



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**June 12, 2025**

**Item No. IV. 11.**

**(PUD-2068) Application by Stephen A. Schulte, Mary Schulte Parrish, George Schulte, John D. Schulte and Paul I. Schulte to rezone 15095 North Sara Road from AA Agricultural District to PUD-2068 Planned Unit Development District. Ward 1.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

Todd Brawley  
Crafton Tull  
405-787-6270  
Todd.brawley@craftontull.com

**B. Case History**

This is a new application.

This application is associated with a request to amend the City's Comprehensive Plan, CPA-25-00004, by removing the Urban Future (UF) Land Use Typology Layer. This application is also in conjunction the proposed Preliminary Plat of Chamonix (C-7740).

**C. Reason for Request**

The purpose of this application is to allow single-family residential and two-family (duplex) development.

**D. Existing Conditions**

**1. Size of Site:** 126.21 Acres

**2. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	AA	PUD-1851	AA PUD-445	AA	AA
<b>Land Use</b>	Undeveloped	Undeveloped	Landscaper	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.

**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 ~~no~~ **kc**. 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**

**TRACT 1**

The use and development regulations of the "R-1" Single-Family Residential District shall govern this tract, except as herein modified, 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.

**TRACT 2**

The use and development regulations of the "R-2" Medium-Low Density Residential District may also govern this tract, except as herein modified, 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.

**TRACT 3**

The use and development regulations of the "R-1" Single-Family Residential District shall govern this tract, except as herein modified, 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 boundaries within TRACT 1, 2, and 3 may be adjusted up to 15%.

**9.0 SPECIAL CONDITIONS**

9.1 .....MODIFIED LOT REQUIREMENTS

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

**TRACT 1**

- Minimum lot size: 5,000 square feet
- Minimum lot width: 50 feet
- Minimum lot depth: 100 feet.
- Front yard setback for Primary Structure (Living Area): 15 feet.
- Front yard setback for Attached Garage: 20 feet.
- Coverage: Main and accessory buildings shall not cover more than 65% of the lot area.

**TRACT 2**

Single-Family lots shall be developed in accordance with Tract 1.

The Two-Family lots are allowed the following conditions:

- Minimum lot size: 6,600 square feet
- Minimum lot width: 60 feet
- Minimum lot depth: 110 feet
- Front yard setback: 20 feet
- Coverage: Main and accessory buildings shall not cover more than 65% of the lot area

**TRACT 3**

- Minimum lot size: 4,000 square feet
- Minimum lot width: 40 feet
- Minimum lot depth: 110 feet.
- Front yard setback: 20 feet.
- Coverage: Main and accessory buildings shall not cover more than 65% of the lot area.

**9.2 FAÇADE REGULATIONS**

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.

**9.3 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.

9.4 .....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.

9.5 SCREENING REGULATIONS

Screening shall conform with the Oklahoma City Municipal Code, 2020, as amended.

9.6 SUBDIVISION REGULATIONS

Subdivision shall conform to the Oklahoma City Subdivision Regulations, as amended.

9.7 DRAINAGE REGULATIONS

Development of this parcel will comply with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

9.8 ACCESS REGULATIONS

Access shall be per the Subdivision Regulations, as amended. Additionally, this PUD shall have access to Chamonix, in four locations from N. Sara Road. The entrances may have a right-of-way width of 80 feet to accommodate a divided entry with 20-foot-wide drives and a landscaped island. Ingress and egress for Tract 1 may come from private streets.

Tract 1 shall have two access points from N. Sara Rd. These access locations may be gated. Tract 1 shall also connect to Tract 2 but may have a crash gate for emergency vehicle access.

In addition to access from N. Sara Rd, and crash gate access to Tract 1, Tract 2 shall connect with Tract 3 in two places.

Tract 1 may be private streets while Tract 2 and Tract 3 shall be public, local streets and shall have a minimum right-of-way width of fifty-feet and a twenty-six foot street cross-section. Tracts 2 and 3 shall have a combined two access points from N. Sara Rd. Individual lots shall not be permitted to take access from the arterial/section line road and a “limits of no access” shall be established. Tracts 2 and 3 shall also have a stub street to the west and two stub streets south, one on each side of the creek.

