

**THE CITY OF OKLAHOMA CITY**  
**PLANNED UNIT DEVELOPMENT DISTRICT**

**PUD-2009**

**MASTER DESIGN STATEMENT FOR**

**Wheeler District East**

March 28, 2024

July 26, 2024

**PREPARED FOR:**

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## **SECTION 1.0 ..... INTRODUCTION**

The Planned Unit Development (PUD) of Wheeler District East, consisting of 46.6 acres, is located within the Northwest Quarter (NW/4) of Section 9 and Southwest Quarter (SW/4) of Section 4, Township 11 N, Range 3 W, of the Indian Meridian, Oklahoma County, Oklahoma. The subject property is generally located South of the Oklahoma River and east of S. Western Avenue.

## **SECTION 2.0 ..... LEGAL DESCRIPTION**

The legal description of the property comprising this PUD is described in Exhibit A, attached, and is made a part of this Master Design Statement.

## **SECTION 3.0 ..... OWNER/DEVELOPER**

The owner and developer of this property is Wheeler District, LLC.

## **SECTION 4.0 ..... SITE AND SURROUNDING AREA**

The subject property is presently zoned R-1 with a SRODD Western Gateway overlay. Surrounding properties are zoned and used for:

North: I-2, I-3, and R-1 Districts and used for an industrial development and the North Canadian River.

East: R-1 District and is currently undeveloped.

South: R-1 and I-2 Districts and used for an industrial development / undeveloped land.

West: PUD-1611 District and used for the Wheeler District Development.

The relationship between the proposed use of this parcel and the above adjoining land uses is compatible. The proposed use of this property is in harmony with the surrounding zoning.

## **SECTION 5.0 .....PHYSICAL CHARACTERISTICS**

The property is currently undeveloped.

## **SECTION 6.0 .....CONCEPT**

The concept for this PUD is to change the existing base zoning to a base zoning that will permit an extension of the Wheeler District, allowing for a vibrant mixed-use development, that incorporates a variety of housing types along with supporting mixed-use development including commercial, institutional, and open space recreational areas.

This planned unit development is the continuation of careful planning and a considerable stakeholder engagement process that began in June 104. The PUD is in keeping with the tenets of the Oklahoma River Strategic Action and Development Plan (2004) and the Scenic River Overlay's Western Gateway District.

Upon completion, this PUD will provide for the creation of a premier riverfront, mixed-use neighborhood that conforms more with the established vision for the Western Gateway District

than would otherwise be attainable under conventional practices and regulations of the development guidelines of the City of Oklahoma City; therefore, flexibility in the design and constructions of roads and lot sizes that help to provide a more distinct urban neighborhood concept is critical.

## **SECTION 7.0..... SERVICE AVAILABILITY**

### **7.1 ..... STREETS**

The nearest street to the west is S. Western Ave (Section line), which has a statutory right-of-way width of 66 feet. Western Avenue is paved to City of Oklahoma City standards. The site is bound on the south edge and east edge by Twin Creek and on the north edge by the Oklahoma River, thus no adjacent south or north street are present.

### **7.2 ..... SANITARY SEWER**

Public sanitary sewer facilities for this property are available. Sanitary sewer services will be provided from public mains.

### **7.3 ..... WATER**

Water facilities for this property are available. Water services will be provided from public mains.

### **7.4 ..... FIRE PROTECTION**

Police and Fire protection are available from the City of Oklahoma City. The nearest fire station to this property is station number 7 located at 218 SW 23<sup>rd</sup> St. It is located approximately 1 mile from this PUD development.

### **7.5 .....GAS, ELECTRICAL, AND TELEPHONE SERVICE**

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

### **7.6 ..... PUBLIC TRANSPORTATION**

Public Transportation is currently available adjacent to this site by way of Oklahoma City Embark bus service through Routes 013 and 13N.

Bicycle transportation is available by way of direct connection to the Oklahoma River Trails.

### **7.7 ..... DRAINAGE**

The property within this Planned Unit Development is not within a FEMA flood plain.

