

Planning Commission Minutes
January 23, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:30 a.m. on January 21, 2025)

10. (PUD-2045) Application by Cypress Farm Holdings, Inc. and NEA Holdings, LLC to rezone 2500 North Coltrane Road from R-1 Single-Family Residential, R-2 Medium-Low Density Residential and I-2 Moderate Industrial Districts to PUD-2045 Planned Unit Development District. Ward 7.

Amended Technical Evaluation.

1. ~~A 20-foot setback and landscape buffer shall be provided along the north and east PUD boundaries. Trees shall be preserved within the required buffers.~~

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY PENNINGTON, SECONDED BY POWERS

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, GOVIN, PENNINGTON, NOBLE, LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
January 23, 2025

Item No. IV. 10.

(PUD-2045) Application by Cypress Farm Holdings, Inc. and NEA Holdings, LLC to rezone 2500 North Coltrane Road from R-1 Single-Family Residential, R-2 Medium-Low Density Residential and I-2 Moderate Industrial Districts to PUD-2045 Planned Unit Development District. Ward 7.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

Mark W. Zitzow
Johnson & Associates, Inc.
(405) 235-8075
mzitzow@jaokc.com

B. Case History

This is a new application. This application was deferred from the December 12, 2024 and January 9, 2025, Planning Commission hearing dates.

C. Reason for Request

The purpose of this application is to allow multifamily residential, commercial and light industrial development.

D. Existing Conditions

1. Size of Site: 20.78 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1/R-2/I-2	R-1	PUD-1773/I-2	C-3/C-4	PUD-1558
Land Use	Church	Undeveloped	Undeveloped	Undeveloped	Undeveloped

3. Comprehensive Plan Land Use Typology Area: Urban – Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

II. SUMMARY OF PUD APPLICATION

8.1 USE AND DEVELOPMENT REGULATIONS

The development regulations of the I-1 “Light Industrial” District and R-4, General Residential” District shall govern this PUD, except as herein modified, including conditional, special permit, special exception, alcohol beverage consumption requirements and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

9.0 SPECIAL CONDITIONS:

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

I-1 shall govern all non-residential uses and R-4 shall govern all residential uses.

The following uses are the only uses permitted in this PUD;

- Dwelling Units and Mixed Uses (8200.2)
- Low Impact Institutional: Residential-Oriented (8200.5)
- Multiple-Family Residential (8200.12)
- Senior Independent Living (8200.13)
- Single-Family Residential (8200.14)
- Three- and Four- Family Residential (8200.15)
- Two-Family Residential (8200.16)
- Community Recreation: General (8250.2)
- Community Recreation: Property Owners Association (8250.3)
- Community Recreation: Restricted (8250.4)
- Cultural Exhibits (8250.5)
- Library Services and Community Centers (8250.11)
- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Low Impact Institutional: Neighborhood-Related (8250.14)
- Administrative and Professional Offices (8300.1)
- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales and Services: Grooming (8300.8)
- Animal Sales and Services: Kennel and Veterinary, Restricted (8300.11)
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Child Care Centers (8300.25)
- Communication Services: Limited (8300.29)
- Convenience Sales and Personal Services (8300.32) shall not be located within 150 feet of a residential district.

- Eating Establishments: Drive-In (8300.34) shall not be located within 150 feet of a residential district.
- Eating Establishments: Fast Food (8300.35)
- Eating Establishments: Fast Food, with Drive-Thru Order Window (8300.36) shall not be located within 150 feet of a residential district.
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Limited Alcohol Permitted (8300.39)
- Family Day Care Homes (8300.40)
- Food and Beverage Retail Sales (8300.41)
- Funeral and Interment Services: Undertaking (8300.44)
- Laundry Services (8300.48)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Participant Recreation and Entertainment: Indoor (8300.55)
- Participant Recreation and Entertainment: Outdoor (8300.56), shall not permit outdoor concerts or outdoor events, except for sports facilities and sport related activities.
- Personal Services: General (8300.58)
- Personal Services: Restricted (8300.59)
- Personal Storage (8300.60)
- Repair Services: Consumer (8300.61)
- Research Services: Restricted (8300.62)
- Retail Sales and Services: General (8300.63)
- Spectator Sports and Entertainment: Restricted (8300.69), shall not permit outdoor concerts or outdoor events, except for sports facilities and sport related activities.
- Custom Manufacturing (8350.3)
- Industrial, Light (8350.8)
- Research and Development (8350.10)
- Wholesaling, Storage and Distribution: Restricted (8350.16)
- Temporary Security Trailers are permitted for 24-hour on-site security

Should this PUD be developed as residential, the density shall be per the base zoning district.

