

Timber Ridge

PUD No. PUD-02 Amendment

64.84 acres North and West of the Intersection of
East 121st Street South and State Highway 51

Coweta, Oklahoma

Owner

Roland Investments Ltd.
P.O. Box 660
Coweta, OK 74429
Phone: (918) 671-7010

Applicant/Consultant

Tanner Consulting, LLC
Attn.: Erik Enyart
5323 South Lewis Avenue
Tulsa, OK 74105
Phone: (918) 745-9929
eenyart@tannerbaitshop.com

January 6, 2022

TABLE OF CONTENTS

I. PROPERTY DESCRIPTION 3

II. DEVELOPMENT CONCEPT 4

III. PROJECT HISTORY AND SCOPE..... 5

IV. AMENDED DEVELOPMENT STANDARDS 7

I. PROPERTY DESCRIPTION

Timber Ridge within PUD No. PUD-02 is a 64.84-acre multiple use development located north and west of the intersection of East 121st Street South and State Highway 51, in the City of Coweta, Oklahoma, and is more particularly described within the following statement:

ALL OF THE EAST HALF (E/2) OF SECTION THIRTY-FIVE (35), TOWNSHIP EIGHTEEN (18) NORTH, RANGE FIFTEEN (15) EAST LYING SOUTH AND WEST OF THE M.K. & T. RAILROAD RIGHT-OF-WAY;

LESS AND EXCEPT THE 63.8 ACRES KNOWN AS "TIMBER RIDGE ESTATES", AN ADDITION TO THE CITY OF COWETA, WAGONER COUNTY, OKLAHOMA;

AND LESS AND EXCEPT THE 30.10 ACRES KNOWN AS "TIMBER RIDGE PLAZA", AN ADDITION TO THE CITY OF COWETA, WAGONER COUNTY, OKLAHOMA;

AND LESS AND EXCEPT THE 4.78 ACRES KNOWN AS "STEEPLECHASE APARTMENTS", AN ADDITION TO THE CITY OF COWETA, WAGONER COUNTY, OKLAHOMA;

AND LESS AND EXCEPT THAT TRACT OF LAND DESCRIBED IN SPECIAL WARRANTY DEED DATED THE 26TH DAY OF MARCH, 2020, AND FILED OF RECORD WITH THE WAGONER COUNTY CLERK APRIL 02, 2020 IN BOOK 2569 ON PAGES 0358, 0359, AND 0360, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER (SE/4) OF SECTION THIRTY-FIVE (35) IN TOWNSHIP EIGHTEEN (18) NORTH AND RANGE FIFTEEN (15) EAST OF THE INDIAN BASE AND MERIDIAN (I.B.&M.), ACCORDING TO THE U.S. GOVERNMENT SURVEY, THEREOF, WAGONER COUNTY, STATE OF OKLAHOMA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SE CORNER OF THE SE/4 OF SEC. 35, T-18-N, R-15-E, I.B.&M.; THENCE S 88°44'55" W ALONG THE SOUTH LINE OF SAID SE/4 A DISTANCE OF 245.69 FEET; THENCE N 01°07'16" W ALONG THE BOUNDARY OF STEEPLECHASE APARTMENTS, ACCORDING TO THE RECORDED PLAT NO. PLC4-336 A DISTANCE OF 443.00 FEET TO THE POINT OF BEGINNING; THENCE S 88°44'55" W ALONG THE BOUNDARY OF SAID STEEPLECHASE APARTMENTS A DISTANCE OF 470.00 FEET TO THE BOUNDARY OF TIMBER RIDGE PLAZA, ACCORDING TO THE RECORDED PLAT NO. PLC4-310; THENCE N 01°07'16" W ALONG THE BOUNDARY OF SAID TIMBER RIDGE PLAZA A DISTANCE OF 324.58 FEET; THENCE N 88°44'55" E A DISTANCE OF 405.24 FEET; THENCE S 29°47'54" E ALONG A LINE BEING PARALLEL AND 60.00 FEET WEST OF THE PRESENT RAILROAD RIGHT-OF-WAY A DISTANCE OF 369.50 FEET; THENCE S 88°44'55" W A DISTANCE OF 112.55 FEET TO THE POINT OF BEGINNING, AND CONTAINING 3.680 ACRES, MORE OR LESS.

