

PUD/SPUD # 1078
ADMINISTRATIVE AMENDMENT APPROVED
BY THE DIRECTOR

ON FEB 09 2011

See page(s) 4

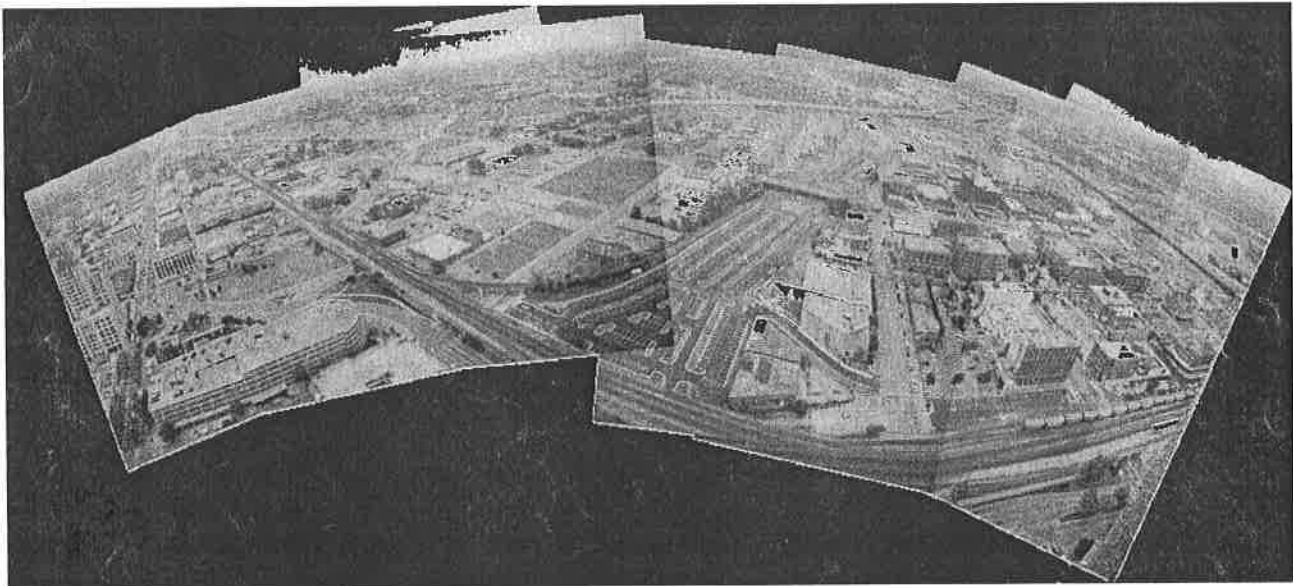
2-21-05
revised 4-4-05
revised 4-7-05
revised 4-27-05
revised 5-20-05

APPROVED

JUN 21 2005

BY THE CITY COUNCIL
Dwaine Kelsey CITY CLERK

PUD-1078
PLANNED UNIT DEVELOPMENT
THE TRIANGLE



Prepared by:

OKC Town Center LLC
9701 N Broadway Extension
Oklahoma City, OK 73114

1.0 INTRODUCTION

This Planned Unit Development (PUD) consists of 20.07 acres located in an area bordered by Bricktown to the south, Tenth Street to the north, the railroad to the west, and Interstate Highway I-235 to the east (herein defined and referred to as the "Triangle").

The land area covered by the PUD is owned by several owners who have elected to collaborate and allow their respective properties to be the subject of a privately designed Master Development Plan (the "Master Plan") reflecting a vision and land use plan for a high quality, mixed use "urban town center" incorporating traditional neighborhood design" and urban planning principles as espoused by the Urban Land Institute (ULI) and evident in many great and timeless cities around the world.

The Master Plan for The Triangle will allow for the maximization of development opportunities and property value growth by providing flexibility of use of structures within the PUD as market forces dictate. The Master Plan allows for and encourages interdependence and interconnectivity of uses, the cost efficient sharing of public and private realm amenities and infrastructure, and, most importantly, recognizes and encourages an appropriately dense and walkable urban environment.

2.0 PUD LAND AREA & OWNERSHIP.

The present legal description and respective ownership of the properties covered by this PUD is more particularly described on Exhibit A attached to this design statement. The joint applicants for this PUD consist of 10 different owner entities covering 25 parcels with a combined area of 20.07 acres.

3.0 MASTER DEVELOPER

Triangle Land Partners LLC, an Oklahoma limited liability company, will act as master developer under the PUD, and is a joint venture between OKC Town Center LLC, primarily a residential developer, and Colony Partners LLC, primarily a commercial developer (collectively, the "Master Developer").

4.0 SITE AND SURROUNDING AREA.

The PUD covers a significant portion of "The Triangle", an area bordered by the two primary job engines for Oklahoma City, being the Central Business District (CBD) and the Health Sciences Center, as well as the Bricktown entertainment district, an area greatly enhanced by recent public projects funded under the historic Metropolitan Area Projects (MAPS) initiative. Nonetheless, the PUD area is currently comprised primarily of vacant and underdeveloped real estate, with a few notable exceptions, and thus provides a unique opportunity for a large scale collaboration to create a vibrant "urban village" that can ultimately rival such urban mixed use environments as the classic

Country Club Plaza in Kansas City and the newer LoDo District in Denver.

With MAPS I and II successfully concluded, the “MAPS for Kids” initiative underway to rebuild OKC Public Schools, the Master Plan under this PUD will ensure the synergy and investment-grade quality necessary to attract institutional lenders and real estate investors to participate and finance a collaborative of local stakeholders to create a true “Town Center”, and, as a result, elevate Oklahoma City to become one of the most vibrant downtowns in the Country.

4.1 EXISTING ZONING: See Current Zoning Map Attached as Exhibit “C-1”.

4.2 SURROUNDING ZONING

East – PUDs (Health Science Center and Deep Deuce Apartments)

North – I-2 and newly designated Medical Arts Business District

West – C-CBD (Automobile Alley)

South – CBD-OPD (Surface Parking for Bricktown)

5.0 DESIGN CONCEPT AND PRINCIPLES.

The goal of the PUD is to promote the development of an Urban Town Center, comprised of quality mixed use projects to allow Oklahoma Cityans a true Urban Living experience – to live, work, shop, learn and play in walkable, well designed neighborhoods of the highest quality.

The design concept includes general principles and goals including “street grid—pedestrian and vehicular traffic”; urban building setbacks; height limitations; mixed and flexible uses; streetscape and parking; and the encouragement of “place making.” The preservation of view is an appropriate public goal to be taken into account at the time of development of individual site plans and blocks.

It is contemplated that the implementation of the general principles will be accomplished through private agreements and/or covenant and restrictions. The Conceptual Master Plan and Design Guidelines are attached as Exhibit D.

6.0 SERVICE AVAILABILITY

6.1 ACCESS

As shown on the master development plan map, the site is generally bound on the east by Broadway Extension, on the south by the east-west railroad tracks, on the west by the north-south railroad tracks, and on the north by NW 10th Street. The various tracts of this planned unit development are served by existing public streets.

6.2 SANITARY SEWER

Facilities are available to serve the site.

6.3 WATER

Water facilities are available in the area.

6.4 FIRE PROTECTION

Fire station No. 4 at 100 SW 4th is located approximately one and one half miles south of the site.

6.5 GAS, ELECTRICITY and CABLE TV

Proper coordination with the various utility companies will be made in conjunction with the development of this site.

7.0 SPECIAL DEVELOPMENT REGULATIONS

The following special development regulations and/or limitations are placed on the development of this planned unit development. Certain zoning districts and regulations referred to in this text shall be those which appear in the Planning and Zoning Code of the City of Oklahoma City 2002, as amended. For purposes of clarification and interpretation, the operative and controlling language and regulations of such zoning districts shall be the language and regulations applicable to the referenced zoning districts as contained in the City of Oklahoma City's Planning and Zoning Code 2002, as amended. In cases of conflict between provisions of the Planning and Zoning Code 2002, as amended, and the provisions of this planned unit development, the planned unit development shall supercede. The regulations are as follows:

The following Sections 7.1 through 7.7 cannot be changed or amended in any way except by action of City Council after review and recommendation by Planning Commission.

7.1 USE AND DEVELOPMENT REGULATIONS

7.1.1 The Use Regulations and Development Regulations of the C-CBD Central Business District shall apply for the development of this planned unit development, except as otherwise specified herein.

7.1.2 In addition to the uses permitted within the C-CBD District, the following uses shall be permitted by right within this planned unit development

- Single family residential (2201.1)
- Two-family residential (2201.2)
- Three and four family residential (2201.3)
- Multiple family residential (2201.4)

7.1.3 Moderate Industrial (2507) is limited as follows: outside storage of raw materials and product is not permitted within this planned unit development.

7.1.3.1 Temporary Construction Staging Areas, Off-Site. Subject to the conditions contained in Section 59-8500.2 B(2) of the Zoning Code.

7.1.4 The following uses are prohibited within this planned unit development:

Animal Sales and Services: Auctioneering (2403)
Animal Sales and Services: Horse Stables (2405)
Funeral and Interment Services: Undertaking (2423.1)
Funeral and Interment Services: Cremating (2423.2)
Funeral and Interment Services: Interring (2423.3)
Animal Interment Services (2423.4)
Gasoline Sales: Truckstops (2424.2)
Heavy Industrial (2507)
Hazardous Industrial (2508)
Stockyards (2509)
Scrap Operations (2510)
Recycling Collection and Processing Facility (2512)
Emergency Shelter and Feeding Site (2309)
Domestic Violence Shelter (2310)
Residential Facility for Drug Treatment of Alcohol Treatment (2313)
Forced Detention or Correction Facility (2311)
Adult Entertainment (2438)

7.2 LANDSCAPE & SCREENING

7.2.1 Pursuant to C-CBD regulations, landscaping is not required. However, should there be a building with a front setback, the setback area shall be improved with hardscaping and/or landscaping.

7.2.2 Third Street has a platted right-of-way width of 80 feet. A lot that abuts the north edge of Third Street is permitted to have the north 10 feet of right-of-way improved with hardscape, softscape or steps, subject to grant of revocable permit. A lot that abuts the south edge of Third Street is permitted to have the south 10 feet of right-of-way improved with hardscape, softscape or steps, subject to grant of revocable permit.

7.3 SIGNS

7.3.1 Freestanding signs are prohibited. Existing freestanding signs are allowed pursuant to § 7.6. as non-complying use/ structure.

7.4 BUILDING RESTRICTIONS

7.4.1 There shall be no required front, side or rear building setback lines. Maximum building setback shall be 10 feet.

7.4.2 Where a platted building line exists which requires a greater setback than the zoning district in which the building is located, the zoning building line shall be enforced.

7.4.3 Building facades, other than glass/transparent area, shall be constructed of masonry materials or architectural metals. For the purposes of this section, masonry materials are defined as: stone, brick, clay units, terra cotta, architectural concrete, cast stone, tile, stucco and prefabricated brick panels. Not included in this definition are concrete masonry blocks (units). Architectural metals are defined as metal panel systems (either coated or anodized), metal sheets with expressed seams, metal framing systems, or cut, stamped or cast ornamental metal panels. Not included in this definition are ribbed or corrugated metal panel systems. Stucco is limited to a maximum of 20% of the total of exterior building materials.

7.4.4 Existing buildings and accessory buildings with walls constructed with exposed exterior metal finish shall be permitted within this planned unit development. New accessory buildings with walls constructed with exposed exterior metal finish shall be permitted. Unless deemed legally non-complying pursuant to §7.6.2 herein, new buildings shall have an exterior façade in accord with §7.4.3 herein.

7.4.5 Building height shall be limited as follows:

- No height limitation north of 6th Street
- 4 stories or 60 foot maximum height located south of 4th Street
- between 4th Street and 6th Street, maximum building height shall be limited as shown on Exhibit C-3

7.4.6 A building is permitted to have a 100% glass façade.

7.5 DRAINAGE

7.5.1 Private drainageways are allowed within Triangle PUD. Topographical Map of the PUD Area is attached hereto as Exhibit "C-2".

7.5.2 Drainage improvements, if required, will be in accordance to the applicable sections of the Oklahoma City Code of Ordinances. Private drainageways will be permitted and constructed in accordance with Chapter 16 of the Oklahoma City Municipal Code which includes certain allowances in construction standards for planned unit developments. Such private drainageways must be designed to handle adequate flows and cannot be built without specific approval of the City Engineer. The maintenance will be the responsibility of the property owner(s).

7.6 GENERAL PROVISIONS

7.6.1 Developmental phasing shall be allowed as a part of the development of Triangle PUD.

7.6.2 Any existing use or existing structure made nonconforming by the enactment of this planned unit development shall be deemed “legally non-complying.” A legally non-complying use is permitted to be redeveloped or restored for the same use unit without regard to the extent or cause of the damage to the structure or the period of the discontinuance of the use. Expansion of the legally non-complying use—not to exceed 20%--is permitted. However, should the landowner as listed on Exhibit A cease to own the legally non-complying property, then development shall be in accordance with the regulations of the zoning district classification of the site.