## 7.8 .....COMPREHENSIVE PLAN

The Land Use Typology Areas (LUTAs) projects this parcel to be in the Urban-Medium Intensity (UM) area, which balances small-and medium-lot housing and commercial districts. Developments within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. The uses proposed in this Planned Unit Development are consistent and in compliance with the area standards.

## SECTION 8.0.....SPECIAL DEVELOPMENT REGULATIONS

The following Special Development Regulations and/or limitations are placed upon the development of the PUD. Planning and zoning regulations will be those, which are in effect at the time of approval of this PUD. Certain zoning districts are referred to as a part of the Special Development Regulations of this PUD. For purposes of interpretation of these Special Development Regulations, 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 as such exists at the time of approval of this PUD. In the event of conflict between provisions of this PUD and any of the provisions of the Oklahoma City Municipal Code, 2020, as amended, in effect at the time the PUD is approved with respect to any lot, block, tract and/or parcel of land subject to this PUD, the provisions of the Code shall prevail and be controlling; provided however, that in the event of a conflict between the Special Use and Development Regulations specifically negotiated as a part of this PUD and the provisions of the Code in effect at the time the PUD is approved with respect to any lot, block, tract and/or parcel of land subject to this PUD, such Special Use and Development Regulations of this PUD shall prevail and be controlling.

## 8.1.....USE AND DEVELOPMENT REGULATIONS

The use and development regulations of the **DTD-2, Downtown Transitional District, General**, shall govern this PUD, except as herein modified. The DTD-2 is intended to promote a high-quality mix of commercial, office, residential, and industrial uses, including mixed-uses in a single building, for areas adjacent to the DBD District. Development regulations in this district are intended to promote the development and redevelopment of areas adjacent to the DBD District in a manner consistent with the unique and diverse design elements of the area; to ensure that areas adjacent to the DBD District contain land uses compatible with commercial, residential, and cultural significance of the central city; to create a network of pleasant public spaces and pedestrian amenities; to enhance existing structures and circulation patterns; to preserve and restore historic features; to preserve cultural significance of the central city, and to promote the areas adjacent to the Downtown Business District as dense, urban mixed-use neighborhoods.

Development of structures greater than 20,000 square feet and with frontage along the North Canadian River shall be subject to the standard requirements of the Scenic River Design Review process. All other development shall be permitted without the Scenic River Design Review process.

**In additional to all uses permitted under DTD-2, the following uses shall be permitted:**

8150.6.1	Community Garden
8150.6.2	Composting
8250.3	Community Recreation: Property Owners Association [parking and maneuvering shall be permitted within recreational amenities and open space]
8150.6.3	Greenhouse
8150.6.4	Home Garden
8150.6.5	Hoop House
8200.7	Manufactured (Mobile) Home Residential [to provide for “tiny houses” built within the design and aesthetic character of the neighborhood and to be located adjacent to a court, pedestrian walk, or alley. An allowable use so long as the combined square footage of use does not represent more than ten percent (10%) of the built area of the tract]
8200.8	Model Home
8200.9	Model Home Accessory Parking Lot
8250.16	Murals
8500.2	Permitted Temporary Uses [including Temporary Buildings, On-Site; Sales Trailer; Retail Building/Kiosk; Sales office in model home garage, which will be converted back to a garage before occupied as a residence by homeowner; Temporary Construction Staging Areas, Off-Site shall be allowed and shall have no screening or gravel requirement; Temporary Concrete/Batch plant uses shall be allowed.
8150.7.1	Rainwater Harvesting
8150.7.2	Roof Garden
8200.14	Single-Family Residential
8200.15	Three- and Four-Family Residential [structurally detached, non-adjacent configurations shall be permitted]
8200.16	Two-Family Residential [structurally detached, non-adjacent configurations shall be permitted]
8150.9	Urban Farm

## **9.0.....SPECIAL CONDITIONS**

The following special conditions shall be made a part of this PUD:

### **9.1.....FAÇADE REGULATIONS**

All facades within this PUD shall be constructed of durable materials, including, but not limited to, brick, wood, concrete board, natural stone, architectural concrete, architectural metal, or stucco.