The above-described property will hereinafter be referred to as the "Site" or "Subject Property."

II. DEVELOPMENT CONCEPT

Timber Ridge was originally approved by the Coweta City Council as Planned Unit Development (PUD) No. PUD-02 on August 4, 1986, per Coweta Ordinance # 796. Timber Ridge was originally designed as a mixed-use development allowing a wide range of uses from commercial, industrial high-tech office park, garden apartments, and single-family residential. A Preliminary Site Plan dated 1/30/86 was associated with the original PUD and served as the basis for City Staff-written development plan and development standards, which became part of the approved PUD. While the original PUD was intended to be flexible in terms of uses permitted and associated residential densities and nonresidential intensities, the development standards prohibit a number of prospective developments and do not match current conditions or the Zoning Code's provisions pertaining to PUDs. Since the original 1986 PUD, conditions have changed due to earlier development phases, no new railroad crossings to access State Highway 51, and changes in market expectations, among other things.

By this PUD Amendment, the Owner proposes to unlock the full potential of the site and to update and bring clarity to the PUD, which is presently an ad hoc collection of various records assembled through time.

III. PROJECT HISTORY AND SCOPE

Timber Ridge was originally approved by the Coweta City Council as Planned Unit Development (PUD) No. PUD-02 on August 4, 1986, per Coweta Ordinance # 796. Adopted January 8, 2018, Ord. # 796 was approved, now for then, since the original ordinance approving the PUD, if it existed, “cannot be found.”

Within PUD-02, “Timber Ridge Plaza” was platted July 18, 1996, “Steeplechase Apartments” was platted September 25, 1998, and Coweta Trails senior living was sold in March, 2020 and opened in August, 2021. To serve the latest development, S. 273rd E. Ave. has been extended north of 121st St. S. and curves to the northwest to parallel the railroad tracks.

The current zoning map maintained by INCOG reflects the site is zoned RS-3 and with supplemental zoning PUD-02. However, contemporary City staff reports reflect that either approximately 10 acres of CG zoning preexisted the 1986 PUD, or otherwise rezoning case CZ-86-3 should have rezoned, within the original tract, “the southeast 9.0168 [acres] CG” in accordance with what the Owner believed had been approved at the time the property was annexed. As a legal description for the CG district was not included in the record, this may explain why the zoning map does not reflect CG zoning.

Ord. 796 did not delineate underlying zoning districts, but rather approved all of the original PUD area to PUD-02 “with CG Commercial General and RM-1 Residential Multiple Family Mixed-Use Zoning designation PUD-02.” To recognize the comingling of uses in the original PUD and in the PUD approval Ord. 796, together with the Owner’s original intent to maintain use flexibility and present intent to allow true mixed-use development, this PUD Amendment will allow the overlaying of nonresidential intensities and residential densities as allowed by the Coweta Zoning Code over the remaining land within PUD-02.

Zoning Code Section 1660 Intensity of Use suggests PUDs should not exceed the intensities supported by the Comprehensive Plan. This PUD Amendment proposes to maximize the potential of the site for nonresidential development. Nonresidential intensity and residential densities will be naturally limited by practical restrictions including minimum building setbacks, required off-street parking, and the amount of land available. Further, all intensities are designed to conform to the Zoning Code and the allowances conferred by the existing approved PUD-02.

Unless specifically modified herein, the approved permitted uses and development standards of the original PUD-02 shall remain in full force and effect. Exhibit A “Conceptual Site Plan” has been added to this PUD. A Preliminary Site Plan dated 1/30/86 was associated with the original PUD and served as the basis for City Staff-written development plan and development standards, which became part of the approved PUD. A copy is attached to this document for reference. The intent of Exhibit A is to reflect a more likely scope of uses and locations for same as anticipated for the site, and it does not replace the original Preliminary Site Plan.