7.6.3 The following specified portions of the land area covered by the PUD may be used for offsite temporary construction yard purposes at the identified project construction sites:

Project No. 1 Construction Site located within the area bounded by NE 3rd Street, NE 2nd Street, Walnut Avenue and Oklahoma Avenue, all in Maywood Park Addition. The Project No. 1 Offsite Construction Yard for the Project No. 1 Construction Site is Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition and Lots 1 and 2, Block 18, Military Addition.

Project No. 2 Construction Site located within Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition. The Project No. 2 Offsite Construction Yard for the Project No. 2 Construction Site is Lots 1 and 2, Block 18, Military Addition. The Project No. 2 Offsite Construction Yard is owned by City Center and is zoned PUD-1078.

Project No. 3 Construction Site located within Lots 1 and 2, Block 18, Military Addition. The Project No. 3 Offsite Construction Yard for the Project No. 3 Construction Site is Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition.

Project No. 4 Construction Site located within Block 1, Maywood Park Addition. The Project No. 4 Construction Site is located immediately south of NE 4th Street and west of Oklahoma Avenue and is owned by Colony Development. The Project No. 4 Offsite Construction Yard for the Project No. 4 Construction Site is Lots 12 through 17, both inclusive, Maywood Park Addition.

The use of each of the described Offsite Construction Yards will include the temporary storage of construction materials and the temporary installation of one or more manufactured buildings to serve as construction offices. The use of each Offsite Construction Yard for the described purposes will not exceed the period of construction associated with its corresponding Construction Area.

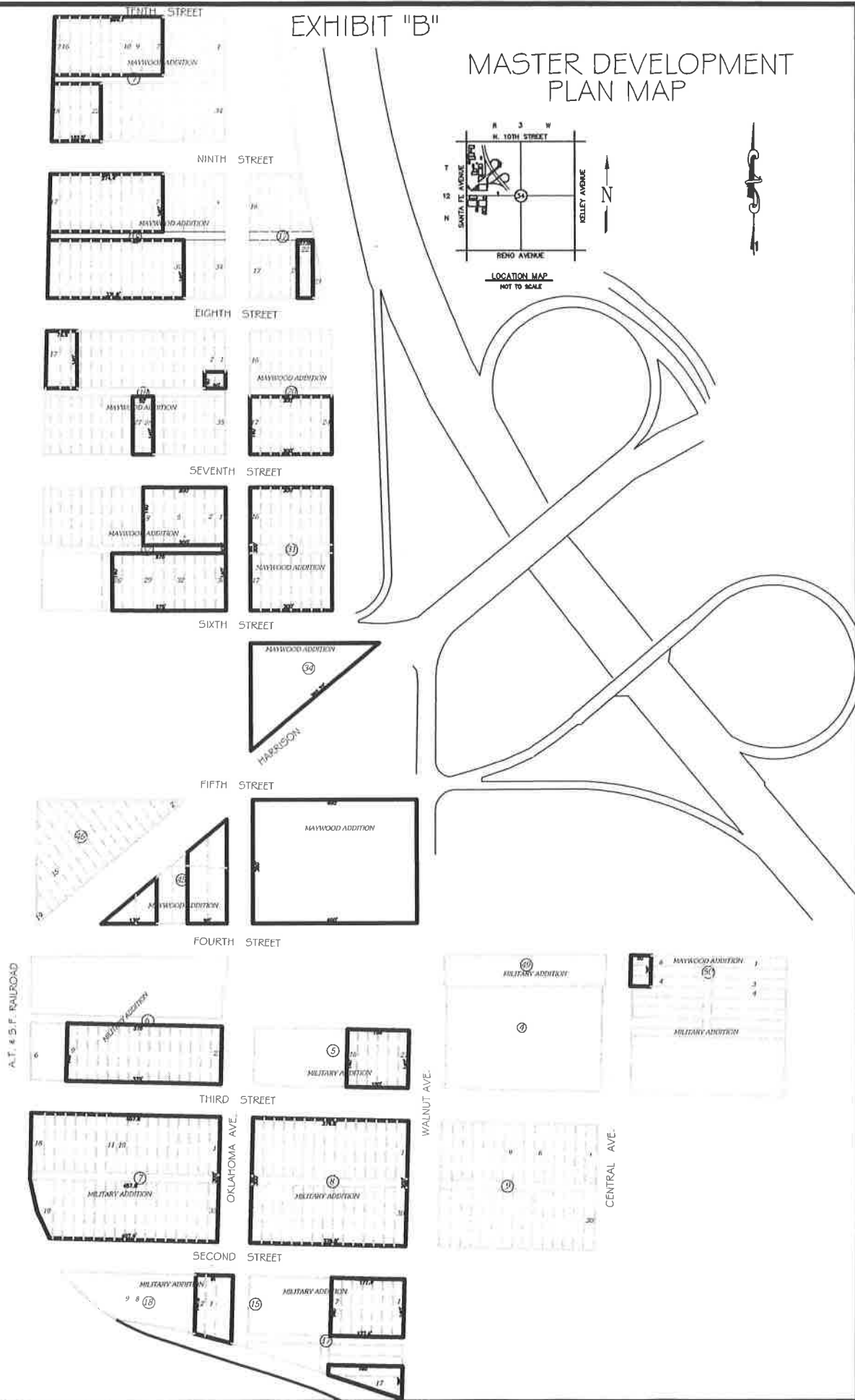
8.0 EXHIBITS

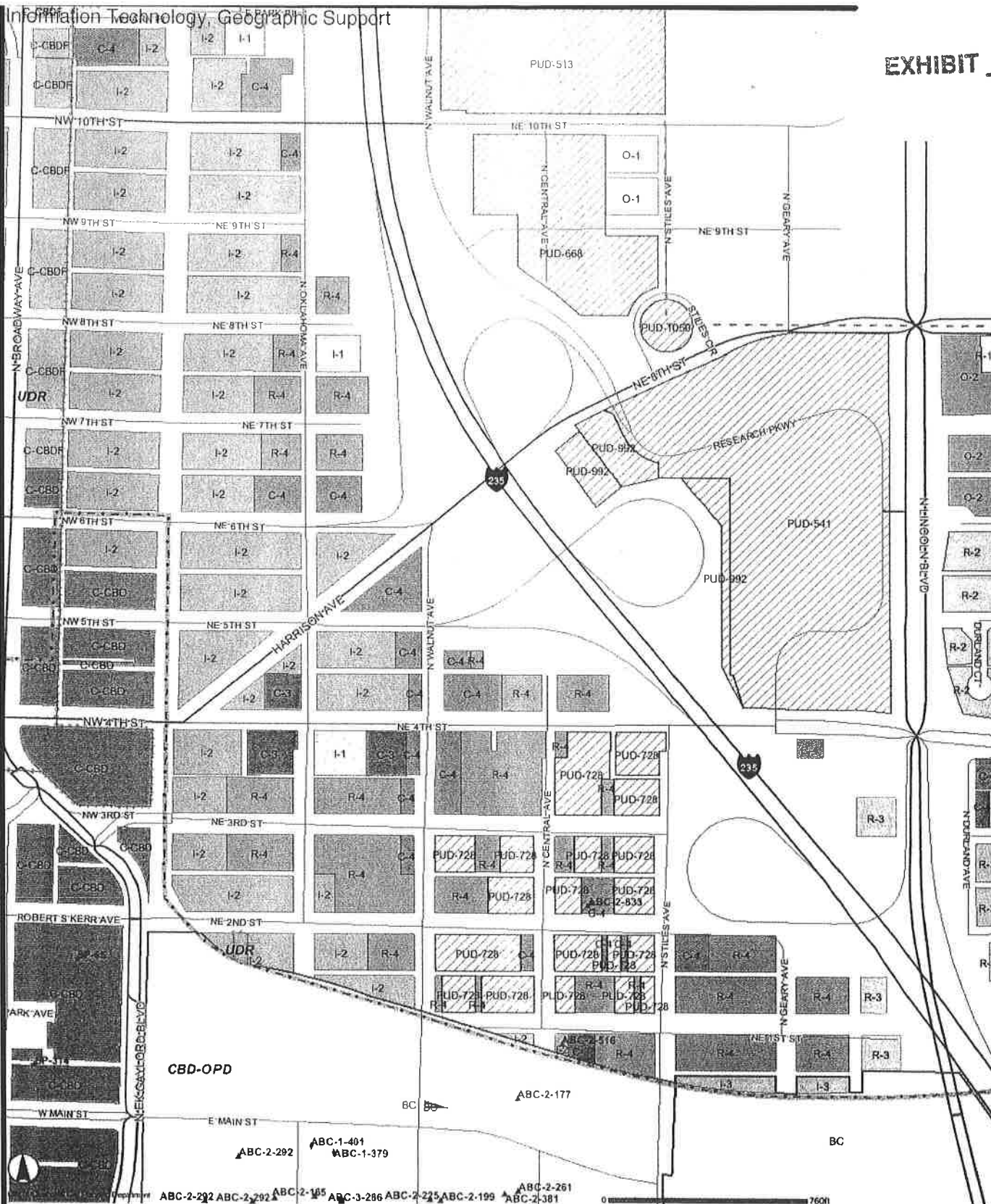
The following exhibits are attached hereto and made a part of this planned unit development of Triangle PUD:

Exhibit A	Legal Descriptions and Owners
Exhibit B	Master Development Plan Map
Exhibit C-1	Current Zoning Map
Exhibit C-2	Topographical Map
Exhibit C-3	Building Height Limits
Exhibit D	Conceptual Master Plan and Design Guidelines
Exhibit E	Statement of Proposed Governance

EXHIBIT "B"

MASTER DEVELOPMENT PLAN MAP





City of Oklahoma City
The Triangle Current Zoning

1 inch = 510 feet

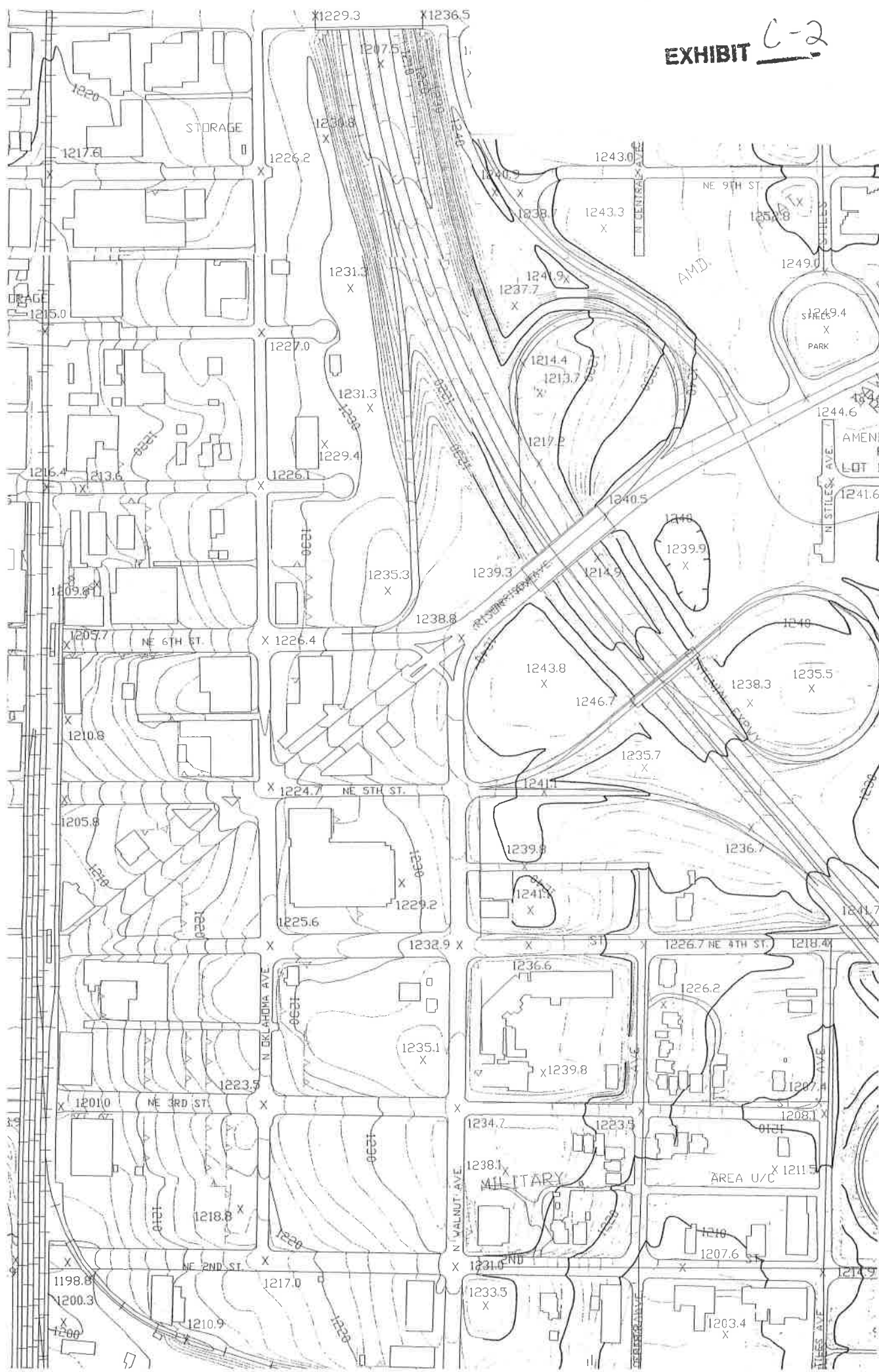
0 1 inch

Sun Feb 13
15:49:23 CST
2005

Notes: This map was generated online from an ArcIMS Map Service. Please contact Geographic Support for more complex mapping needs.

