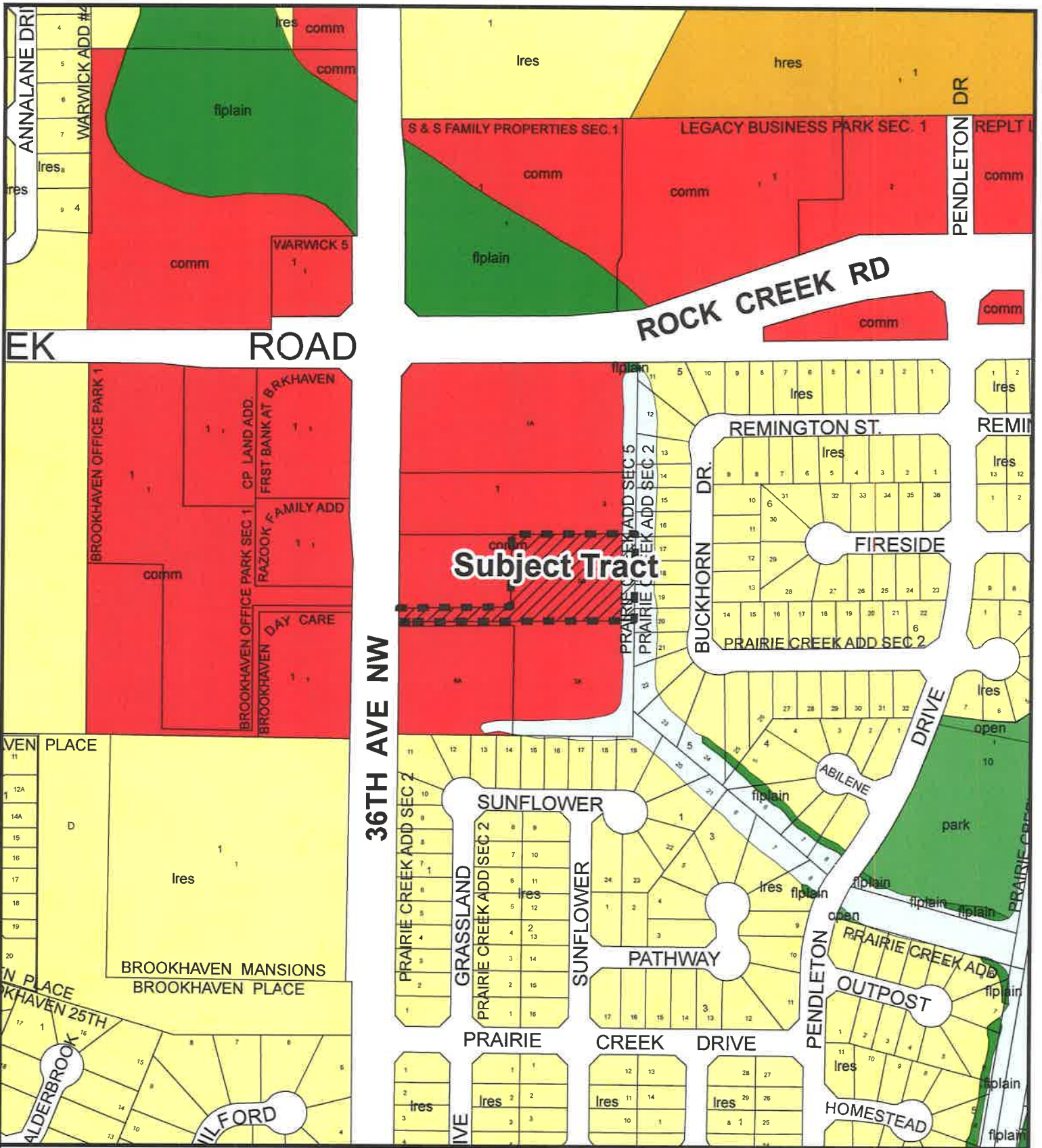
The property is located in a mixed use area with commercial zoning to the west and north and office/commercial uses to the north and south and residential zoning and uses to the east and south.

EXPECTED AFFECTS ON SURROUNDING PROPERTIES: Development will encourage more office and commercial development plus provide additional residents for the area.