As used in this document, unless the context clearly qualifies otherwise, “Owner” shall mean Roland Investments, Ltd. and “City” shall mean the City of Coweta, Oklahoma.

IV. AMENDED DEVELOPMENT STANDARDS

The following are the amended development standards:

NON-RESIDENTIAL DEVELOPMENT STANDARDS:

Gross Land Area:	2,824,359 SF	64.838 AC
Net Land Area:	2,824,359 SF	64.838AC
Permitted Uses: Uses permitted as a matter of right in the CG General Commercial district plus Commercial High-Tech Office Park a/k/a high-tech, industrial-commercial use as presently permitted within PUD-02.		
Maximum Floor Area Ratio:	No Limitation; Governed by Setbacks and Minimum Off-street Parking	
Maximum Building Floor Area:	No Limitation; Governed by Setbacks and Minimum Off-street Parking	
Maximum Building Height:	45 FT or 4 Stories	
Minimum Lot Width:	No Limitation	
Minimum Street Frontage:	30 FT *	
Minimum Building Setbacks:		
From Arterial Street Right-of-Way:	50 FT **	
From Non-Arterial Street Right-of-Way:	25 FT **	
From Residential Boundaries:	50 FT ***	
From All Other PUD Perimeter Boundaries:	17.5 FT ***	
From All Other Boundaries:	0 FT	
Minimum Off-Street Parking Multitenant:	1 space per 225 SF Building Floor Area	
Minimum Off-Street Parking All Other Uses:	Per Zoning Code for use / occupancy ****	
Maximum Off-Street Parking:	No Limitation	
Minimum Loading Requirements:	Per Zoning Code for use / occupancy ****	
Other Bulk and Area Requirements:	As required within CG District	

* Any interior lot having no street frontage shall be provided access to a public street by access easement(s) approved by the City of Coweta during platting review, and all private access drives shall meet all City of Coweta requirements.

** Where no parking is located between the building and the street, the setback is reduced to 15 feet.

*** Buildings greater than 45 feet in height shall be set back 45 feet plus 1 foot for each 1 foot of building height exceeding 45 feet.

**** Minimum parking ratios and design specifications may be modified by the Coweta Planning Commission upon approval of a voluntary Detailed Site Plan.

RESIDENTIAL DEVELOPMENT STANDARDS:

Gross Land Area:	2,824,359 SF	64.838 AC
Net Land Area:	2,824,359 SF	64.838 AC
Permitted Uses: Uses permitted as a matter of right in the RM-1 district, including only single-family detached dwellings, townhouses, duplexes, zero lot line dwellings, and multifamily and elderly residential care facilities; neighborhood community playfields and parks including clubhouses, pools, and similar neighborhood amenities; and uses customarily accessory to uses permitted herein.		
Minimum Lot Width:		
Single-family detached:	50 FT	
Townhouse:	35 FT	
Duplex:	70 FT	
Zero lot line:	50 FT	
Multifamily and Elderly Residential Care Facilities:	75 FT	
Minimum Lot Frontage:	30 FT	
Minimum Lot Area and Land Area:		
Single-family detached:	5,000 SF	
Townhouse:	3,800 SF	
Duplex:	7,000 SF	
Zero lot line:	5,000 SF	
Multifamily and Elderly Residential Care Facilities:	1,742.4 SF per DU	
Maximum Dwelling Units per Acre:	Multifamily: 25 DUs/AC; Other Res.: 8 DUs/AC	
Maximum Building Height Multifamily:	45 FT or 4 Stories	
Maximum Building Height Other Residential:	45 FT or 4 Stories	
Minimum Yard Setbacks Detached Single-Family: *		
Front Yard:	20 FT	
Rear Yard:	15 FT	
Side Yard (Interior):	5 FT	
Side Yard Abutting a Street:	10 FT	
Any Yard Within 35 Feet of Arterial Street:	35 FT from Arterial Street Right-of-Way	
Minimum Yard Setbacks Townhouse: *		
Front Yard:	20 FT	
Rear Yard:	15 FT	
Side Yard (Interior):	0 FT	
Side Yard Abutting a Street:	10 FT	
Any Yard Within 35 Feet of Arterial Street:	35 FT from Arterial Street Right-of-Way	