9.1 ARCHITECTURAL REGULATIONS

Exterior finish on all buildings shall be per the base zoning district. However, the front façade of any metal building fronting a public street, exclusive of windows and doors, shall consist of a minimum 40% masonry material. No more than 60% EIFS (Exterior Insulation Finish System) shall be permitted.

Buildings shall be oriented such that the backs of buildings are not facing towards any street.

Should the site be developed as residential the exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick, brick veneer, masonry, rock, concrete, stone, stucco, stone masonry, concrete-board, architectural metal or wood, or other

similar type finish. A maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted.

The existing building shall be deemed in conformance with applicable sections of this PUD.

9.2 LANDSCAPING REGULATIONS

The subject site shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development, except as otherwise noted.

9.3 LIGHTING REGULATIONS

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, (2020), as amended.

Should any sports facilities be constructed within this PUD, lighting will be reviewed at the specific plan stage.

9.4 SCREENING REGULATIONS

No less than a six-foot and no greater than an eight-foot-high sight proof screen shall be required along boundaries adjacent to residential uses. Said sight-proof screen may be constructed of stucco, brick, stone, wood, steel/iron and/or any combination thereof and shall be solid and opaque.

9.5 PLATTING REGULATIONS

Platting shall be per the subdivision regulations.

9.6 DRAINAGE REGULATIONS

Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances. Private 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 PUD, provided the PUD is platted with drainage areas confined to common areas. Such drainage ways 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 owners.

9.7 DUMPSTER REGULATIONS

Dumpsters shall be located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public streets and residences and shall be placed no closer than 50 feet from all property lines adjacent to residential zoning district or use.

9.8 VEHICULAR ACCESS REGULATIONS

There shall be a maximum of three (3) access points allowed from NE 23rd Street and four (4) access points allowed from N Coltrane Rd in this PUD. Separation between drives shall be per Public Works policy and regulations. Access shall be reviewed at the specific plan stage.

Future connection to planned stub streets shall be required; however, connection type will be determined at the specific plan stage.

Access to this PUD/Tract may be via a divided street with central landscaped medians.

Non-residential lots within this PUD will not be required to have frontage on an approved public street. Access to individual non-residential lots and multifamily development developed on one parcel or common ownership within the PUD may be permitted to be from a private drive, with a cross access agreement. A Property Owners Association, through the use of recorded Covenants and Restrictions, shall govern maintenance of the private drive. Access to the individual buildings shall be provided by private shared access drives that will provide internal circulation. Private shared access drives shall conform to Public Works policies, procedures, and regulation.

9.9 PARKING REGULATIONS

The number and design of all parking facilities in this PUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended.

Proposed uses are not required to have off-street parking located on the same site as the structure. Off-street parking may be provided by parking lots or garages located adjacent to the structure it serves.

If on-site parking is not provided for a proposed use/structure, locations and parking calculations for all structures in this PUD shall be provided with the building permit application.

If development within this PUD utilizes the “Commercial District” scheme of development where parking is screened behind or to the sides of structures, the parking requirement for said development shall be reduced by 15%. Parking can be met through shared parking agreements among adjacent office/retail uses.

Pervious paving may be used for parking areas, driveways, pathways, and plazas subject to Public Works review and approval. Where connected to public rights-of-way the access drive apron will be constructed of hard surface paving meeting City code for driveway construction. A hard surface border is required around the perimeter of pervious paving areas. Maintenance of the pervious paving is required, and a maintenance plan must be provided when construction documents are submitted for permitting.