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Height Restrictions LEGEND

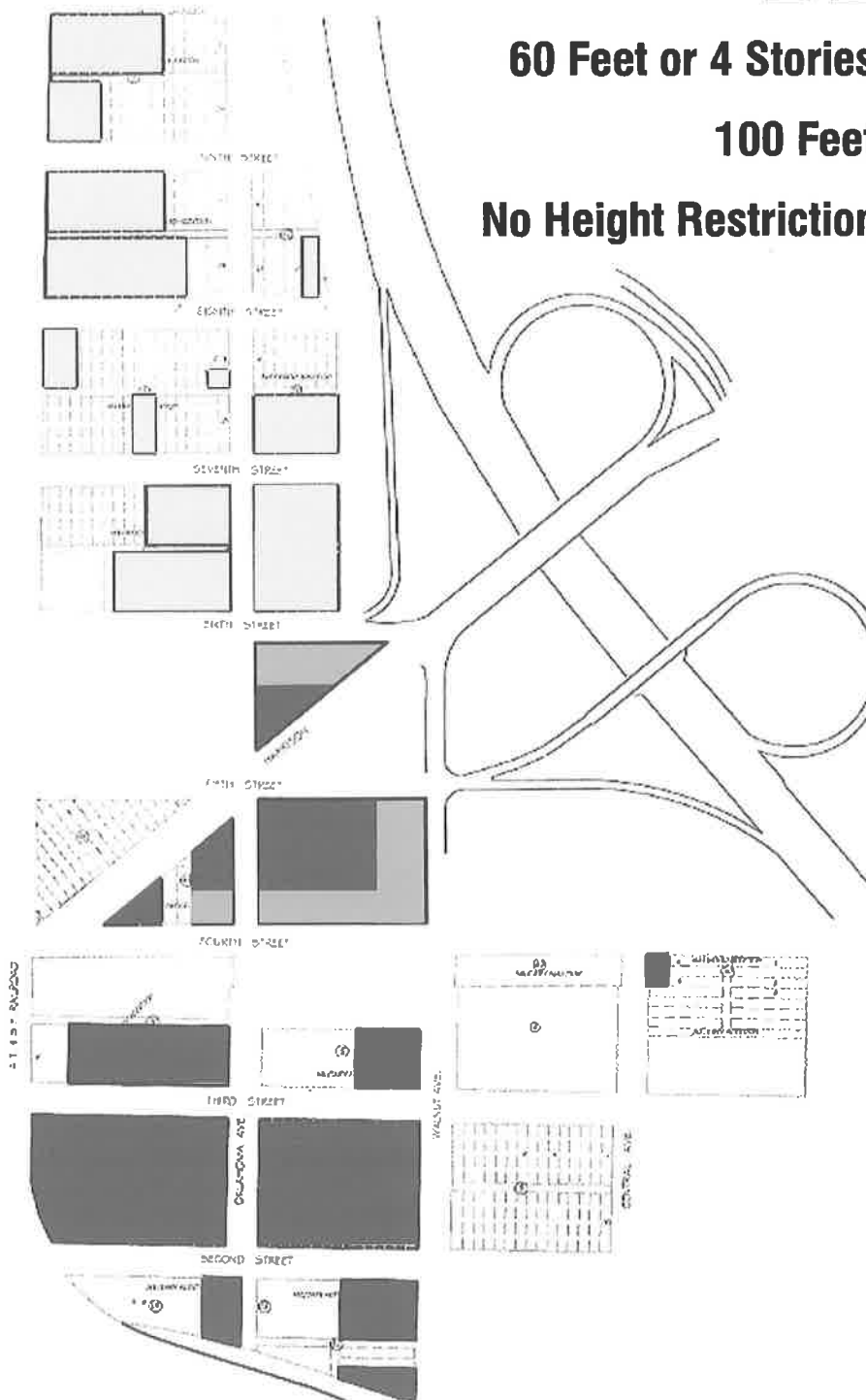
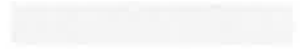
60 Feet or 4 Stories



100 Feet



No Height Restriction



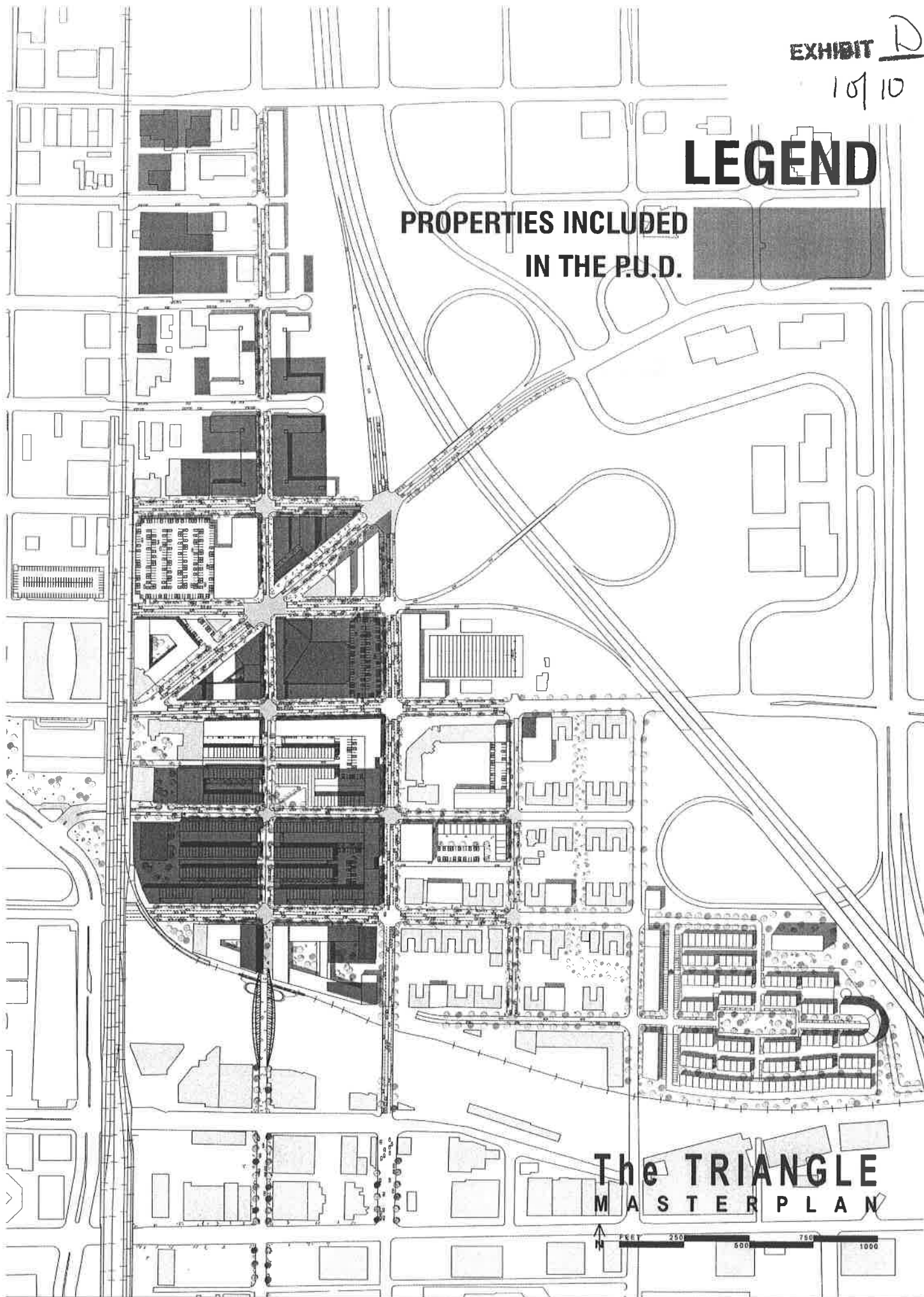
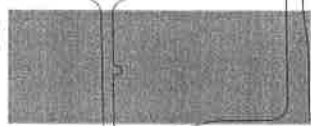
The TRIANGLE MASTERPLAN



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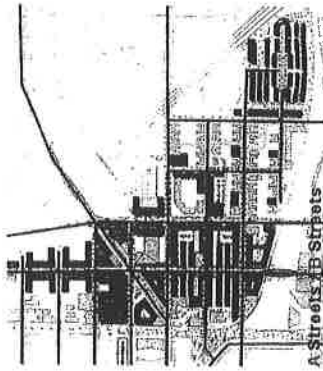
LEGEND

PROPERTIES INCLUDED
IN THE P.U.D.



The TRIANGLE
MASTER PLAN

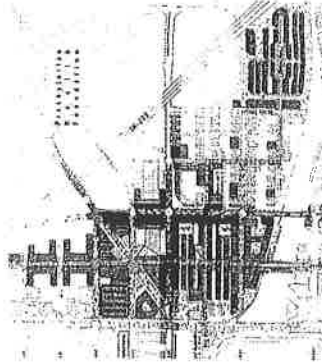




A Streets ID Streets

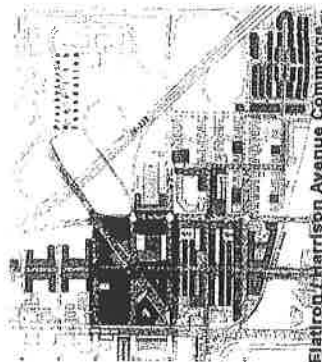
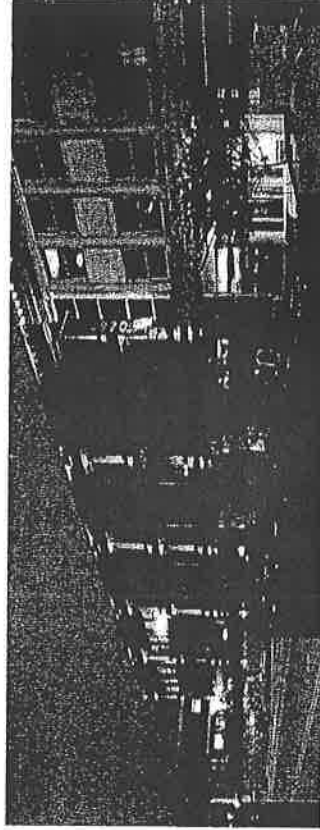
A Mixed-Use Environment

Along the south side of 2nd Street, the opportunity arises for a larger consolidated set of commercial office spaces, with retail along 2nd Street and Oklahoma Avenue. Anchored by 4-5 story "gate" structures at the Oklahoma Avenue pedestrian plaza, the connection between Bricktown and the Triangle Development area is celebrated with a pedestrian bridge. Office spaces estimated between 200,000-275,000 square feet in total area are possible in this 2nd Street block along the south side. Parking opportunities present themselves in the form of the Main Street parking area immediately to the south. The configuration complements the commercial environment in the CBD.



Office Space Central

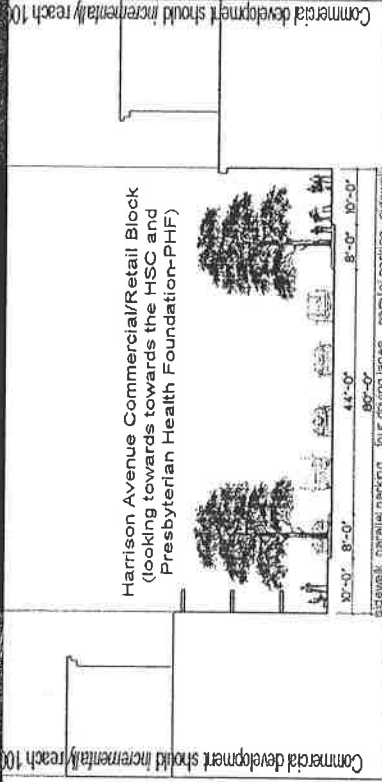
Along 4th Street and Walnut Avenue, a medium density arrangement of commercial spaces can capitalize on the high visibility and easy access afforded by these major "A" streets. Given the optimal proximities to the CBD, the HSC/PHF and the highway, these predominantly three story commercial spaces offer attractive urban alternatives to office spaces at the city's sprawling edges.