### **9.2 ..... LANDSCAPING REGULATIONS**

Landscaping regulations for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

### 9.3 ..... LIGHTING REGULATIONS

Lighting regulations for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

### 9.4 ..... SCREENING REGULATIONS

Screening regulations for this PUD shall be dictated by the standards shown in the *Wheeler District Design Guidelines*. Oil and gas sites shall be adequately screened with a fence of sufficient height in accordance with the *Wheeler District Design Guidelines*.

### 9.5 ..... PLATTING REGULATIONS

All land within this PUD shall be contained within a final plat and any plat dedications shall be approved by the City Council prior to any occupancy permits being issued in the PUD; however, alleys are not required to be constructed prior to the issuance of a Certificate of Occupancy until all houses serviced by the alley are complete.

### 9.6 ..... DRAINAGE REGULATIONS

Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances. Drainage ways may be permitted and constructed in accordance with Chapter 16 of the Oklahoma City Municipal Code, which includes certain allowances in construction standards for PUDs, provided the PUD is platted with drainage areas confined to common areas.

The sizing of storm water facilities shall take into consideration both structural and non-structural Low Impact Development (LID) or Green Infrastructure best management practices, including but not limited to:

- Tree preservation and planting
- Bio retention / Rain Gardens
- Minimization of Impervious Areas
- Pervious Infrastructure

### 9.7 ..... DUMPSTER REGULATIONS

Dumpsters shall be consolidated where practical and located within an area screened by sight-proof fence or masonry wall of sufficient height that screens the dumpster from view, unless located within an alley. Roll off dumpsters shall be permitted during construction.

Trash collection facilities in this PUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

### 9.8 ..... ACCESS REGULATIONS

Non-residential lots within this PUD shall not be required to have frontage on an approved street or alley. Access to individual lots within the PUD may be permitted to be from a private drive, pedestrian path or alley. The private drive, pedestrian path or alley shall be placed within a



platted common area or easement designated for access purposes. A minimum width of two and a half feet (2.5) feet shall constitute frontage.

## 9.9 ..... PARKING REGULATIONS

A minimum number of parking spaces shall not be required; however, if provided, off-street parking areas shall meet all design standards defined within Article X and shall meet the Parking Lot Landscaping requirements as specified in Section 9.2, above. On street parking will be allowed on any street within this PUD and will not be limited except as required by the City of Oklahoma City Fire Marshall. On-street spaces shall not be used in calculating the accessible parking space requirement.

Pervious paving, including brick, cobbles, concrete cobbles, decomposed granite, crushed stone, open/grated aggregate, stone, ground reinforcement grid, porous concrete, porous asphalt, porous pavers and grass pavers, shall be allowed for all parking areas.

## 9.10 ..... THOROUGHFARE REGULATIONS

All thoroughfares within or adjacent to this PUD shall be designed and managed to promote a walkable urban neighborhood. Thoroughfares within this PUD are in conformance with the standards and requirements of the Downtown Design Framework (as approved by Oklahoma City Council on September 28, 2015) and/or the Institute for Transportation Engineers “*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*” (as published in 2010).

### Street Right-of-way Priorities

Street right-of-way within this PUD shall prioritize (in order):