9.10 SIGNAGE REGULATIONS

Signage shall be per the City of Oklahoma City Sign Code.

9.11 ROOFING REGULATIONS

All structures in this PUD shall have Class C roofing or better.

9.12 SIDEWALK REGULATIONS

Five-foot wide sidewalks shall be constructed along the arterial street with each development parcel. Said sidewalks shall be 6-foot wide if the sidewalk is constructed adjacent to the curb, subject to the policies/procedures of the Public Works Department. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued. All sidewalks shall be in place prior to any occupancy certificates being issued.

9.13 HEIGHT REGULATIONS

The maximum building height for structures within this PUD shall be per the base zoning district.

9.14 SETBACK REGULATIONS

The setback shall be 10-feet from all exterior PUD boundaries with no interior PUD setbacks except as required by building and fire codes.

A 10-foot landscape buffer shall be provided along the north and east PUD boundaries. Trees shall be preserved to the greatest extent possible within this buffer.

9.16 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.

9.17 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.

9.18 GENERAL DESIGN AND DEVELOPMENT GUIDELINES

Specific information and plans for General Design and Development Guidelines as contained in Chapter 59 Section 14200.4 for density, amenities, relationship to abutting uses, site design, safety, and circulation systems shall be required at the Specific Plan stage.

9.19 SPECIFIC PLAN AND FINAL PLAT

No building permits shall be issued within this PUD until a specific plan and/or final plat, including all items listed in Section 59-14200 of the Oklahoma City Municipal Code, 2020 as amended shall have been approved by the Planning Commission.

10.0 DEVELOPMENT SEQUENCE:

Developmental phasing shall be allowed as a part of the development of this PUD. Required traffic improvements shall be permitted to be constructed in conjunction with the phased development of this PUD, as approved by the City's Traffic Division.

11.0 EXHIBITS:

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

- A: Legal Description
- B: Boundary Exhibit
- C: Conceptual Site Plan

III. REVIEW COMMENTS

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk * indicates that the agency, department, and/or division responded with no adverse comments.

A. Outside Agencies

- 1. Oklahoma City-County Health Department (OCCHD):**
- 2. Oklahoma City Urban Renewal Authority (OCURA):**
- 3. Oklahoma Gas and Electric (OGE):**
- 4. Oklahoma Natural Gas (ONG):**
- 5. Oklahoma Water Resources Board (OWRB):**
- 6. School District: Mid-Del City**

7. Oklahoma Department of Transportation (ODOT):

B. City Departments

- 1. Airports: ***
- 2. Central Oklahoma Transportation and Parking Authority (COTPA):**
- 3. Fire (OCFD):** objection, deleting access road to property to the North and East.
- 4. Information Technology/Geographic Support (IT/GIS):**
- 5. Parks and Recreation:**
- 6. Police (OCPD):**
- 7. Public Works:**

a. Engineering

Storm Sewer Availability

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this PUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175,

September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.

- 8) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Amend Section 9.6 Drainage Regulations: Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances.
- 12) Add to Section 9.8 Vehicular Access Regulations: The proposed private access drive will be constructed in accordance with the City of Oklahoma City Standards and Specifications.
- 13) Amend Section 9.17 Common Areas: Maintenance of the common areas, private drainage easements, and islands/medians 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 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 that meets the requirements specified above.

b. Stormwater Quality Management

c. Traffic Services *

8. Utilities

a. Solid Waste Management

- 1) The City cannot provide service, contact private hauler.

b. Water/Wastewater Quality

Water Availability

- 1) An existing 12-inch water main(s) is located adjacent to the subject site(s).
- 2) A 12-inch water main is required to be loop through the development to provide adequate water supply and fire flow protection. Connection to two (2) separate active water mains is required to prevent partial or total shut-off of water supply when a pipeline failure occurs.

- 3) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 4) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 5) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 6) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic or fire protection systems which require water pressure in excess of 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
- 7) All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.
- 8) All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
- 9) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
- 10) Will be master metered unless platted separate lots for separate buildings.

Wastewater Availability

- 1) An existing 8-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.

- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.
- 8) System will be privately owned unless platted.

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available nearby and proposed to be extended.

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

The subject site is located at the northeast corner of North Coltrane Road and NE 23rd Street, both arterial streets. The PUD is requested for a variety of commercial uses, along with industrial and residential uses, including multifamily.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family, and 15 to 30 dwelling units per acre for multifamily. *The current FAR of the site is 0.02. The PUD regulations could provide for a FAR within the Urban Low Intensity LUTA range. The PUD proposes single-through multifamily residential development. The maximum number of dwellings allowed under the base R-4 District, if developed entirely as multifamily residential, would be approximately 648 dwelling units, or 34.84 du/acre.*

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system.
- Limit number of dead-end streets and cul-de-sacs.

- Protect existing traditional street grid and reconnect it where possible.
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- Primary entrance points should be aligned with access points immediately across the street.
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

The subject site is currently served via two improved drives along North Coltrane Road and one improved drive, and one unimproved drive, along NE 23rd Street. The PUD Master Design Statement proposes a maximum of three access points each along both frontages. Both North Coltrane Road and NE 23rd Street are classified as arterial streets. Peachtree Street, located south of NE 23rd Street, provides an opportunity to align a new drive on the subject site, which is illustrated as aligned on the conceptual plan. The platted subdivision adjacent to the subject site on the east is proposed with a connection west towards the development. The proposed PUD requires a connection, but the type (public/private) will be determined at the PUD Specific Plan stage.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Within parking lots, provide pedestrian access ways separated from vehicle aisles.
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses.

Sidewalks are currently available along each street, where adjacent to the church, and are not available along the remaining street frontage. The PUD regulations require sidewalks along all street frontages.

- 2) Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing residential or industrial uses or zoning, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if residential lot sizes in UL are less than 60% of directly adjacent residential lots, the setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building’s orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent

uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The proposed PUD allows a range of uses, from single-family residential or multifamily residential to commercial and industrial. It was unclear at the time of review how the site would ultimately be developed. A specific plan will be required for commercial, industrial and multifamily development. The PUD requests reduce setbacks of 10 feet around the perimeter of the PUD and no setbacks on the interior, other than what is required by building and fire codes. The PUD maintains the building height regulations of the base zoning districts (I-1 and R-4), meaning buildings abutting the planned single-family residential to the east and the R-1 zoned property to the north will be limited to one story and 20 feet, and landscaping and screening would be required. Plan conformance would be strengthened by increasing the landscape buffer on the east and preserving trees to the maximum extent possible.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. *The subject site is located at the northeast corner of North Coltrane Road and NE 23rd Street, both arterial streets in the Urban Low Intensity LUTA. No compatibility issues related to traffic were identified on the subject site.*

Operational Impact: The comprehensive plan calls for mitigation measures if new projects propose uses that generate noise levels above those found in typical residential settings, have detectable odors, spill light above that found in typical residential settings, or operate after 10 p.m. within proximity to residential uses. When located near residential uses, the comprehensive plan calls for containing operating effects (including noise and odor) within building walls, using vertical screening to block any mechanical equipment and service areas, and directing light away from adjacent residential areas. Additionally, the comprehensive plan states that in some cases, a proposed project may need to take measures to reduce the impact of an existing use, and specifically identifies placing residential uses next to an industrial use as an example. *The PUD proposes a mix of uses adjacent to a planned residential subdivision (east) and R-1 zoned land (north). The Master Design Statement requires some uses such as drive-thrus and convenience sales to be at least 150 feet from a residential district, but many other uses such as light industrial, Wholesaling, Storage and Distribution and outdoor participant recreation uses could have operational impacts on residents. Plan conformance would be strengthened by eliminating uses, increasing setbacks, and/or increasing landscape buffers adjacent to residential uses and districts.*

3) Service Efficiency:

- Water: *Close to Service or Served*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Response*

4) Environmentally Sensitive Areas: The following apply to the proposed development site:

- Riparian Areas: N/A

- Upland Forests: The subject area is within the upland forest ESA. The comprehensive plan directs to preserve the Cross Timbers and upland forests, including native understory, to the maximum extent practical. When new-growth or re-growth upland forest trees are removed during construction, trees and other native plants should be replanted on-site. New trees should be planted in clusters that mimic the original tree canopy. The comprehensive plan defines mitigation hierarchy in the following priority: 1) Avoidance and minimization, 2) Restoration, 3) Offset. *Upland Forest is present on the eastern portion of the site. When 60 percent or less of the site is covered, the plan has a preservation goal of 100%. The PUD regulations do not address tree preservation, or upland forest areas. Plan conformance would be strengthened by adding language for preservation of healthy, mature trees, specifically in upland forest areas.*
 - Vulnerable Aquifers: The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., to promote increased water percolation and infiltration.
- 5) Transportation System:** This site is located at the northeast corner of North Coltrane Road, a Minor Arterial Street, and NE 23rd Street, a Major Arterial Street, both in the Urban Low LUTA. The nearest transit (bus) service is located just south of the subject site, along North Coltrane Road or east of the site along NE 23rd Street. According to Streetlight data, last collected in 2022, North Coltrane Road had 1,177 average daily trips, with a capacity of 10,000 and NE 23rd Street had 15,710 average daily trips, with a capacity of 22,000.
- 6) Other Development Related Policies**
- Encourage the integration and mixing of land uses in urban areas. (SU-1)
 - Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development. (SU-4)
 - Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
 - Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
 - Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles:

- Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
- Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.
- Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance (SU-27)
- Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. (SU-28)
- New neighborhood-scale retail should be located within new residential growth areas to serve daily shopping needs and limit trip distances. In newly developing areas, this retail format is preferred to the existing linear development patterns along arterials. (SU-30)
- Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestions at arterial intersections. (C-32)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees) into the design of all

residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)

b. Plan Conformance Considerations

The subject site is located at the northeast corner of North Coltrane Road and NE 23rd Street. The site is primarily zoned R-1, with additional R-2 and I-2 land along the eastern boundary. The subject site is developed with a church, located near the arterial intersection. Abutting the north side of the site is primarily undeveloped land followed by residential development, zoned R-1. Adjacent to the site on the east are PUD-1773, which was approved in 2020 and is undergoing development for single- and two-family residential development, and undeveloped I-2 land fronting NE 23rd Street. Across NE 23rd Street, to the south, are undeveloped C-3 and C-4 parcels. Across North Coltrane, to the west, is undeveloped land zoned as PUD-1558, which allows a variety of residential options with commercial / industrial uses allowed along NE 23rd Street.

The PUD is requested for a mix of uses, including single-family residential through multifamily residential, commercial and light industrial. Conceptual plans indicate buildings ranging from 8,000 to 33,000 square feet within a development with shared access and parking. It was unknown at the time of review what uses would ultimately be developed, or how access to parcels to the north would be affected by the removal of an existing access road. Additionally, the subdivision to the east has stubbed a street to the subject site which appears to not be used with the proposed development.

Potential operational impacts are identified where commercial and light industrial uses are proposed next to residential development or zoning (east and north). The Master Design Statement requires some uses such as restaurants with drive-thrus and convenience sales to be at least 150 feet from a residential district, but other uses such as light industrial, distribution, and outdoor participant recreation uses could have operational impacts on residents. The Master Design Statement has been modified since first submitted to prohibit outdoor concerts or outdoor events except for sports facilities and sport related activities, modify architectural regulations, reduce the number of allowed drives on NE 23rd Street from four to three, specify residential density is per the R-4 District, and require a 10-foot landscape buffer along the north and east boundaries of the PUD. A street stub from the developing subdivision to the east will be required, but the type of connection will be determined at the PUD's Specific Plan stage.

IV. STAFF RECOMMENDATION

Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.

Approval of the application subject to the following Technical Evaluation:

1. A 20-foot setback and landscape buffer shall be provided along the north and east PUD boundaries. Trees shall be preserved within the required buffers.