Elatron Harrison Avenue Commercial

The Gateway

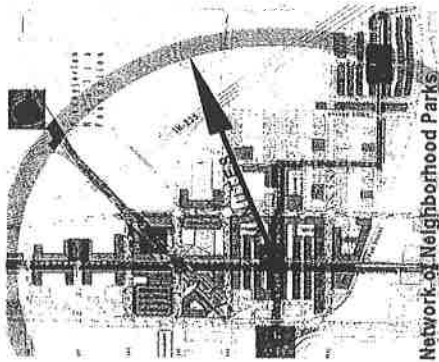
At Harrison Ave., Walnut Ave. and 6th Street, a natural gateway is created, offering a unique opportunity for a high-profile, high density commercial office space user. Conveniently located, the Harrison Gateway seamlessly bridges the highway and unites the CBD with the Health Sciences Center campus. Adjacent parking and retail contribute to this prime location's presence and quality.



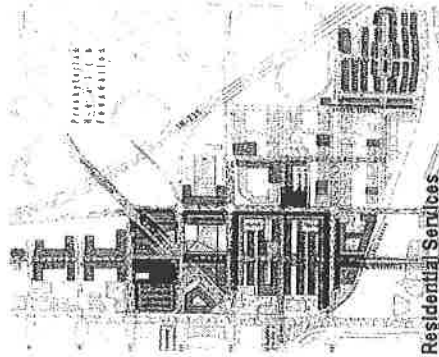
Harrison Avenue Commercial/Retail Block
(looking towards the HSC and
Presbyterian Health Foundation-PHF)

Commercial development should incrementally reach 100'

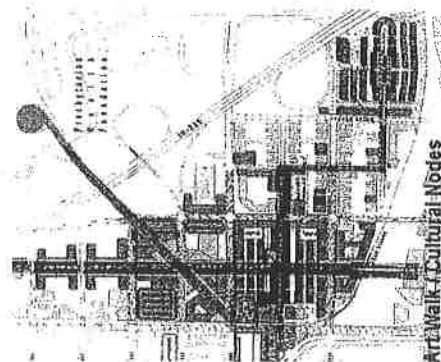
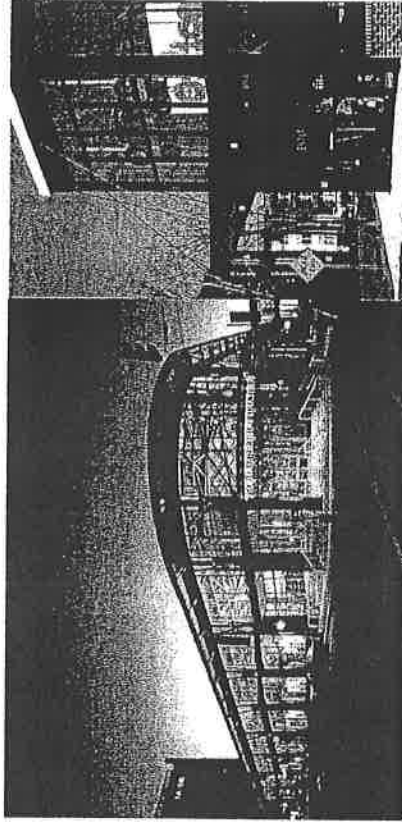
8'-0" 8'-0" 44'-0" 8'-0" 10'-0" 8'-0" 10'-0"
Bicycle parking, bus convenience, bicycle parking, sidewalk



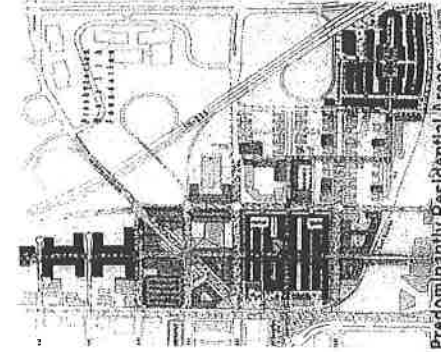
Network of Neighborhood Parks



Residential Services



Art Walk / Cultural Nodes



Predominantly Residential Areas

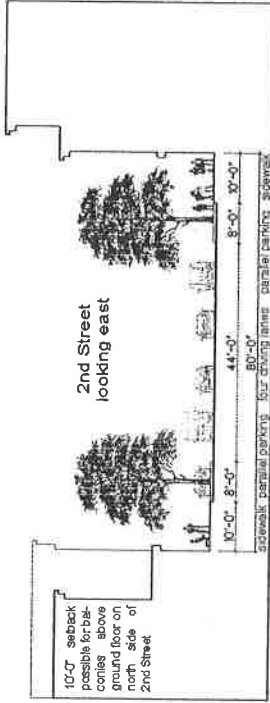
People and Culture

The 24-hour city requires careful accommodation of the pedestrian experience. The "UNTITLED ARTSPACE" is located at 1 NE 3rd Street, a "B"-street location. Building on its significant contribution to the existing personality of this development area, art and culture become the local identifier. Immediately to its west, the "Art Walk" is established with a proposed City Sculpture Garden at Broadway. A lush, safe path which links the CBD and HSC/PHF with this vibrant urban neighborhood, the "Art Walk" follows "B" streets while connecting people and places.

LIVE, WORK, PLAY

3rd Street and Oklahoma Ave. is the residential heart of the area. Hundreds of residential units ranging from owner-occupied to market-rate rental properties are proposed in the Triangle Development area. With penthouses, 3-story walk-ups, or medium and high-rise structures, this will be the place to call home.

A configuration of flexible space is foreseen along the northern side of 2nd Street. As market forces dictate, the ground floor layouts shall accommodate medium- to small-scale retail or commercial tenants. In the upper floors, spaces can be configured to sizes which allow for small, medium or larger office uses. The possibility for two-story owner-occupied units, set up as a "live-work" layout, is also foreseen.

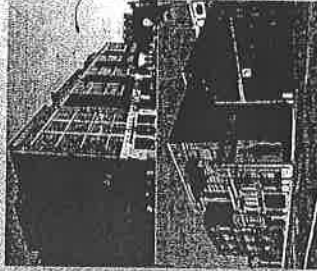


4th Street/
Walnut Street
(typ. section)

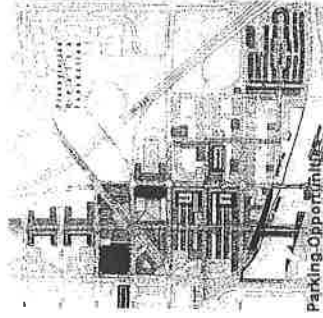
10'-0" 8'-0" 44'-0" 8'-0" 30'-0"

sidewalk, raised parking, bus stop, benches, street lighting, trees

While the architectural qualities of the commercial, retail and residential structures must accommodate aspects of contemporary living, the outward attitude shall be one of elegance, proportion and timelessness. Consistent with the qualities of older structures in the area, the commercial structures serve as buffers to the residences beyond, offering focus to the bustling activities of this downtown location.

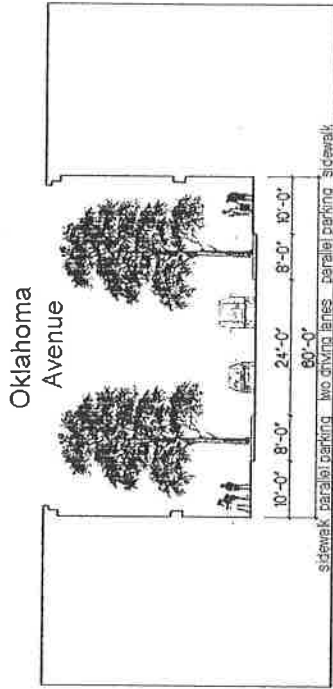


While encouraging a commercial development which takes advantage of the 100' height window at the Harrison Gateway, or the 2nd Street City block to its south, providing convenient parking opportunities is a priority. With strategically placed multi-level garages, ground floor retail and commercial opportunities open up at their bases, reinforcing a mixed-use, pedestrian-friendly environment. With sharing of parking facilities for daytime, evening and week-end users, the optimal provision of parking spaces is achieved. Carefully considered designs of garages will contribute to the creative urban atmosphere of the location as well.

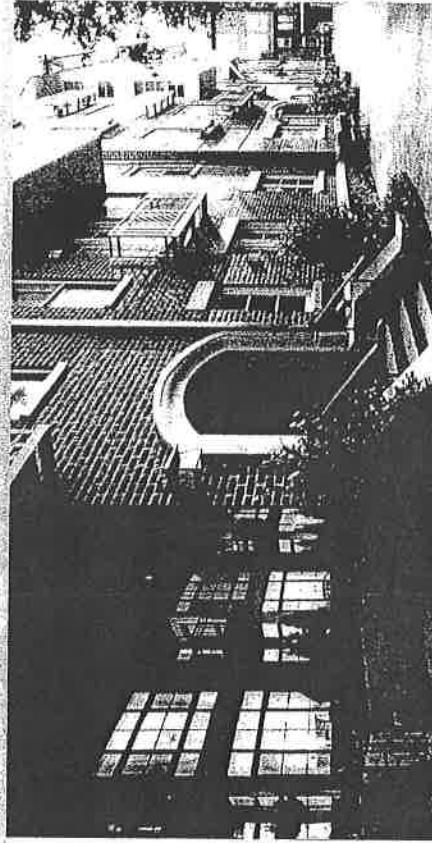
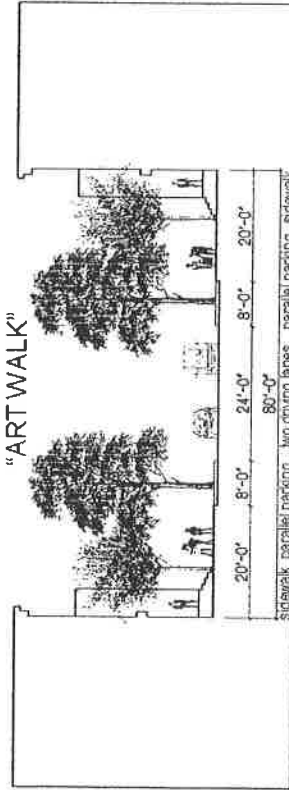


Quality Downtown Grocery Shopping

With over 1000 residential units being added to the already growing areas in and adjacent to downtown, the need for a quality grocer is greater than ever. The Triangle Development area offers the best location for a destination grocer. Currently considered for Oklahoma Avenue between 5th and 6th Streets, this location offers direct access to and from Interstate Highway 235 with very high visibility. Parking for 1000-2000 cars immediately adjacent to the proposed grocery location ensures a seamless shopping experience. Significantly, the grocery should engage the street and sidewalk setting, contributing to a safe and active environment. While important for the structure's design to merge with the neighborhood, the built-in clientele of 1000's who can also shop by foot suggests a successful operation. At 3rd and Walnut, a neighborhood pharmacy can provide vital residential services.



