



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**January 11, 2024**

**Item No. IV. 13.**

**(PUD-1986) Application by Premium Land, LLC to rezone 9735 West Memorial Road from PUD-1551 Planned Unit Development and PUD-1742 Planned Unit Development Districts to PUD-1986 Planned Unit Development District. Ward 1.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

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Kendall.dillon@craftontull.com

**B. Case History**

This is a new application. This application is associated with the Preliminary Plat of Layton Lakes (C-7612).

**C. Reason for Request**

The purpose of this application is to allow single-family residential, two-family attached residential, multifamily residential, and commercial development in four tracts.

**D. Existing Conditions**

**1. Size of Site:** 159.39 Acres

**2. Zoning and Land Use**

	Subject Site	North	East	South	West
<b>Zoning</b>	PUD-1551/ PUD-1742	AA	R-1/AA	PUD-1334/AA	PUD-445
<b>Land Use</b>	Undeveloped	Undeveloped	Undeveloped/Oil Well	Undeveloped/Residential	Residential

**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.

**Comprehensive Plan Land Use Typology Layer: Urban Future (UF)**

The UF layer maintains agricultural land and large acreage estates until the area is ready for urbanization. The purpose of the UF designation is to retain land in a condition that provides the most flexibility for developing at urban densities in the future and ensures the most efficient, sustainable delivery of services. Land assembly is one of the most difficult tasks associated with effective land development. To the extent parcels become fragmented, the potential to efficiently urbanize UF areas is compromised due to the challenges of land assembly. Urban Future areas may have access to the City’s public water supply or sanitary sewer systems but not both, and typically don’t have urban levels of fire service. These areas present opportunities to increase service levels over time and responsibly manage the public costs of growth. Urban services, including City water and sewer, are not intended to be provided to UF areas until the designation is removed through an amendment to plan**okc**. Commercial and light industrial uses may be appropriate provided they do not negatively impact agricultural operations and character or the potential to eventually urbanize.

**II. SUMMARY OF PUD APPLICATION**

**8.1 USE AND DEVELOPMENT REGULATIONS**

This planned unit development shall consist of FOUR (4) tracts as follows:

**8.1.1 TRACT ONE (1)**

The use and development regulations of the “R-1” Single-Family Residential District shall govern this tract, except as herein modified in Section 9.0 Special Conditions, including conditional, special permit, special exception, and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

**8.1.2 TRACT TWO (2)**

The use and development regulations of the “R-2” Medium-Low Density Residential District shall govern this tract, except as herein modified in Section 9.0 Special Conditions, including conditional, special permit, special exception, and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

The following shall be the only uses permitted in Tract 2:

Single-Family and Two-Family Residential

**8.1.3 TRACT THREE (3)**

The use and development regulations of the “C-3” Community Commercial District shall govern this tract, except as herein modified, including accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

The following use units shall be the only uses permitted in Tract 3:

- Administrative and Professional Office (8300.1)
- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales and Services: Grooming (8300.8)
- Animal Sales and Services: Kennels and Veterinary, Restricted (8300.11)
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Child Care Centers (8300.25)
- Communications Services: Limited (8300.29)
- Convenience Sales and Personal Services (8300.32)
- Cultural Exhibits (8250.5).
- Eating Establishments: Drive-In (8300.34)
- Eating Establishments: Fast Food (8300.35)
- Eating Establishments: Fast Food with Drive-Through Order Window (8300.36) and Ordering Call Box\*
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Limited Alcohol Permitted (8300.39)
- Food and Beverage Retail Sales (8300.41)
- Gasoline Sales: Large (8300.45)\*
- Gasoline Sales: Small: Restricted (8300.46)\*
- Laundry Services (8300.48)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Participant Recreation and Entertainment: Indoor (8300.55)
- Payday or Title Loan Agencies (8300.57)
- 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)

\*These uses shall be located at least 100 feet from a residential use or district.