Minimum Yard Setbacks Duplex: *	
Front Yard:	20 FT
Rear Yard:	15 FT
Side Yard (Interior):	5 FT
Side Yard Abutting a Street:	15 FT
Any Yard Within 35 Feet of Arterial Street:	35 FT from Arterial Street Right-of-Way
Minimum Yard Setbacks Zero Lot Line: *	
Front Yard:	20 FT
Rear Yard:	15 FT
Side Yard (Interior):	0 FT & 10 FT
Side Yard Abutting a Street:	10 FT
Any Yard Within 35 Feet of Arterial Street:	35 FT from Arterial Street Right-of-Way
Minimum Yard Setbacks Multifamily and Elderly Residential Care Facilities: *	
Front Yard Abutting Arterial Street:	35 FT
Front Yard Abutting Non-Arterial Street:	15 FT
Any Other Yard Abutting Arterial Street:	15 FT
Any Other Yard Abutting Non-Arterial Street:	10 FT
Rear Yard:	17.5 FT
Side Yard <u>Not</u> Abutting a Street:	10 FT
Minimum Off-Street Parking:	As required by Zoning Code for dwelling type
Minimum Loading Requirements:	None required
Other Bulk and Area Requirements:	As required within the RM-1 District

* *All street setbacks are measured from the planned ultimate right-of-way line as follows: Measured from the centerline of the abutting street, add the provided setbacks to 1/2 of the right-of-way designated on the Coweta Major Street and Highway Plan. If not designated, add to 1/2 of the ultimate frontage/collector street right-of-way, or 25 FT for all other streets within or adjoining the PUD.*

ACCESS AND CIRCULATION: Initial plans for access, traffic circulation and parking areas are depicted on Exhibit A. As shown, a frontage/collector street will parallel the Railroad tracks to the west. The first part of the frontage/collector road has already been constructed in 2021 to serve the Coweta Trails senior living development, as a 3-lane with center turn lane, 36'-wide roadway (between curb faces) within a 60'-wide right-of-way. The frontage/collector road is not designated on any major street plan map, including the Coweta Major Street and Highway Plan map (Figure 5), the Regional Transportation plan map Figure 02 of Comprehensive Plan 2020 - 2030, or the Tulsa Metropolitan Area Major Street and Highway Plan map. Further, it is not specifically mentioned in Transportation Chapter 19 of the Coweta Comprehensive Plan 2020 - 2030. Since traffic volumes and queueing requirements diminish with distance from the intersection, and as there is no possibility of eastbound turning movements due to the railroad, it is anticipated the frontage/collector road will be continued north with 30' paving and 50' right-of-way geometries.

While the frontage/collector street shall be public, other streets within the development will have the option to be private, gated streets, per this PUD. Any private streets shall be maintained by a mandatory property owners' association. Whether public or private, streets shall be constructed to meet the minimum standards of the City of Coweta for public streets; provided, however, the City of Coweta may approve alternative street design standards including, but not limited to, alternative designs for the frontage/collector street.

Any divided, boulevard streets separated by private landscaped islands may have one-way lanes meeting right-of-way width requirements in aggregate and shall otherwise be constructed to meet the minimum standards determined by the City of Coweta. Any gates serving private streets or drives shall be designed according to the Fire Code adopted by the City of Coweta and be approved by the Coweta Fire Marshal.

For nonresidential and multifamily development, off-street parking and loading requirements, including minimum parking ratios and design specifications, may be modified by the Coweta Planning Commission upon approval of a voluntary Detailed Site Plan.

The frontage/collector street may be extended to individual development tracts, provided that secondary access must be provided to each tract as required by the Coweta Fire Marshal.

Upon site plan review, emergency-access-only gates ('crash gates') shall be installed at existing stub streets if required by the City of Coweta and allowed by the Fire Marshal.