3rd Street
 "ART WALK"

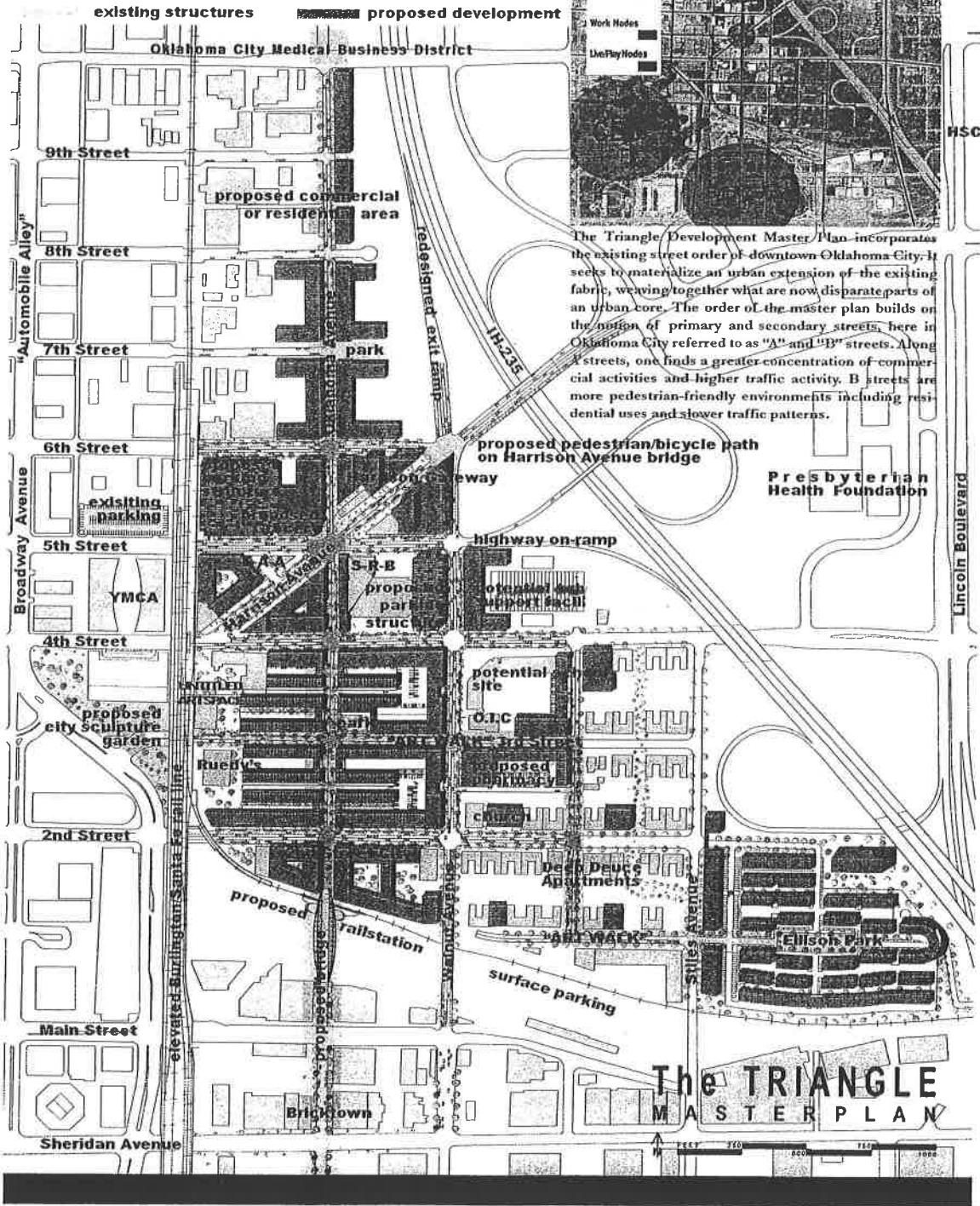


[A Quick-Start Guide]

THE TRIANGLE DEVELOPMENT

The goal for the Triangle Development is to establish the framework for a vibrant downtown setting, facilitating a programmatic mixture of activities- LIVE, WORK, PLAY- that keeps life on the street 18-24 hours a day. Using the A-B street matrix as a guide, zones of predominant uses can easily be identified and developed. The pattern simplifies the developers' work, while for the residents, shoppers, and visitors, a user-friendly and fulfilling experience will result. These guidelines clarify the A-B street matrix and describe the intended character of this downtown area.

- OKC Streets:**
- A-B Patterns
 - a=primary
 - b=secondary
 - A Streets
 - B Streets
 - Work Nodes
 - Live/Play Nodes



The Triangle Development Master Plan incorporates the existing street order of downtown Oklahoma City. It seeks to materialize an urban extension of the existing fabric, weaving together what are now disparate parts of an urban core. The order of the master plan builds on the notion of primary and secondary streets, here in Oklahoma City referred to as "A" and "B" streets. Along A streets, one finds a greater concentration of commercial activities and higher traffic activity. B streets are more pedestrian-friendly environments including residential uses and slower traffic patterns.

The TRIANGLE
MASTER PLAN

[DEVELOPMENT - WIDE]



As the city grows, it is increasingly important to create a compact central core that will contribute to the existing energy and activity, amplifying and connecting the existing centers of activity. A unique opportunity exists in the Triangle to create an "intense" density by controlling the ratio of residential in commercial development.



In keeping with the creation of a walkable district, the pedestrian nature of the Triangle suggests certain missing qualities for the blocks of development. Variations in scale and massing shall be handled carefully, while contributing an assured sense of scale to pedestrians. Buildings that appear massive and without an appropriate sense of scale and proportion are discouraged.



Background buildings help to maintain a continuity of pattern and texture throughout the district. All of these historic buildings contribute to Oklahoma City's thriving connection to its past, and to its sense of place and time as well as promote the district's unique character and architectural qualities.



Providing some indication from the sidewalk about the location of the entrance can make using the building more pleasant. The well-designed building entrance is effective in encouraging activity in and out of businesses and residences, thereby promoting a sense of security and creating an "open door" community.



The integration of existing buildings help reinforce the gritty quality which is so appealing to districts such as this one and Bricktown on the south. It is important that even buildings that are not historically designated be preserved and integrated into new development whenever possible.

QUALITY CONTROL AND REVIEW PROCESS

- To ensure the quality of design and construction aspired to by the Master Developer and the City of Oklahoma City Planning Department, a review committee shall be pro-actively engaged in the development process. Comprised of invested parties and local stakeholders, the review committee shall ensure compliance with OKC-CBD and Triangle Development Design Guidelines.
- The Triangle review process will be absorbed into the overall OKC CBD Design Review once that program is put in place and active.

CREATE DENSE DEVELOPMENT

- Development in the central business district should be expressed in terms of floor to area ratio and provide a minimum floor area ratio of 3:1. Parking should be included in calculations for the floor to area ratio.

CREATE MIXED-USE DEVELOPMENT

- Two different uses per half block are encouraged. Low occupancy buildings, should be rehatted into mixed uses.
- Ground floors of buildings should contain retail, service- oriented business and offices. Upper floors should provide housing and residential space. Encourage development of a grocery as a retail anchor for The Triangle.
- Encourage recruitment of small local business (mini-chains with two to nine locations).

LIMIT SIZE OF DEVELOPMENT

- Multi-block developments shall be designed to vary in scale and material at a minimum of each ½ block, creating a scale and level of detail at the street level appropriate to the pedestrian.
- Long sections of undifferentiated facade and massing are strongly discouraged.
- Multi-block developments that close existing streets are strongly discouraged.

ENCOURAGE ART & CULTURAL HUBS

- Civic art should:
 - Be incorporated into public infrastructure projects.
 - Mark gateways and significant points of interest in the Triangle.
 - Take the form of informative plaques mounted on buildings, murals, commemorative sculptures or walking-tour brochures explicating the history of the site or building.
- Encourage public open spaces that utilize civic art and promote local culture.
- Developers of individual projects will be required to allocate 1% of construction costs to the incorporation of art within that development.

PROMOTE GREEN SPACES AND PATHS

- Green spaces and paths, such as parks, art walks and sculpture gardens, are encouraged and vital to a sense of community and provide residents and visitors with places to socialize, relax and exercise.

RESPECT ADJACENT HISTORIC BUILDINGS

- Development in the district should respond to historic buildings and avoid the creation of an awkward or incompatible design.
- New construction should add to the history of the district through correct representation of the current era.

ARCHITECTURAL HISTORY AND CHARACTER

- The first option for existing historic buildings should always be their retention, restoration and adaptive reuse. The development of existing historic landmarks in the Triangle is strongly encouraged.
- Buildings should not be torn down or removed. The removal of buildings should only occur as a means of last resort.
- Materials used in new construction should respond to the natural materials and environment of Oklahoma as well as the urban context of downtown Oklahoma City.

RETENTION OF VIEW CORRIDORS

- East-west view corridors along 6th, 4th and 2nd Streets shall be reinforced, as should north-south views towards Bricktown along Oklahoma Avenue and Walnut Street.
- Special views of downtown from Harrison Avenue and from the intersection of 3rd and Oklahoma shall be reinforced as well.
- All powerlines and mechanical equipment should be as visually minimal and hidden as possible.

ACCENTUATE PRIMARY BUILDING ENTRANCES

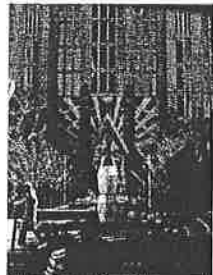
- Ground floors of buildings should be encouraged to contain public or semi-public access with direct entry from the street.
- Primary building entrances should be accentuated and located in multiple places along the street in both principal and secondary locations.
- Signage and branding shall be elegant and consistent with the development's desired character, and scaled to enhance the pedestrian's scale and experience.

REDUCE VISUAL IMPACT OF PARKING GARAGES

- Facades should be treated with high quality materials and given vertical articulation and emphasis. The facade should be designed so as to visually screen cars at street level.
- Retail storefronts or other business uses should be placed at the street level along the principal street and are strongly encouraged along all adjacent streets except service alleys.
- Parking should be integrated as often as possible into the development of a given block, be it underground, attached garage/deck, or interior lot.
- Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.



A diversity of development, supported by the *Downtown Oklahoma City Strategic Action Plan 2010*, can better support residents and can help decrease the growing pressure on commuter highways, thus creating a city core where people work, shop and live in a walkable area. A commitment to "vertical integration" rather than "horizontal separation" further aids in the creation of a diverse and functional town center. Mixed-use projects typically include a grocery retail, residential support services/ amenities, small scale eateries/cafes and retail/commercial spaces. These functions all exist as the "first floor" of the district providing the residential support services currently lacking in the downtown area.



Civic Art can define public spaces by creating a point of reference for residents and visitors alike. Art that includes references to Oklahoma City's landmarks, history, ethnic cultures, industry, local craft and other cultural attributes can increase a resident's sense of belonging by associating with a place imprinted with a specific image or feel, rather than one that looks and feels like any other modern American city.



The Triangle is unique in its small number of building stock and available open spaces. The buildings that remain are invaluable in defining the Triangle's historic nature. Well designed intersections of existing and new buildings will promote an authentic sense of character and history. Compatible designs need not be created through historic replication, but should reflect consideration of the scale, material and massings of adjacent historic buildings.



Parking garages and related transportation structures are typically overlooked at the design level and the importance of their incorporation is underestimated. Attention to scale, details, integration can improve and add to the urban nature of the district rather than merely existing or worse, creating a negative impact. The quality of a parking garage can also significantly contribute to the safety of its immediate block.

[BUILDING AND STREET]

BUILDING DESIGN: PHYSICAL

- o The city block should be designed with a variety of scales, creating a level of detail at the street level appropriate to the pedestrian. The lower floors of a building should be differentiated architecturally through materials and detailing. Monolithic, vertical, extrusions of a maximum building footprint are strongly discouraged.
- o Blank, empty walls are not encouraged along public streets. Where appropriate, wall murals or painted signs on large blank walls, similar in character to those on existing structures in the Triangle and Bricktown areas, may be considered.
- o Retail storefronts are encouraged along the ground floor (and second level where appropriate) of all new and renovated buildings. These should be visually transparent to the interior with large area windows and should provide for direct sidewalk entry.
- o Floor to floor heights should vary between commercial and residential with first floor spaces ranging from 12'-15' and upper levels ranging from 10'-12'.
- o Structural column spacing shall allow for flexibility of use in the short- and long-term life span of the structure.
- o Alternative uses for building roofs, such as terraces, roof gardens and green roofing systems are strongly encouraged. Hipped or gabled roofs are strongly discouraged.

BUILDING DESIGN: CONTEXTUAL AND SUSTAINABLE

- o New development projects should strive for a contextual approach to design, without resorting to the mimicry of "Old World" styles or other contextually inaccurate "themed" approaches. By discouraging these types of themed environments, and encouraging the use of the district itself to inform the design, form and the general character of the district and building, the Triangle positively uses its opportunity to authentically add to the urban fabric of downtown OKC.
- o New buildings and the adaptive reuse of historic buildings should as much as possible use sustainable building technologies for mechanical systems, energy needs and construction materials.
- o Building facades shall maintain a similar quality of materials and design attention on all street frontages. Allowing for poor design and low-quality materials on "backsides" is strongly discouraged.

Reinforce Pedestrian Activity/Sidewalks

- o Appropriately wide sidewalks should be provided from corner to corner along all property lines.
- o Sidewalks should abut the street curb. Sidewalks extending on and off private property will meet at grade.
- o Provide a minimum clear zone where possible of 10-15 feet of sidewalk at 3rd and Oklahoma, and along Harrison Avenue. Feet of sidewalk width to accommodate exterior patio and sidewalk dining at the most viable locations.
- o Grassy areas should be limited to designated thoroughfares and public parks as suggested by the master plan and should not be encouraged over sidewalk around buildings within this district.
- o Because food attracts pedestrian activity, street vendors, sidewalk cafes, etc. are strongly encouraged.
- o Curb cuts should be minimized and concentrated at mid-block especially along Harrison, and along 3rd Street between the Burlington/Santa Fe Railline and Walnut Avenue.