#### 8.1.4 TRACT FOUR (4)

The use and development regulations of the “R-4” General Residential District shall govern this tract, except as herein modified in Section 9.0 Special Conditions, including conditional, special permit, special exception, 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**

### **9.1 FAÇADE REQUIREMENTS**

Exterior building wall finish on all primary structures, exclusive of windows and doors, shall consist of a minimum 60% brick veneer, rock, concrete board or stone masonry. No more than 40% EIFS, stucco, or wood shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted on primary structures.

### **9.2 LANDSCAPING REGULATIONS**

The subject site and its Tracts shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.

### **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.

### **9.4 SCREENING REGULATIONS**

No less than a six-foot and no greater than an eight-foot high screen shall be required along the northern and eastern boundary of Commercial Tract 3 where abutting residential use. No less than a six-foot and no greater than an eight-foot high screen shall be required along the northern and eastern boundary of Multi-family Tract 4 where abutting single-family residential use. Said screens shall be constructed entirely of stucco, brick, stone, or wood and shall be solid and opaque.

### **9.5 DUMPSTER REGULATIONS**

Within Commercial Tract 3 and Multi-Family Tract 4, dumpsters shall be 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 single-family or two-family residential use.

### **9.6 PLATTING REGULATIONS**

All residential 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.

### **9.7 DRAINAGE REGULATIONS**

Drainage improvements, if required, will be in accordance to 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's, 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 of such private drainage-ways shall be the responsibility of the property owners.

#### **9.8 ACCESS REGULATIONS**

There shall be a maximum of five access points from W. Memorial Rd. and three access points from N. Morgan Rd.

Access to Tract 1 and Tract 2 of this PUD may be via a divided street with central landscaped median. A minimum 20-foot pavement lane shall be required on either side of said median if constructed as a boulevard street. Tract 1 connects to the property to the east on N.W. 140<sup>th</sup> St.

Tract 3 lots may be platted and subdivided and there shall be no minimum lot size. A platted lot may be split administratively but is not permitted to include an adjacent common area/private driveway. The resulting lot is permitted to take access from the platted common area/private drive. A split lot is not required to have frontage on an approved street. Access to the individual buildings shall be provided by private shared access drives that will provide internal circulation.

Access to Tract 4 of this PUD may be via a divided driveway with central landscaped median. A minimum 20-foot pavement lane shall be required on either side of said median if constructed as a boulevard street. There may be up to two access driveways to W. Memorial Rd.

Streets or driveways on adjacent property within 200 feet of this PUD shall be shown on the Master Development Plan.

Individual residential lots shall not be permitted to take access from arterial/section line road(s) and "Limits of No Access" shall be established along lots abutting an arterial/section line road for residential lots.

#### **9.9 PARKING REGULATIONS**

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

For Tracts One and Two (1 & 2), on-street queuing and maneuvering into parking spaces shall be permitted within the public right-of-ways. The location of the on-street maneuvering shall only be permitted within the frontage of a common area lot. All parking spaces shall be located on private property.

#### **9.10 SIGNAGE REGULATIONS**

##### **9.10.1 FREESTANDING ACCESSORY SIGNS**

Freestanding accessory signs in Commercial Tract 3 and 4 shall be monument signs, a maximum

of 12 feet tall and have a maximum area of 100 square feet per side. A sign that contains the name of any business located within this PUD is deemed accessory, even if the sign is not placed on the parcel where the business development is located, as long as the business and the sign are located within this PUD.

Monument entrance signs shall be allowed at the four, single and two-family entrances as well as the entrances for Tract 4, multi-family. Single family residential subdivision ground sign requirements shall be in accordance with Chapter 3, Article V. Sign Regulations of the Oklahoma City Municipal Code, as amended.

All free-standing accessory signs shall provide a landscaped area containing one (1) point per two (2) square feet of sign or fraction thereof located within 10 feet of the base of any freestanding accessory sign. This landscaping may be applied to fulfill site or parking point requirements. Turf grass shall not be used to satisfy this requirement.

#### **9.10.2 ATTACHED SIGNS**

Attached signs will be in accordance with the base zoning district regulations.

#### **9.10.3 NON-ACCESSORY SIGNS**

Non-accessory signs are specifically prohibited in this PUD.