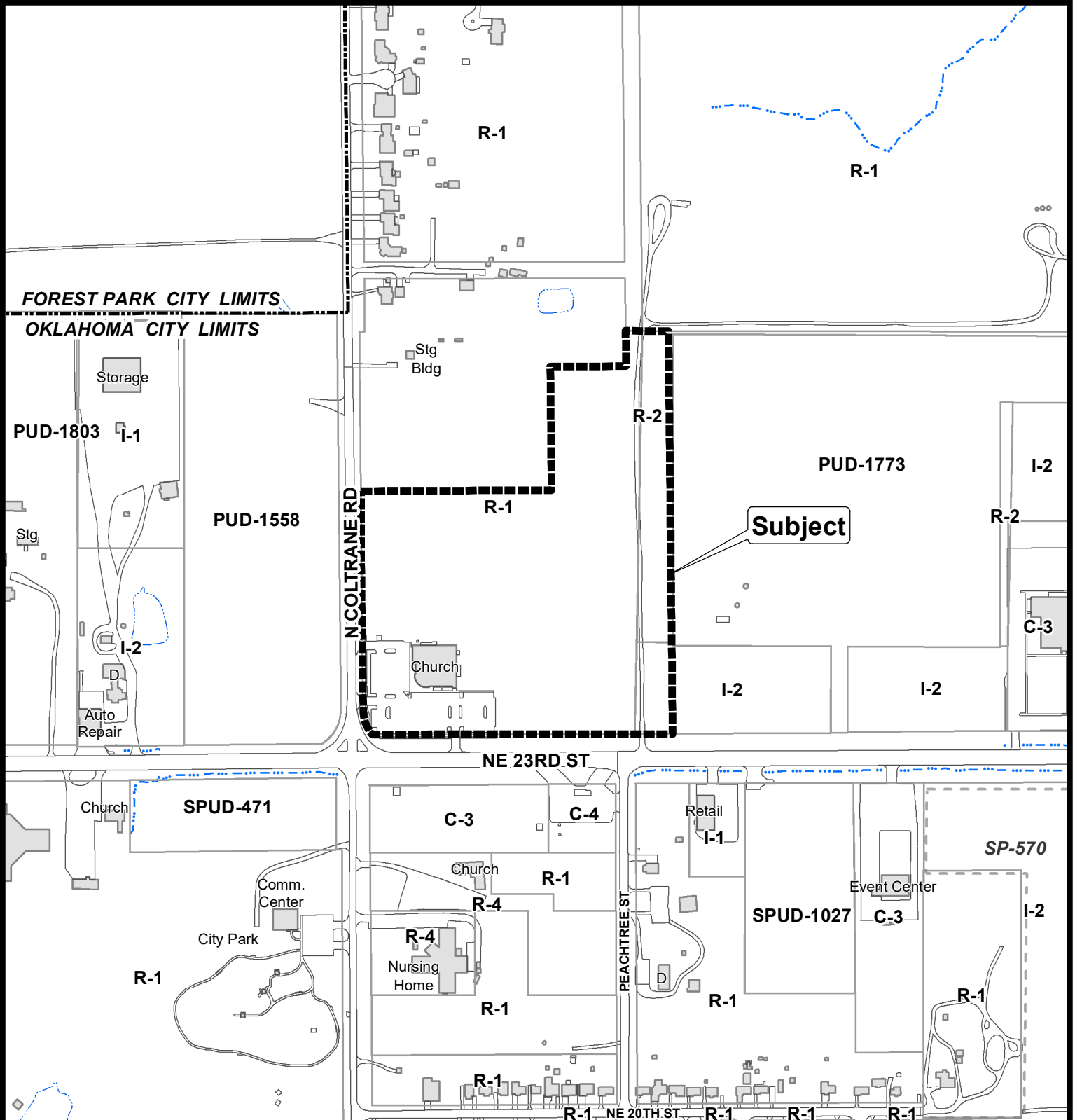
All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the PUD may be required during either Divisions review of construction plans and prior to City Council approval.

gjh

Case No: PUD-2045
Applicant: Cypress Farm Holdings, Inc.
and NEA Holdings, LLC

Existing Zoning: R-1 / R-2 / I-2

Location: 2500 N. Coltrane Rd.