Enhance the Streetscape

- o Development is encouraged to provide street furniture in the public rights-of-way for pedestrian use. High priority should be given to major pedestrian corridors such as Harrison and Oklahoma Avenues as well as 3rd Street.
- o The design of street furniture should be in keeping with the character of the Triangle. Street furniture may include benches, trash receptacles, telephones, water fountains, and clocks where appropriate.
- o Ground floor storefront restaurants are strongly encouraged to have French doors, operable storefront windows and sidewalk cafes to increase the connection between the interior and exterior environments and encourage people-watching, and active corridors. Climate controls such as heaters and misters can make outdoor seating usable more months of the year.
- o Encourage use of plazas, water features and street-side art sculptures to activate public spaces.

Curb-side Parking

- o Barriers (bollards, plantings) from cars should be provided along the sidewalk edge.
- o Parallel Curbside parking is strongly encouraged along all streets.
- o Allow space for valet parking and passenger drop-off and pick-up to accommodate retail traffic in certain locations.

Street-Level Windows

- o The lower two floors of perimeter walls should consist primarily of windows.
- o Street facing, ground level facades should be highly transparent (minimum 50-75% windows or fixed glass) designed to make uses inside easily discernible to passers-by. The use of reflective and highly tinted glass is discouraged.

Street Trees

- o Trees should be placed between 18" and 30" from the street edge of the sidewalk in tree wells measuring approximately 4'x4'.
- o Irrigation should be provided for newly planted trees and plants.
- o Select trees and other plants which are either indigenous or proven for adaption to this local urban environment. Plant materials should help celebrate the uniqueness of this part of the country.

Pedestrian-Scaled Lighting

- o Pedestrian-scaled fixtures shall provide ample light for safety and vision.
- o A minimum of 1-foot candle of light should be provided in all spaces between the building face and the curb. High- and low-pressure sodium lighting is strongly discouraged while metal halide fixtures are strongly encouraged.
- o Streets should be lit in a uniform manner in order to discourage hot spots, dark spots and glare that could adversely affect pedestrian safety.



The Flation Development is unique in its location adjacent to several currently thriving downtown districts. By utilizing available view corridors through building placement, height restrictions and ample outdoor terracing the value of the buildings can be great increased.



In the creation of an pedestrian oriented development, it is necessary to provide certain physical facade characteristics that might encourage use of the sidewalk as much of the year as possible. The weather in Oklahoma City, while very comfortable, requires some allowance for shade and protection from wind gusts in the form of appropriately scaled and detailed overhangs, canopies or arcades which are integral to the building structure.



Streetscape amenities such as benches, trash receptacles, planters, pole lights, kiosks, telephones, news stands, drinking fountains and bicycle racks calm and support the public domain.



Parking along the street curb can provide a buffer between busy automobile traffic and pedestrians. It also acts as a traffic-calming feature, slowing delivery in the curbside lane.



The presence of the Triangle development area at night should be enhanced through the use of appropriate yet unobtrusive lighting accents. Quality of light can strongly affect the character of a place. The size and scale of lights and light poles will also greatly affect the character of the streetscape. Both the scale of fixture and type of lighting can easily create the sense that sidewalks, and the Triangle, are the domain of the pedestrian.



Contextually sensitive design projects respond to the built and natural environment within which they are constructed. A contextual design approach is not intended to necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built and natural conditions. Architectural detailing and attention to materials and fenestration further adds to the quality, design and overall success and longevity of the project.



Pedestrian traffic is a priority in the creation of a successful downtown. To encourage the pedestrian based economic traffic desired, it is integral to offer attractive and safe pathways for the public to use. To bring pedestrian activity and movement in the area, active features, desirable destinations, navigable/walkable passages and thoroughfares and public areas are necessary.



Grocery stores and neighborhood pharmacies should be encouraged to develop in a sensitive manner, consistent with the desired character of the Triangle. Sufficient precedent exists to suggest that, if locally-owned grocers or pharmacies are not interested in the Triangle, regional or national chains can and should develop in the Triangle in a manner which champions the desired qualities and aesthetics of the local area.



Windows not only create a feeling of trust and openness, they also instill in people on the street the feeling they could be assisted if in danger. This reinforces the idea of creating a safe and active district with traffic at variable hours of the day.



Trees make significant contributions to the visual quality of streets and other public open spaces. They improve air quality, reduce storm water runoff, increase property values and create urban wildlife habitats.

Conceptual Design Guidelines

The Conceptual Master Plan and Design Guidelines are reflected in graphic and narrative form. This Conceptual Master Plan and set of Design Guidelines are intended to act as a framework and are illustrative of the land use and architectural design goals to be achieved through quality design and development within the PUD. Decisions regarding appropriateness and conformance with the Conceptual Master Plan and the Design Guidelines will be made at the discretion of the Design Review Committee based on a review of preliminary scaled design drawings for all project proposals reflecting the proposed site layout, elevations, exterior materials and aesthetics.

The Conceptual Master Plan and Design Guidelines include the following general principles and goals:

Street Grid – Pedestrian and Vehicular Traffic. An alternating pattern of wider “A” Streets for primary vehicular traffic and narrower “B” Streets for more pedestrian friendly traffic with wider sidewalks, bike paths and outdoor seating to encourage a dynamic streetscape.

Setbacks – Maintaining the “Street Wall”. Building setback lines will be consistent with the dimensions reflected in the Conceptual Master Plan and Design Guidelines, in order to maintain an urban environment with appropriate density, minimizing building footprints, creating defensible space, and, ultimately, assigning a premium to consumption of land area.

Height Limitations. There will be no height limitations except as set forth in the C-CBD Zoning District ordinance and development regulations.

Mixed and Flexible Uses. While the Conceptual Master Plan may reflect siting in particular areas within the PUD of a predominate use (such as residential on Third Street between Oklahoma and Walnut), the PUD will allow for a mixture and/or transition of uses in the same building or area, so long as the aesthetic character of the building facade is maintained as originally approved by the Design Review Committee and developed accordingly.

Streetscape and Parking. On-street parallel and angled parking as reflected on the Conceptual Master Plan will be regulated pursuant to the PUD governance structure and encouraged for short term (1 hour) use by retail and commercial customers and visitors. Surface parking lots will be discouraged except as an interim and transitional use. Multi-story parking structures will be encouraged in locations as reflected on the Conceptual Master Plan to serve users from the general public and multiple building owners and businesses; such structures will be designed and constructed with building facades to complement and not detract from the streetscape, and, where possible, will include commercial storefronts on the first level.

Utilities. To the extent practical, all utilities will be located underground and in nonexclusive strip easements accessible to maximize development opportunities. Previously platted alleyways and driveways will be vacated where possible when the PUD boundaries encompassed such platted rights of way, with private nonexclusive strip easements granted to utility companies. The use of wireless technology will be encouraged within the PUD, as well as technology to promote energy efficiency and sustainable "green" development. Owners within the PUD will coordinate and co-develop with the City the paving, landscaping or other improvement and maintenance of such easement areas to encourage use of the surface area for foot traffic, drives and landscaped beds where possible.

Place Making; Art Walk. The Conceptual Master Plan seeks to encourage the creation of open space, mews, courtyards, gardens, parks, plazas, walkways and sitting areas throughout the PUD where possible, and to provide for common area improvement and maintenance through the PUD governance structure. A key common element of the Master Plan is the pedestrian friendly "Art Walk" which traverses Third Street across Walnut Avenue and through Deep Deuce into the Walnut Hill area. Where the Design Review Committee deems appropriate, commemorative plaques and markers will be placed to permanently celebrate the history of portions of Downtown Oklahoma City.

Platted Lot Lines. The Conceptual Master Plan seeks to preserve and build on the original platted lot lines as a frame of reference for convenience in creating legal descriptions relating to residential brownstones, rowhouses and condominiums. To the extent that all or a portion of any original platted areas are vacated, such lot lines will be preserved for description purposes only, and shall not affect any easement areas so vacated.

Landscaping. Each development within the PUD will incorporate and maintain adequate landscaped plantings and grounds which meet or exceed City standards and conform with urban landscape and hardscape criteria approved by the Design Review Committee.

Exhibit E

Statement of Proposed Governance

It is contemplated that private agreements and/or covenants and restrictions will provide for the creation of an architectural design review committee to be coordinated by the Master Developer. The Master Developer, and the Design Review Committee will be responsible for the implementation, administration and enforcement of the terms and design criteria, both as to land use and architectural controls, to all proposed new development within the PUD Land Area.

The Master Developer will be responsible for forming and administering (until a specified level of development and sales to third party users have occurred) various committees and associations of owners within the PUD, including, without limitation, neighborhood and project based ownership associations for distinct developments within the PUD, as well as an umbrella association (the "Town Center Association") comprised of representatives of each project-based association.

The Master Developer shall, upon approval of the PUD, form the Town Center Association and appoint a Design Review Committee initially comprised of three (3) voting members, being one (1) representative each of OKC Town Center LLC and Colony Partners LLC, the third member being elected (by majority vote – one vote per owner) by and from among all of the property owners within the PUD Land Area other than the Master Developer, a fourth non-voting, advisory member appointed by the Director of the Planning Department for the City of Oklahoma City, and a fifth non-voting, advisory member designated by the Downtown OKC Inc. Stakeholders Committee.

The Master Developer, the Design Review Committee and these various associations will be responsible for the implementation, administration and enforcement of the terms of any private covenants and restrictions adopted for the real estate within the PUD Area, which may include design criteria and architectural controls affecting all proposed new development within the PUD Land Area.



The City of
OKLAHOMA CITY
DEVELOPMENT SERVICES DEPARTMENT

February 8, 2011

Mr. Dennis Box
Williams, Box, Forshee & Bullard
522 Colcord Drive
Oklahoma City, OK 73102

Dear Mr. Box:

This letter is in response to your request for an administrative amendment to PUD-1078. The amendment requests that "Temporary Construction Staging Areas, Off-Site" be permitted in the PUD.

Section 14250 of the Planning and Zoning Code (Chapter 59, OKC Municipal Code 2007) addresses administrative amendments. This section allows the Director to approve minor amendments and adjustments to a PUD under certain conditions.

The PUD is surrounded on all sides by the DBD Downtown Business District where these types of staging areas are permitted. In addition, this use is considered temporary and all conditions of the approval will be met. For these reasons, your request for administrative amendment is approved.

The PUD documents in the Development Services Department and City Clerk's office will be amended to reflect the amendment. If you have any questions, please contact J.J. Chambless at 297-2417.

Sincerely,

A handwritten signature in black ink, appearing to read "J. J. Chambless for", written over the word "Sincerely,".

Bob Tener
Development Services Director

WILLIAMS, BOX, FORSHEE & BULLARD, P. C.

ATTORNEYS AND COUNSELLORS

522 COLCORD DRIVE

OKLAHOMA CITY, OKLAHOMA 73102-2202

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RICHARD D. FORSHEE
KEITH R. GIBSON
PAUL LEFEBVRE
AUDREY D. BLANK
MICHAEL D. O'NEAL
DAVID M. BOX
OF COUNSEL
WILLIAM J. BULLARD

February 7, 2011

HAND DELIVERED

Bob Tener
Planning Department
420 W. Main Street, 9th Floor
Oklahoma City, OK 73102

Re: Request for Administrative Amendment to PUD-1078

Dear Mr. Tener:

On behalf of City Center Properties, LLC ("City Center") and Colony Development, LLC ("Colony Development"), we would like to request approval of an administrative amendment to PUD-1078 to allow for the use of the following specified lots and blocks as offsite construction yards accessory to the following planned construction projects:

Project No. 1 Construction Site is located within the area bounded by NE 3rd Street, NE 2nd Street, Walnut Avenue and Oklahoma Avenue, all in Maywood Park Addition. The Project No. 1 Construction Site is owned by City Center and is zoned SPUD-582.

The requested Project No. 1 Offsite Construction Yard for the Project No. 1 Construction Site is Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition and Lots 1 and 2, Block 18, Military Addition. The Project No. 1 Offsite Construction Yard is owned by City Center and is zoned PUD-1078.

Project No. 2 Construction Site is located within Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition. The Project No. 2 Construction Site is located immediately west of Oklahoma Avenue and is owned by City Center.

The requested Project No. 2 Offsite Construction Yard for the Project No. 2 Construction Site is Lots 1 and 2, Block 18, Military Addition. The Project No. 2 Offsite Construction Yard is owned by City Center and is zoned PUD-1078.

Bob Tener
February 7, 2011
Page 2

Project No. 3 Construction Site is located within Lots 1 and 2, Block 18, Military Addition. The Project No. 3 Construction Site is located immediately west of Oklahoma Avenue and south of NE 2nd Street and is owned by City Center.

The requested Project No. 3 Offsite Construction Yard for the Project No. 3 Construction Site is Lots 10 through 18, both inclusive, Block 3, Lots 1 through 9, both inclusive, Block 6, and Block D, all in Maywood Park Addition. The Project No. 3 Offsite Construction Yard is owned by City Center and is zoned PUD-1078.