#### **9.10.4 ELECTRONIC MESSAGE DISPLAY SIGNS**

Electronic Message Display Signs are specifically prohibited in this PUD.

#### **9.11 ROOFING REGULATIONS**

Every structure in this PUD shall have Class C roofing or better, except that commercial buildings shall be permitted to have flat roofs.

#### **9.12 SIDEWALK REGULATIONS**

Five-foot sidewalks shall be constructed along N. Morgan Rd. and W. Memorial Rd., or six-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to the policies and procedures of the Public Works Department. A fee-in-lieu of sidewalks shall be acceptable for the portions along the arterial streets that a sidewalk cannot be constructed at the time of development.

#### **9.13 HEIGHT REGULATIONS**

The base zoning district regulations shall regulate heights of structures in this PUD.

**9.14 SETBACK REGULATIONS**

Unless modified herein, yard requirements in this PUD shall be the same as the base-zoning district.

**9.15 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.

**9.16 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. The open space on the west side shall be dedicated as Common Area.

**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 DESCRIPTIONS: OVERALL, TRACTS 1 – 4.

EXHIBIT B: MASTER DEVELOPMENT PLAN

EXHIBIT C: TOPOGRAPHY MAP

**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: Piedmont**
- 7. Oklahoma Department of Transportation (ODOT)**

**B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire (OCFD)**
- 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) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- 5) 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.



- 6) 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.
- 7) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 8) 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.
- 9) 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.
- 10) All private roads /streets will have private storm sewer systems.
- 11) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 12) Amend Section 9.7 Drainage Regulations to read:

Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances.

Delete the following:

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's, 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 of such private drainage ways will be the responsibility of the property owners.
- 13) Amend Section 9.16 Sidewalk Regulations to add:

Interior sidewalks shall be constructed in accordance with the applicable requirements of the City of Oklahoma City ordinances, policies, and procedures. A Certificate of Occupancy shall not be issued until the sidewalks have been constructed.

Delete the sentence:

A fee-in-lieu of sidewalks shall be acceptable for the portions along the arterial streets that a sidewalk cannot be constructed at the time of development.
- 14) Section 9.16 Common Areas – Delete the last sentence – “The open space on the west side shall be dedicated as Common Area.”

**b. Streets, Traffic and Drainage Maintenance**

**c. Stormwater Quality Management**

**d. Traffic Management**

**8. Utilities**

**a. Engineering**

**Paving**

**b. Solid Waste Management**

- The City can provide service provided there is sufficient space for the truck to maneuver to service the addition.
- The City can provide service for up to 3 units on a single water meter. Any more than 3 units on the same water meter will have to be serviced by a private hauler. A dumpster could be utilized provided there is not enough frontage space for cart placement.
- The City can provide solid waste collection services to commercial customers providing refuse is not in excess of 270 gallons per customer per pick up § 49-30(a). Otherwise the customer will have to utilize a private hauler for dumpster service.

**c. Water/Wastewater Quality**

**9. Planning**

**1) LUTA Development Policies:**

Site Design:

- Large-scale (20+ acres or 50 or more single family units) residential subdivisions should provide a diversity of home sizes, lot sizes, price points, architectural styles, and density ranges.
- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands
- Utilize Best Management Practices (BMP) for stormwater whenever possible.

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 PUD has frontage along W Memorial Road and N Morgan Road. The PUD proposes a mix of uses, with single-family residential, duplex and apartment uses, and commercial at the corner of W Memorial Road and N Morgan Road. The associated plat places the pond and streams in Common Area.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. The 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 PUD proposes four tracts. Tract 1 would have R-1 base regulations and Tract 2 proposes an R-2 base. Tract 3 allows commercial uses at an intersection of two minor arterial streets. Tract 4 would have R-4 base regulations. The PUD regulations could allow development within the UL density ranges.*

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.
- 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.
- Provide vehicular connectivity between adjacent developments.
- Subdivisions with more than 50 units should have at least two points of entrance / egress no closer than 300 feet apart.
- Horizontally mixed-use developments should have connectivity between land uses.
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Horizontally mixed-use developments should have connectivity between land uses.