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

SIGNATURE OF APPLICANT: 

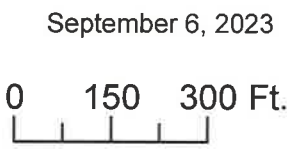
FOR OFFICE USE ONLY
 Pre-Development # _____ Filing fee of \$150.00
 PD Date _____
 Date Submitted: _____ Checked by: _____



Norman 2025 Land Use Plan



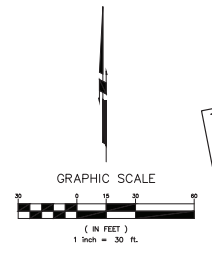
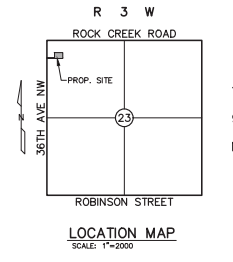
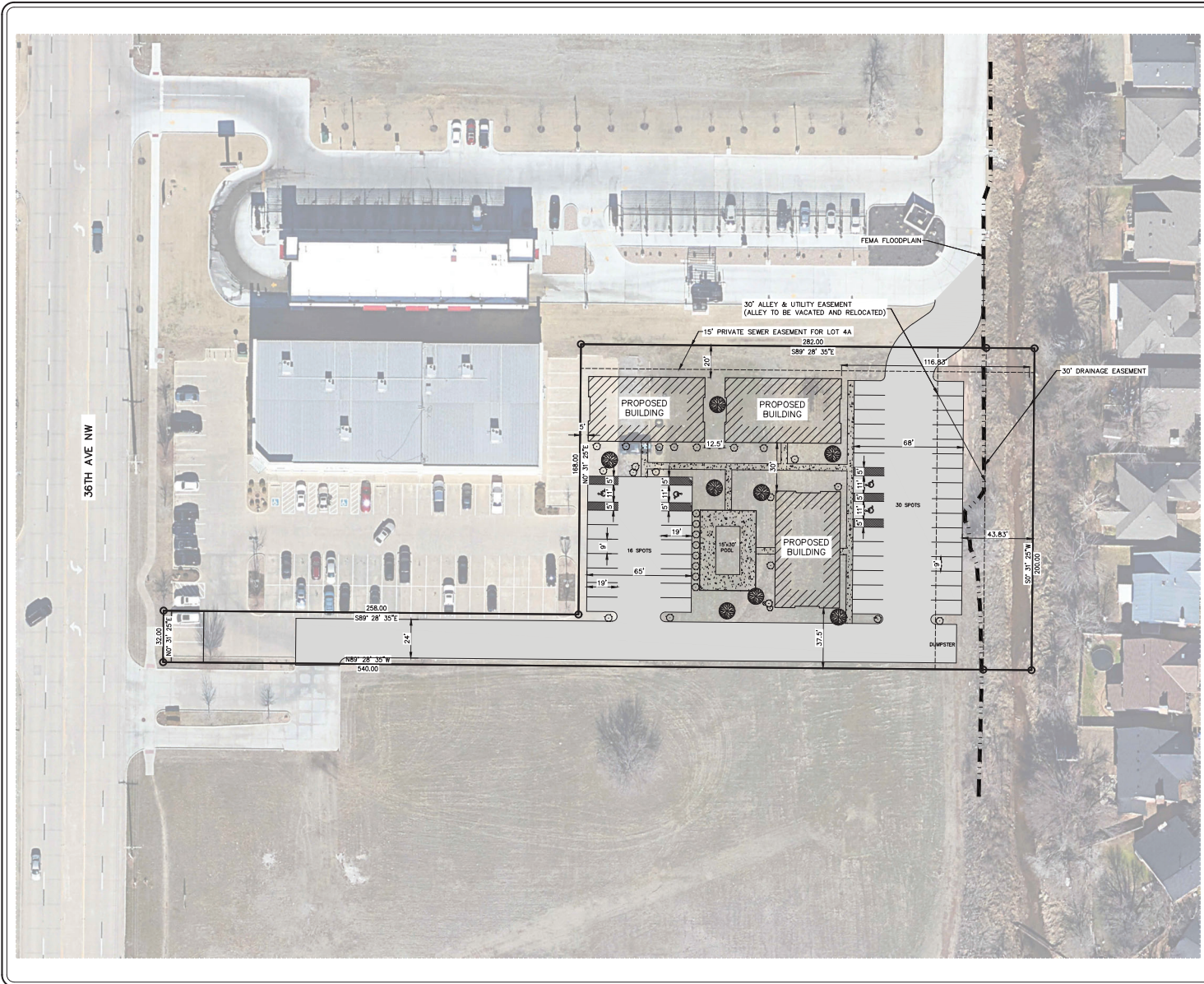
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 Subject Tract

September 6, 2023

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SITE SUMMARY TABLE

NUMBER OF UNITS =	18
PROPERTY AREA =	64565 SQ FT
DENSITY =	1 UNIT/3592 SQ FT
IMPERVIOUS AREA =	37667 SQ FT
COVERAGE =	58%
OPEN SPACE =	42%
PARKING =	46 SPOTS



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2281 36TH AVE NW
2281 36TH AVE NW
NORMAN, OK
SITE PLAN

NO.	REVISIONS	DESCRIPTION	DATE

SHEET NUMBER
EX B