1. Children walking and biking
2. Pedestrians
3. Bicyclists
4. Public transportation
5. Automobiles

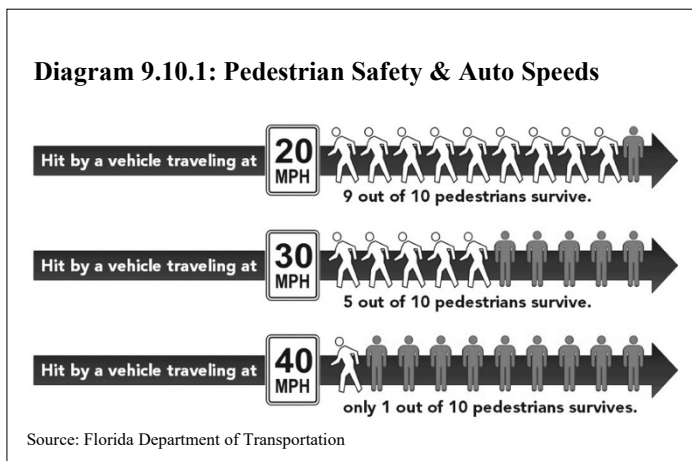
### Street Target Design Speed

Streets within this PUD shall have a target design speed for automobiles no greater than twenty (20) miles per hour.

### Street Design Dimensions

Allowable lane widths<sup>1</sup> by street classification:

- Neighborhood Streets: 9-10 feet wide
- Connector, Minor and Major Arterial Streets: 10-11 feet wide



<sup>1</sup> Lane widths 9-12 feet, *City of Oklahoma City Downtown Design Framework (2015)*, “4-1 Traffic Zone, pg 38.

## Shared Plaza Streets

Shared plaza streets (i.e. woonerfs, shared space streets) that accommodate pedestrians, bicyclists and automobiles in a shared right-of-way shall be permitted.

## On-Street Parking

Allowable on-street parallel parking lane widths<sup>2</sup> by street classification:

- Neighborhood Streets: 7-8 feet wide
- Connector, Minor and Major Arterial Streets: 8 feet wide

Allowable on-street angled parking dimension by street classification:

- Neighborhood and Connector Streets: permitted as specified in Table 9.10.2 of this PUD.
- Major and Minor Arterial Streets: on-street angled parking not permitted.

**Table 9.10.2: Minimum Dimensions for Head-In Angled On-Street Parking\***

Angle	Stall Width	Stall Depth Perpendicular to Curb	Min. Width of Adjacent Lane (One-Way Street)	Min. Width of Adjacent Lane (Two-Way Street)	Curb Overhang
45°	8.5 - 9.0'	17' 8"	12' 8"	10' 0"	1' 9"
50°	8.5 - 9.0'	18' 3"	13' 3"	10' 4"	1' 11"
55°	8.5 - 9.0'	18' 8"	13' 8"	10' 8"	2' 1"
60°	8.5 - 9.0'	19' 0"	14' 6"	11' 0"	2' 2"
65°	8.5 - 9.0'	19' 2"	15' 5"	11' 4"	2' 3"
70°	8.5 - 9.0'	19' 3"	16' 6"	11' 8"	2' 4"
90°	8.5 - 9.0'	19' 0"	24' 0"	12' 0"	2' 6"

Source: *Dimensions of Parking*, 4<sup>th</sup> Edition, Urban Land Institute. Modified for on-street application.

Note: Typical design vehicle dimensions: 6 feet 7 inches by 17 feet 0 inches. Use 9.0 feet wide stall in commercial areas with moderate to high parking turnover. On a two-way street, the minimum width of combined through lanes must be greater than the one-way requirement.

\*Back-in angled is permitted. For back-in angled, reduce curb overhang by one foot.

## Pervious Paving

Streets and parking areas may utilize pervious paving materials, including brick, cobbles, concrete cobbles, decomposed granite, crushed stone, open/grated aggregate, stone, ground reinforcement grid, porous concrete, porous asphalt, porous pavers and grass pavers shall be allowed for all streets and parking areas.

<sup>2</sup> *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010), Institute of Transportation Engineers, pg 147.

## 9.11 ..... INTERSECTION REGULATIONS

**Permitted Angles of Intersection:** allowable angles of intersection by street classification:

- Neighborhood Streets: not less than forty-five (45) degrees
- Connector Streets: not less than sixty (60) degrees
- Minor and Major Arterial Streets: not less than seventy-five (75) degrees unless otherwise approved by the Public Works Director.