*The subject site has frontage on two minor arterial streets and proposes development on four tracts. The residential tracts 1 and 2 would be connected and have multiple access points to both arterial streets, as well as east and north. Connections from the multifamily tract and commercial tract to other tracts are not contemplated in the conceptual plan.*

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.

*The PUD requires sidewalks on W Memorial Road and N Morgan Road. Sidewalks are required on all new local streets within new subdivisions.*

- 2) Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating low intensity residential adjacent to single-family districts, “Building Scale and Site Design” 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, or if the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses. *No triggers requiring mitigation were identified.*

**3) Service Efficiency:**

- Water: *Served – Close to Service or Served*
- Sewer: *Served – Open Sewer Sheds or Served*
- Fire Service: *Rural or Longer than Rural Response Times*

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

- Riparian Areas: Riparian areas are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *The central portion of the site contains a lake and tributaries that flow northward into Deer Creek. The companion plat places these areas within Common Area. The site plan shows lots within 100 feet of the lake and surrounding tributaries. Plan conformance would be strengthened with a design that maintained a 100-foot distance from the riparian areas, particularly the lake.*
- Upland Forests: N/A
- Vulnerable Aquifers: N/A

**5) Transportation System:** This site is located along W Memorial Road and N Morgan Road, both Minor Arterial Streets in the Urban Low LUTA. No bus transit is available nearby.

**6) Other Development Related Policies**

- 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)
- 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)
- Prioritize and concentrate development where facilities, infrastructure, and services have capacity and where Police and Fire Departments are best able to respond. Guide the location and timing of development through proactive and strategic installation of infrastructure. (SU-14)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit trips have, or will soon have, capacity to support added trips (SU-48)
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use development. (SU-49)
- 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. Large-scale commercial buildings with parking in front should screen parking lots with coordinated development of out-parcels (pad sites) and with landscaping. (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)
- 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)

**a. Plan Conformance Considerations**

The nearly 160-acre subject site is located at the northeast corner of N Morgan Rd and W Memorial Road. The subject site is undeveloped and within two PUDs that allow residential and office development. To the east is the platted Savannah Estates Section 4 and an AA zoned well site. To the north is undeveloped AA zoned land.

Across Morgan Road to the west is the Stoneridge Farms subdivision. Across W Memorial Road to the south is undeveloped PUD-1334 which was approved in 2008 allows development similar to the proposed PUD-1986 (C-3 on the corner, R-2 wrapping around the commercial, and the balance/majority of the PUD as R-1 single-family development.)

The proposed PUD is within the Urban Low LUTA and the eastern portion of the site is also within an area where the comprehensive plan applies the Urban Future Land Use Typology Layer (UF). An application to amend the comprehensive plan and remove the UF Layer was previously denied by the Planning Commission. The companion zoning, PUD-1742, which comprises the eastern half of the new PUD, was recommended for approval by the Planning Commission and approved by City Council in March 2020 as “Layton Lakes”. PUD-1742 allows R-1 and O-2 development. The western half of the new PUD-1986 is zoned PUD-1551 (2014) and allows development per the R-1 District.

The new PUD-1986 would allow the single-family residential already permitted, add a tract of duplex development that is connected to the neighborhood, allow a multifamily tract along Memorial Road adjacent to the duplexes, and allow commercial uses at the corner. Water and sewer are available. The subdivision will need to meet regulations for ingress and egress, which, as proposed in the associated preliminary plat of Layton Lakes (C-7612), include multiple connections to both arterial streets and connections north and east for the proposed residential uses. No variations to lot size, coverage or density is requested beyond Code requirements for the R-1 and R-2 base zones. Sidewalks will be installed, residential tracts connected, central open space provided, and sign size and height limited.

#### **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. In Section 9.12 delete “A fee-in-lieu of sidewalks shall be acceptable for the portions along the arterial streets that a sidewalk cannot be constructed at the time of development.”
2. In Section 9.16 delete “The open space on the west side shall be dedicated as Common Area.”