Streets or driveways on adjacent property within two hundred feet of this Planned Unit Development shall be shown on the Master Development Plan Map.

9.9 .....PARKING REGULATIONS

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

On-street queuing and maneuvering into parking spaces shall be permitted within the public rights-of-way. 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**

Signage shall conform to the Oklahoma City Municipal Code, 2020, as amended.

**9.11 ROOFING REGULATIONS**

Roofing for all structures shall conform to adopted building code at the time of development.

**9.12 SIDEWALK REGULATIONS**

Five-foot sidewalks shall be constructed along the arterial street. Six-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb. Sidewalks along the interior streets shall be four feet in width. All sidewalks shall be subject to the policies and procedures of the Public Works Department and ADA requirements.

**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, private drainage easements, private drives 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 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. Future plats shall provide access to common areas on the west, and include centrally located recreational amenities throughout the subdivision.

#### 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 – Overall, Tract 1, Tract 2, Tract 3
- Exhibit B – Master Development Plan
- Exhibit C – Topographic 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(s): (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 Engineering staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to the applicable requirements of the Oklahoma City Municipal Code, as amended..
- 2) Storm sewers, in accordance with the City of Oklahoma City's Drainage Ordinance, will be required. For developments abutting section line roads where rainfall-runoff exceeds the capacity of the City of Oklahoma City's standard ditch detail, the installation of enclosed storm sewers and/or concrete channels will be necessary. These improvements must be positioned to provide a minimum clearance of 35 feet from the centerline of the section line road. Concrete channels must be located entirely outside the public right-of-way
- 3) A flood/drainage study will be required to establish finished floor elevations, common lot areas, and private drainage easements. This study must be reviewed and approved by the Public Works Department.
- 4) A flood study will be required to demonstrate that there is no rise in the 100-year rainfall runoff, as established by the Federal Emergency Management Agency (FEMA) and the City of Oklahoma City, when comparing pre-development and post-development conditions.
- 5) The subject property is located within a FEMA-designated Zones A and AE (100-year floodplain). As a result, minimum finished floor elevations must be established for each lot within or adjacent to the floodplain. These elevations must be based on the 100-year water surface elevation, as determined by either the City of Oklahoma City urbanized study or the FEMA study—whichever is more restrictive or imposes higher standards—plus one (1) foot. The Public Works Department's Engineering staff must review and approve these elevations prior to any development.
- 6) A Floodplain Activity Permit must be submitted along with plans for any work proposed within 200 feet of a mapped FEMA Zone AE floodplain.
- 7) A U.S. Corps of Engineers Section 404 permit must be submitted for any work conducted in The Waters of the United States
- 8) Plans for drainage improvements within private drainage easements and/or common areas must be submitted for review. Building permits will not be issued until construction is complete. For subdivisions abutting a stream, private drainage easements and/or common areas along the stream must, at a minimum, encompass the entire FEMA-mapped Zone AE and floodway within the limits of the

development.

- 9) Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association and/or the adjacent property owners. 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 drainage related common areas 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.
- 10) Drainage easements shall be clearly designated as either public or private in the owner's dedication, on the plat, and/or in the plat notes.
- 11) Sediment and erosion control measures shall be provided for any construction in accordance with Oklahoma Statutes Title 27A, OAC 606 - OPDES Standards, and the City of Oklahoma City Municipal Code, as amended.

A City of Oklahoma City Land Disturbance Permit and an ODEQ Construction Permit are required for land disturbance activities exceeding one (1) acre, as specified by the above-referenced regulations. Additionally, a City of Oklahoma City Land Disturbance Permit is required for any construction activity, regardless of the amount of land disturbed, unless exempt under the ordinance.