**Permitted Intersection Offset:** allowable intersection offset by street classification:

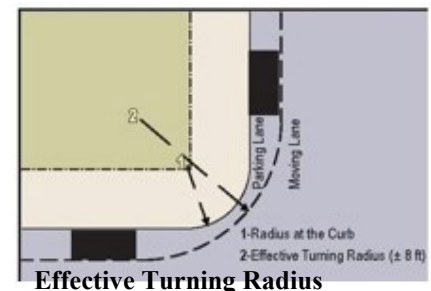
- Neighborhood Streets: no minimum offset required.
- Connector, Minor and Major Arterial Streets: according to City Standards unless otherwise approved by the Public Works Director.

### Western Avenue Access

Access points within this PUD shall meet the minimum spacing requirements for a major arterial of 200 feet. With the exception of the intersection of SW 15<sup>th</sup> and Western Avenue, any improvements to development entrances and/or intersections, including but not limited to signalized intersections, will not be required.

### Minimum Curb Radius

Within this PUD, minimum curb radius requirements at street intersections shall be based upon the Effective Turning Radius, which shall be measured from the curb side edge of the nearest intersecting through lanes, excluding any right-of-way allowing on street parking (both striped and un-striped parking).



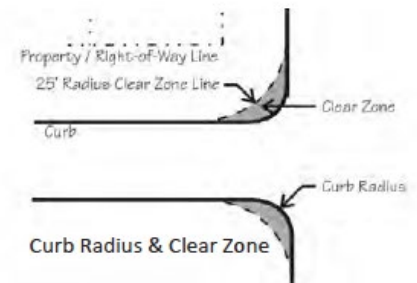
Minimum Effective Turning Radius requirements by street classification:

- Alleys and Driveway: ten (10) feet minimum
- Neighborhood Streets: fifteen (15) feet minimum
- Connector, Minor and Major Arterial Streets: twenty (20) feet minimum

Note: Plaza or shared space streets shall have no minimum curb radius requirement

### Sight Triangle Calculation and Requirements

Within this PUD, sight triangle requirements at street intersections shall be 25' measured from the point of intersection of the centerlines of the nearest intersecting lanes. Sight triangle requirements for alleys and driveways shall be 15' measured from the point of intersection of the centerlines of the alley or driveway and the nearest lane.



**Sight Triangle Clear Zone**

In any case, the intersection of SW 15<sup>th</sup> and Western Avenue shall meet the Sight Distance Triangle requirements specified in (§59-12300).

*Exceptions.* Where the Public Works Director determines the encroachment will not create a traffic hazard, this planned unit development is exempt from the Sight Triangle Requirement. Also, intersections of streets exclusively classified as Neighborhood Streets, alleys and/or driveway shall be exempt.

So long as this PUD is in compliance with the Sight Triangle Requirements as modified, there shall be no additional intersection sight distance requirements.

**Minimum Curve Radius:** minimum curve radius by street classification:

- Neighborhood Streets: minimum curve radius shall be equal to the minimum curb radius.
- Connector, Minor and Major Arterial Streets: according to City Standards unless otherwise approved by the Public Works Director.

Note: Plaza or shared space streets without curbs shall have no minimum curve radius requirement.

In keeping with the efforts of Wheeler District masterplan and Wheeler District Design Guidelines to create a memorable, pedestrian-oriented, bicycle-friendly community, this PUD will prioritize the use of roundabout intersections for main thoroughfares.

## 9.12 ..... STREET CLASSIFICATION AND RIGHT-OF-WAY REGULATIONS

**Street Classification:** All streets within this planned unit development, unless explicitly stated otherwise, shall be classified as Neighborhood Streets, including shared plaza streets.

### **Right-of-way**

The following minimum right-of-ways shall allowed:

- Alleys<sup>3</sup>: twenty (20) feet minimum right-of-way
  - o Residential Alleys shall have a minimum pavement width of ten (10) feet
  - o Non-Residential Alleys shall have a minimum pavement width of twenty (20) feet
- Shared Plaza Streets: thirty (30) feet minimum right-of-way
- Neighborhood Street: forty (40) feet minimum right-of-way
- Connector, Minor and Major Arterial Streets: standard minimums shall apply.
- Pedestrian lanes and bicycles paths (non-automotive): no minimum right-of-way

## 9.13 ..... RAISED INTERSECTIONS AND CROSSWALK REGULATIONS

The allowable algebraic difference for raised crosswalk and/or intersection transitions shall be no greater than 8%.