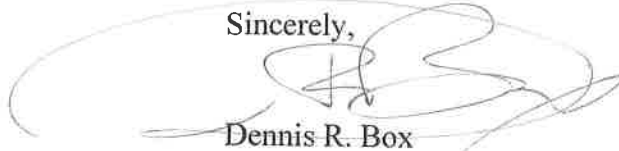
Project No. 4 Construction Site is located within Block 1, Maywood Park Addition. The Project No. 4 Construction Site is located immediately south of NE 4th Street and west of Oklahoma Avenue and is owned by Colony Development.

The requested Project No. 4 Offsite Construction Yard for the Project No. 4 Construction Site is Lots 12 through 17, both inclusive, Maywood Park Addition. The Project 4 Offsite Construction Yard is owned by Colony Development and is zoned PUD-1078.

The use of each of the described Offsite Construction Yards will include the temporary storage of construction materials and the temporary installation of one or more manufactured buildings to serve as construction offices. Article IX Use Standards, § 59-8500 (Temporary Uses) permits the temporary use of manufactured buildings on a construction yard accessory to a construction project; provided, however, such use is limited to construction yards located on the same parcel. The use of each Offsite Construction Yard for the described purposes will not exceed the period of construction associated with its corresponding Construction Area.

A letter of authorization from City Center, a letter of authorization from Colony Development, and a site plan that depicts the respective location of each Offsite Construction Yard and its corresponding Construction Site are enclosed. We also enclose a proposed language change to page 7 of PUD-1078 for your review and comment.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dennis R. Box", is written over a horizontal line. The signature is stylized with loops and a long horizontal stroke extending to the left.

Dennis R. Box

cc: Richard McKown
Ron Bradshaw

LETTER OF AUTHORIZATION

I, Richard McKown, as Manager of City Center Property, LLC an Oklahoma limited liability company, hereby approve the Request for Administrative Amendment to PUD-1078, for the designation of use of specified lots and blocks as offsite construction yards accessory to planned construction projects.

CITY CENTER PROPERTY, LLC
an Oklahoma limited liability company

By:



Name: Richard McKown

Its: Manager

Date: 2/7/2011

LETTER OF AUTHORIZATION

I, Ronald E. Bradshaw of Colony Development, LLC, an Oklahoma limited liability company, hereby approve the Request for Administrative Amendment to PUD-1078, for the designation of use of specified lots and blocks as offsite construction yards accessory to planned construction projects.

COLONY DEVELOPMENT, LLC
an Oklahoma limited liability company

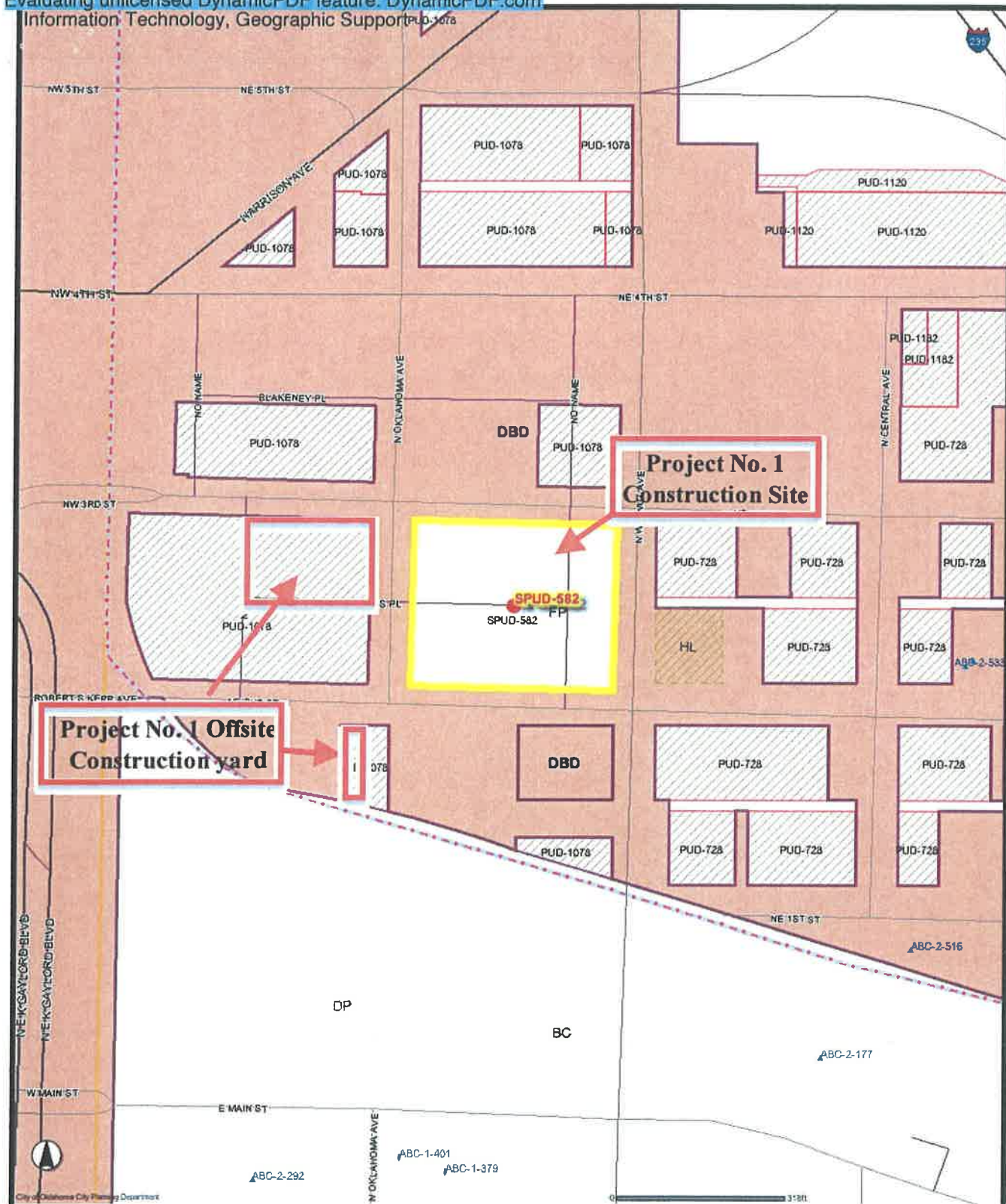
By:



Name: Ronald E. Bradshaw

Its: Manager

Date: 2-7-11



City of Oklahoma City
SPUD-582

1 inch = 260 feet

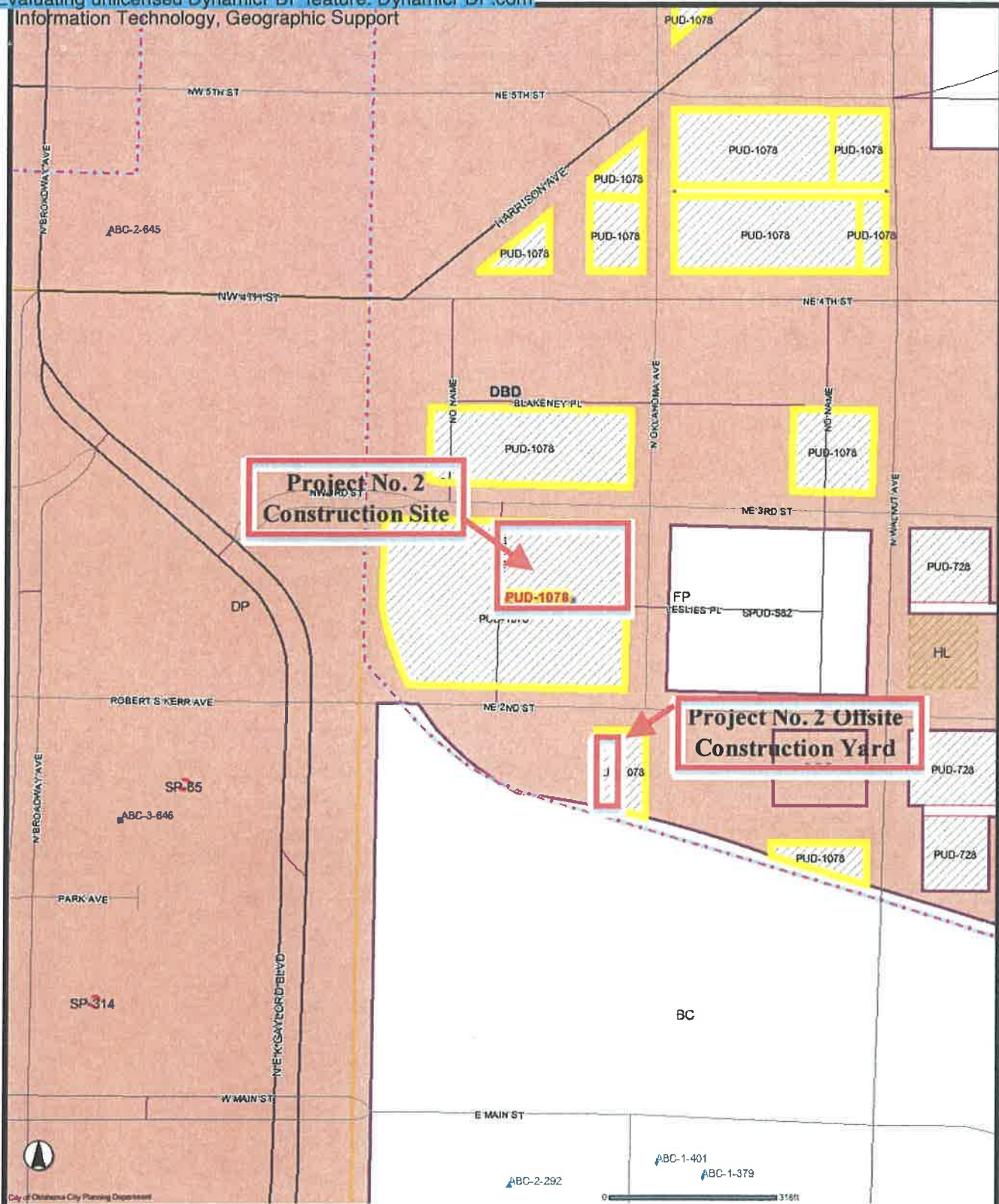
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Fri Feb 04
2011 09:52:30
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City of Oklahoma City
PUD-1078

1 inch = 260 feet

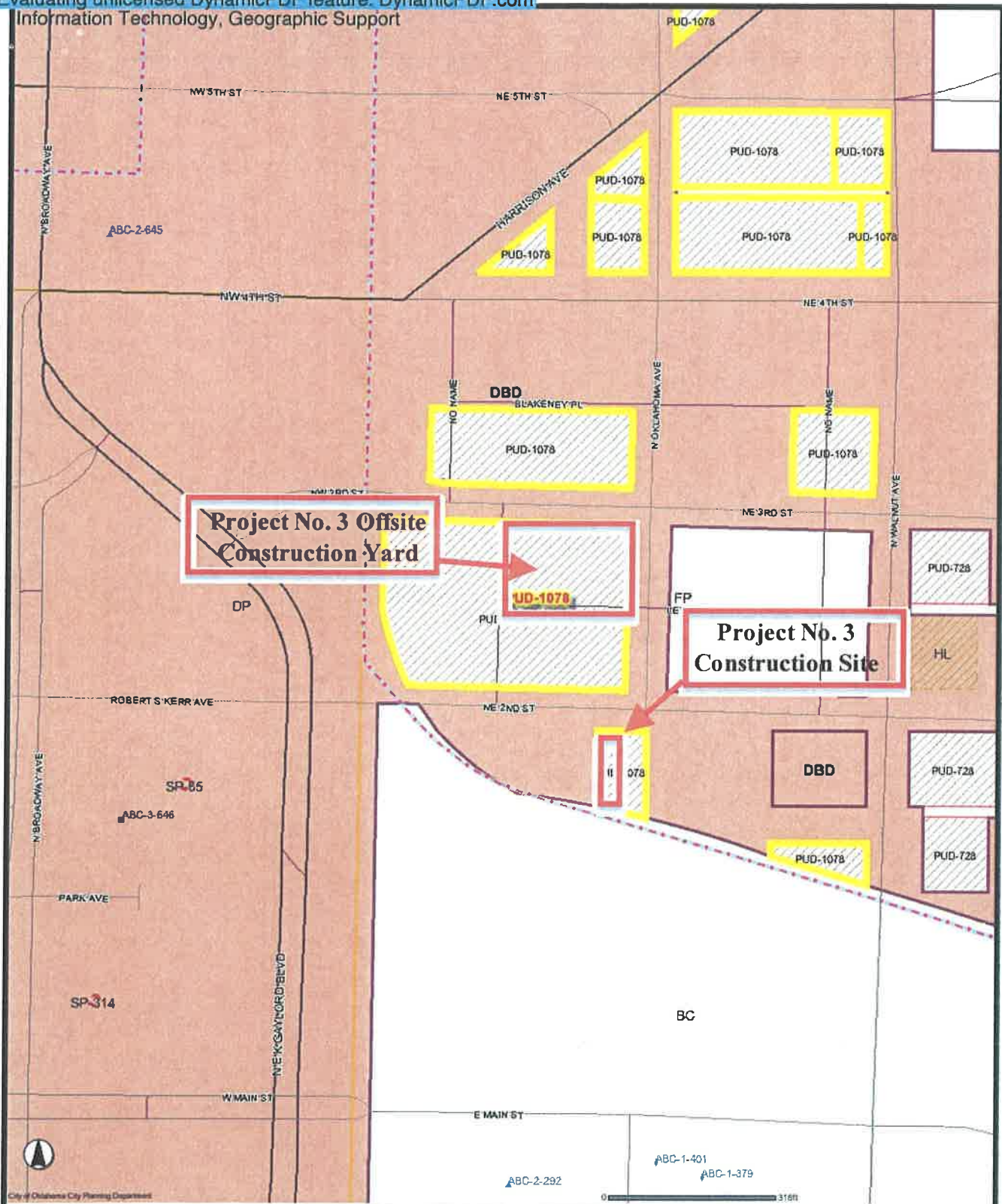
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2011 09:54:58
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City of Oklahoma City
PUD-1078