Due to the desire to preserve natural grades and treed areas to the extent possible, residential and nonresidential street grades, including collector and local, minor streets, shall be permitted up to 11%.

PLATTING AND SITE PLAN REQUIREMENTS: No building permit shall be issued for any development tract until a subdivision plat for said tract has been submitted to and approved by both the Coweta Planning Commission and the Council of the City of Coweta, and duly filed of record. The required subdivision plat shall include covenants of record implementing the development standards of the approved PUD and the City of Coweta shall be a beneficiary thereof. The plat will also serve as the site plan for all detached or attached single-family or duplex residential lots contained within the plat.

Site development tracts may be split and conveyed in accordance with the Minor Subdivision (or 'Lot-Split') provisions of the City of Coweta Subdivision Regulations, provided that not more than three (3) split tracts may result from the Minor Subdivision process at any one time, the remainder deed or splits are not counted against the 3 allowable splits. Upon conveyance of a split tract created by the Minor Subdivision process, the split tract shall be subject to the platting requirement prior to issuance of a building permit. Upon platting such tract, it shall no longer count against the Minor Subdivision maximum of 3 lots at any one time. The remainder tract shall not be included in the maximum tract count, regardless of size, until the final remainder tract is platted and developed. This provision shall not extend to any tract after the platting of such tract. All lots are required to be platted.

Prior to the issuance of a building permit for any development tract within the PUD, a site plan shall be submitted to and approved by the City of Coweta as being in conformance with the PUD development standards. Notwithstanding the above, the tract owner may voluntarily submit a site plan for review and approval by the City of Coweta Planning Commission, which shall thereupon have the authority to grant minor modifications to PUD development standards as specifically outlined herein.

Site development tracts shall be developed in accordance with the appropriate nonresidential or residential development standards, except in cases of a vertically-mixed use development, which shall be constructed according to the development standards for nonresidential developments. If the use of residential development standards or any specific such standard is desired, or in the event of any discrepancies, these may be resolved upon Planning Commission approval of a voluntary Detailed Site Plan.

Nonresidential development adjoining existing residential shall install and maintain a landscaped buffer at least 17.5 feet in width along the shared boundary, which buffer shall contain at least one (1) landscape tree per each 1,500 square feet of zoning setback area as provided herein. The site developer shall make all efforts to preserve existing trees and only remove and replace with the required landscape buffer trees if necessary.

MIXED-USE DEVELOPMENT: Buildings containing both residential and nonresidential principal uses shall be developed according to the nonresidential development standards, except any lot containing a dwelling unit shall maintain a minimum of 30 feet of frontage on a public or private street or dedicated right-of-way. Such vertically mixed-use buildings shall be provided and maintain in aggregate parking in number as calculated separately by use type and category. Should nonresidential building floor area be restricted within the PUD, neither structured parking nor the floor area of any residential use component of a mixed-use building shall be counted against the maximum.

ARCHITECTURAL REVIEW: An Architectural Review Committee (ARC) will be formed. The ARC will review site, landscape, drainage, and architectural and building plans and the selection of architectural building materials. The approval of the ARC of such plan shall be required prior to the submission to the City of an application for the issuance of a building permit. The architectural review requirement is to be established as a private restriction set forth within a recorded instrument and is an important factor in achieving a quality development as originally intended.

The building elevations for dwelling units, offices, and businesses will be designed to express individuality within a development area while simultaneously maintaining the overall character of the community. Attention to all aspects of the building designs will be given to create the individuality desired. Examples of building elements to be studied include roofs, walls, openings, foundations, chimney materials, plazas, and decks. Even though building appearances will vary throughout the development, continuity will be provided through the utilization of additional architectural and non-architectural elements such as lighting, signage, paving, hardscape, and landscape plan material.

The ARC will be designated by Roland Investments, Ltd., its successors or assigns, as the ARC as described herein.

SCHEDULE OF DEVELOPMENT: While the original PUD-02 has included three (3) previous developments thus far, development of the remaining PUD site is expected to commence as market conditions permit. All development will be coordinated with the City of Coweta in order to provide adequate traffic circulation and utility service.