## 9.14 ..... SIGNAGE REGULATIONS

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<sup>3</sup> Note: When an alley is shared by non-residential on one side, and residential on the other, one half of the related minimum pavement width shall be applied for each half of the alley measured from the centerline of the alley.

Signage shall be subject to the following standards and requirements:

- ..... Signs mounted on the façade shall maintain a minimum eight (8) feet clear height above the sidewalk grade.
- ..... Signs shall not extend within two (2) feet of the curb line.
- ..... Maximum area of any single sign mounted perpendicular to a given façade shall not exceed nine (9) square feet.
- ..... Any external sign band, including painted facades that incorporate signage elements, may be applied to the façade of each building so long as the signage is accessory, and shall have no maximum square footage regulations.

A sign that contains the name of any business and/or multifamily development located within this PUD is deemed accessory, even if the sign is not placed on the parcel where the business and/or multifamily development is located, as long as the business or multifamily development and sign are located within this PUD.

An external sign band, for purposes of this PUD, shall not be considered an attached sign.

Accessory signage may be incorporated into a mural.

Banner Signs: The use of banner signs is limited to the following:

- ..... The promotion of civic events and activities of general public interest
- ..... To identify a street or district
- ..... Not more than 25 percent of the banner can be used for commercial sponsorship. Banner signs may be mounted on light poles or other street furniture designed specifically for such a purpose.

Additionally, the following regulations shall apply to the entirety of this PUD:

- ..... No pole signs shall be permitted. This restriction shall not apply to non-commercial signs utilized for wayfinding, traffic and/or safety purposes.
- ..... The maximum height of any monument sign within this PUD shall be fifteen (15) feet.

## 9.15 ..... ROOFING REGULATIONS

All structures within this PUD shall have laminate Class C fire rated shingles, architectural metal (e.g. standing seam, 5v, etc.), metal tile, slate or better, except that commercial buildings, mixed use buildings and clubhouses shall be permitted to have flat roofs.

## 9.16 ..... SIDEWALK REGULATIONS

A minimum of five-foot wide sidewalk shall be provided on all curbed streets. Shared plaza streets (or shared space streets) that accommodate pedestrians, bicyclists and automobiles in a shared right-of-way shall have no sidewalk requirement.

## 9.17 ..... HEIGHT REGULATIONS

There shall be no minimum height requirements within this PUD. There shall be no maximum height restrictions.

#### 9.18 ..... SETBACK REGULATIONS

As allowed by the Scenic River Overlay Design District (SRODD) regulations, setback requirements for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

#### 9.19 ..... PUBLIC IMPROVEMENTS

Public improvements shall be made by the property owner throughout the PUD as required by the City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

#### 9.20..... COMMON AREAS

Maintenance of the common areas in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.

#### 9.21..... BUILDING CODE REGULATIONS

Public toilet facilities, built in accordance with 2018 International Building Code, shall be deemed to comply with Section 2902 Minimum Plumbing Facilities requirements for all Mercantile (M) uses and Art Galleries falling under Assembly (A-3) located at street level and/or the first floor of a building.

#### 9.22 ..... SPECIFIC PLAN

Due to the level of detail provided in this PUD, a specific plan shall not be required prior to the issuance of a building permit.

#### 9.23 ..... GENERAL DESIGN AND DEVELOPMENT GUIDELINES

See Exhibit D: Wheeler District Design Guidelines

### **10.0 ..... DEVELOPMENT SEQUENCE**

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

### **11.0 ..... EXHIBITS**

The following exhibits are hereby attached and incorporated into this PUD. These exhibits are:

Exhibit A - Legal Description

Exhibit B - Conceptual Master Development Plan

Exhibit C - Topography Plan

Exhibit D - Wheeler District Design Guidelines