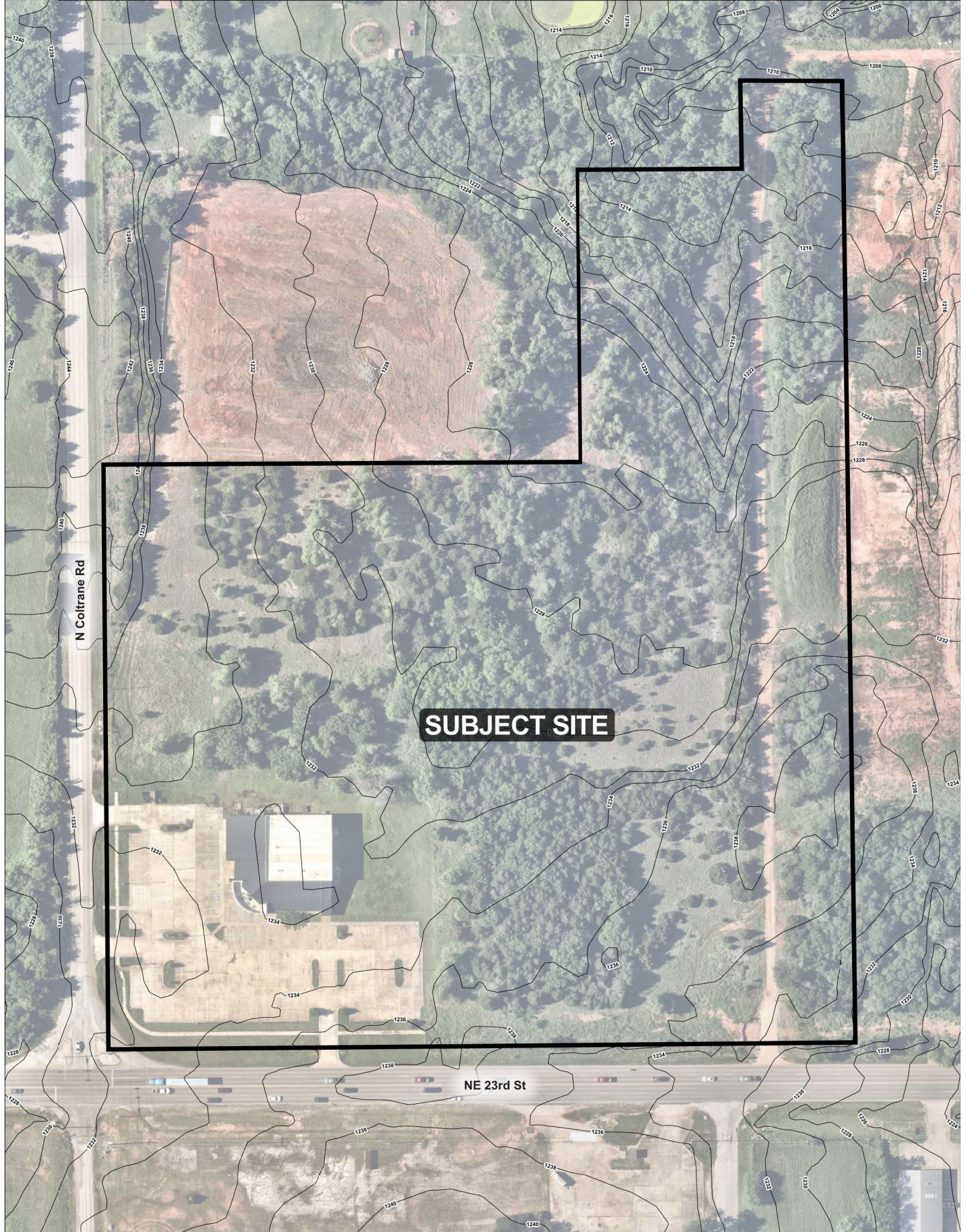


The City of
OKLAHOMA CITY

Planned Unit Development



0 200 400 Feet



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Aerial Photo from 2/2022



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OKLAHOMA CITY

Planned Unit Development



0 200 400
Feet