1 inch = 260 feet

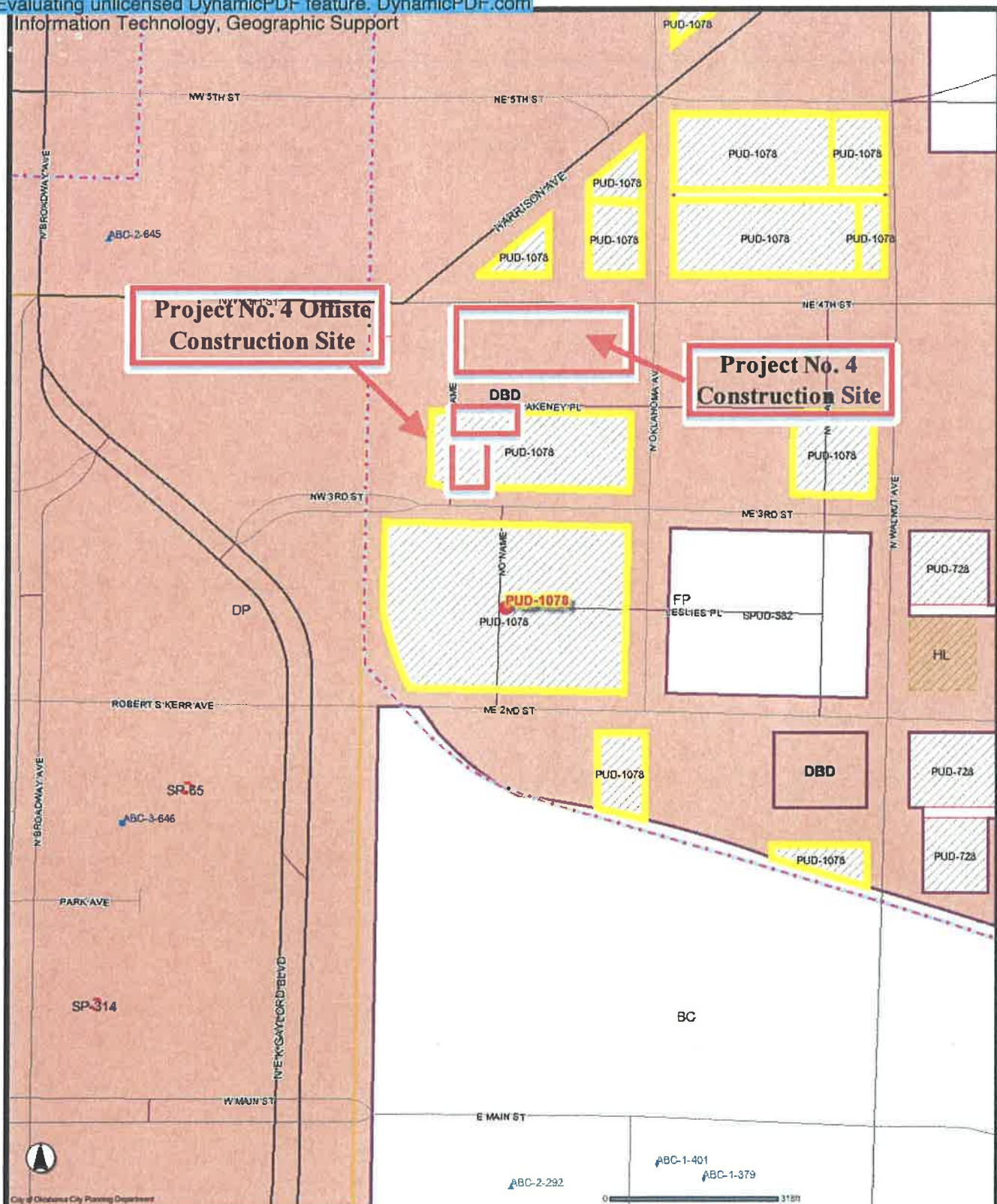
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City of Oklahoma City
PUD-1078

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0 1 inch

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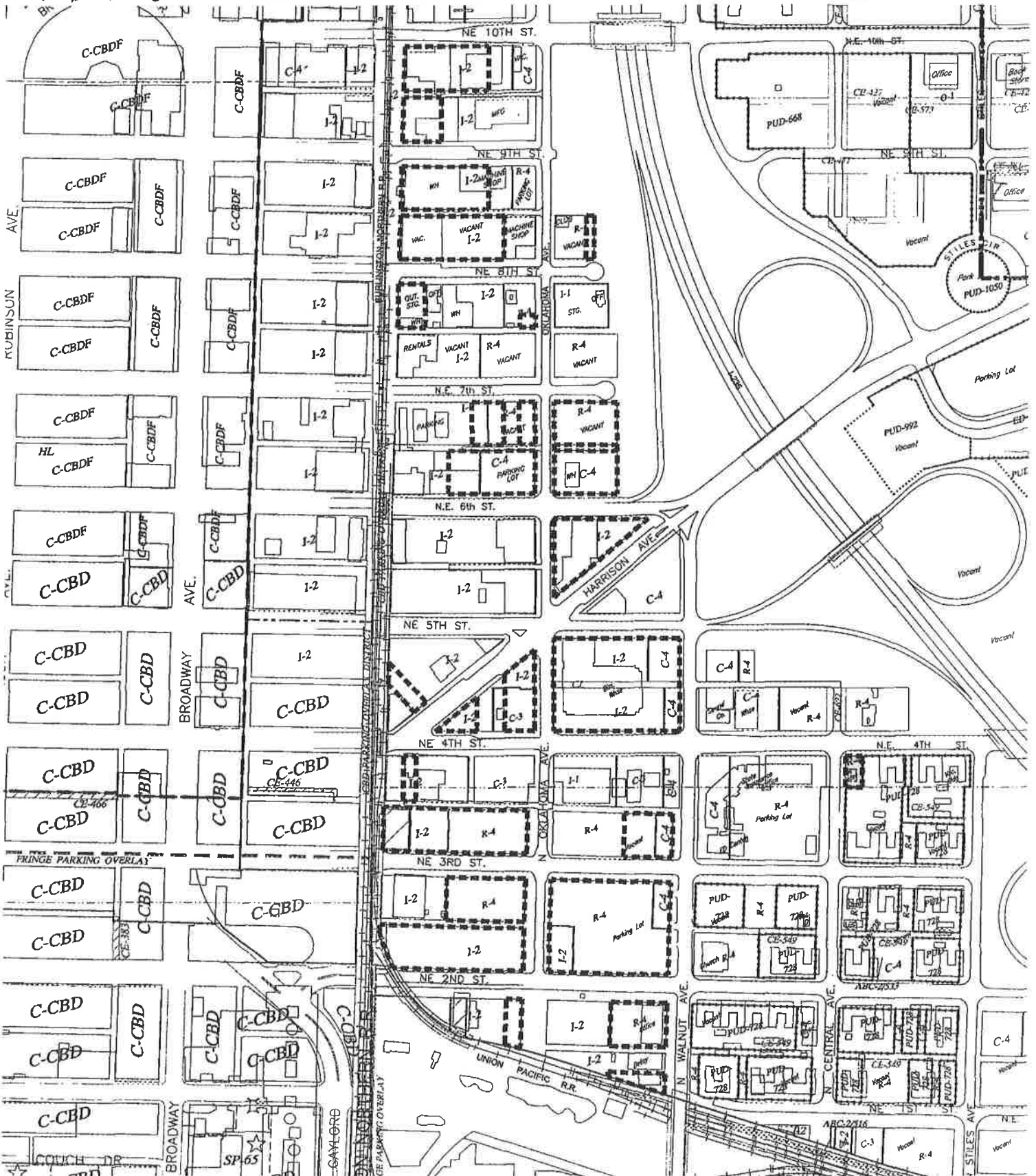
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PUD-1078

Applicant ~~TRIANGLE~~ LAND PARTNERS L.L.C.

Request Change: From R-4, C-3, C-4, I-2/UDD To PUD



PLANNING DEPARTMENT
LONG RANGE PLANNING DIVISION

0 400 800
SCALE: 1" = 400'-0"

June 22, 200522,754

AN ORDINANCE AMENDING CHAPTER 59, SECTION 1400 OF THE OKLAHOMA CITY MUNICIPAL CODE, 2002, TO INCLUDE ADDITIONAL TERRITORY WITHIN THE PUD PLANNED UNIT DEVELOPMENT DISTRICT ~~AND DECLARING AN EMERGENCY~~

7 EMERGENCY ORDINANCE

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF OKLAHOMA CITY:

SECTION 1. That Chapter 59, Section 1400 of The Oklahoma City Municipal Code, 2002, be amended to change the boundaries of the PUD Planned Unit Development District, shown upon the District Map to include therein the following described property:

Military Addition Block 18, Lots 1-2 and the West Half of Oklahoma Street; Military Addition Block 7, Lots 19-35; Military Addition, Block 7, Lots 1-10; Military Addition, Block 6, Lot 12 and Lots 14-17; Military Addition, Block 8, Lots 1-30; Military Addition, Block 6, Lots 9-11, Lot 13, Lots 18-19, Lots 20-21 and Lots 22-23; Military Addition, Block 5, Lots 16-21; Military Addition, Block 17, Lots 1-7; and Military Addition, Block 17, Lots 17-18; Military Addition, Block 7, Lots 11-18.

Maywood Addition, Block 45, the West 132 feet; Maywood Addition, Block 34, Lots 1-15; Maywood Addition, Block 31, Lots 9-24; Maywood Addition, Block 45, East 95 feet of Block 45; Maywood Addition, Block 32, Lots 30-36; Maywood Addition, Block 32, Lots 1-2; Maywood Addition, Block 19, the South 40 feet of Lots 1-2; Maywood Addition, Block 17, the East 17.5 feet of Lot 21, Lot 22 and the West 5 feet of Lot 23; Maywood Addition, Block 50, the West 50 feet of Lots 4-6; Maywood Addition, Block 7, Lots 10-22; Maywood Addition, Block 7, Lots 7-9; Maywood Addition, Block 18, Lots 7-17; Maywood Addition, Block 18, Lots 18-30; Maywood Addition, Block 44, Lots 1-32 plus 20 foot alley adjacent to said lots, except beginning at the SW/C of Lot 17, thence North 15 feet, Southeasterly 21.21 feet, West 15 feet to beginning and except beginning at the SE/C of Lot 32, thence West 15 feet, Northeasterly 21.22 feet, South 15 feet to beginning; Maywood Addition, Block 19, the West 15 feet of Lot 15 and all of Lots 16-17; Maywood Addition, Block 32, Lots 26-29; Maywood Addition, Block 32, Lots 3-8; Maywood Addition, Block 20, Lots 17-24; and Maywood Addition, Block 19, Lots 27-28.

~~SECTION 2. (EMERGENCY) WHEREAS, it being immediately necessary for the preservation of the peace, health, safety, and public good of Oklahoma City and the inhabitants thereof that the provisions of the Ordinance be put into full force and effect, an emergency is hereby declared to exist by reason whereof this Ordinance shall take effect, and be in full force from and after its passage as provided by law.~~

INTRODUCED AND READ in open meeting of the Council of The City of Oklahoma City, Oklahoma, on this 24th day of May, 2005.

PASSED by the Council of The City of Oklahoma City, Oklahoma, on the 21st day of June, 2005.