- 12) Sidewalks shall be installed for all new construction in accordance with the Municipal Code. Any new sidewalks or repair/replacement of existing sidewalks shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction.
- 13) All private roads and streets shall have a private storm sewer system.
- 14) Amend Section 7.1 Streets: Proposed streets shall be public in Tracts 2 and 3 and shall have right-of-way widths of 50 feet and shall be paved to the ~~urban local street~~ City of Oklahoma City standards. Ingress and Egress for this Planned Unit Development shall be from public streets.
- 15) Amend Section 7.7 Drainage: This property drains into the Deer Creek River drainage basin. Portions of the subject property are located within a FEMA 100-year flood plain. Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances, as amended. ~~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 will be the responsibility of the property owners.~~

- 16) Amend Section 9.8 Access Regulations: Access shall be per the Subdivision Regulations, as amended. Additionally, this PUD shall have access to Chamonix, in four locations from N. Sara Road. The entrances may have a right-of-way width of 80 feet to accommodate a divided entry with 20-foot-wide drives and a landscaped island. All access points must comply with the City of Oklahoma City requirements for street separation. Ingress and egress for Tract 1 may come from private streets.

Tract 1 may be private streets while Tract 2 and Tract 3 shall be public. All local streets, public and private, and shall have a minimum right-of-way width of fifty-feet and a twenty-six foot street cross-section, constructed in accordance with the City of Oklahoma City Standards and Specifications. Individual lots shall not be permitted to take access from the arterial/section line road and a “limits of no access” shall be established.

**b. Stormwater Quality Management**

**c. Traffic Services \***

**8. Utilities**

**a. Engineering**

**b. Solid Waste Management**

- 1) The City can provide service, providing there is sufficient space for the truck to maneuver to service the addition.

**c. 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) Plat may be revised after review and approval of utility plans.
- 11) Water main along Sara Rd would be required.

**Wastewater Availability**

- 1) An existing 33-inch/36-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Wastewater main extension would be required.
- 3) Line capacity is not guarantee and must be checked by the Engineer of Record and reviewed by the City.
- 4) 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.
- 5) 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.
- 6) 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.

- 7) 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.
- 8) Plat may be revised after review and approval of utility plans.

## **9. Planning**

### **a. Comprehensive Plan Considerations**

*The site is within the Urban Low Intensity LUTA and in an area where the comprehensive plan applies the Urban Future (UF) Layer. An application to amend planokc and remove the UF layer is associated with this request (CPA-25-00004). If the layer is lifted, Urban Low LUTA policies will apply.*

#### **1) LUTA Development Policies:**

##### Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways.
- 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.
- Developments should be served by urban water and sewer utility systems.

*Floodway and 100-year floodplain associated with Deer Creek are present on the subject site. The PUD regulations do not address floodway or floodplain areas; however, the development is required to comply with all City, State, and Federal requirements within the floodplain. The conceptual plan for the development, and associated plat, illustrates development will be located outside floodway areas. Access to public water and sewer are available on the site.*

##### Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.

*The subject site is located along the west side of North Sara Road, an arterial street in the Urban Low Intensity LUTA.*

Density: The Urban Low Intensity LUTA outlines a density range of 4 to 8 dwelling units per acre for single family residential development. *The associated preliminary plat, Chamonix (C-7740), proposes 504 single-family residential lots, 72 duplex lots (144 dwelling units), and 7 common areas on 126.1 acres for a density of 5.139 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.
- 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.

*The subject site is located along the west side of North Sara Road, an arterial street in the Urban Low Intensity LUTA. NW 150th Street terminates at the northeast corner of the site but is available east of the site. The site currently has one unimproved access near the southern boundary. The PUD proposes four access points along North Sara Road. Entrances would be permitted to have a right-of-way width of 80 feet to accommodate a divided entry with 20-foot-wide drives and a landscaped island. The distribution of access points per track is as follows: two access points for Tract 1 and one each for Tracts 2 and 3. Access between tracts is provided; however, the connection between Tract 1 and 2 has the potential to be utilized as a crash gate for emergency vehicles only. Tract 2 has two connections to Tract 3. The PUD proposes allowing Tract 1 to contain private streets while Tracts 2 and 3 are public, local streets with a minimum right-of-way of 50 feet and a 26-foot street cross-section. Street stubs to the west are available within Tract 2 and 3 and at least two stubs will be provided on the south within Tract 3 (one on each side of the creek).*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.

*Sidewalks are not currently available on the subject site. The PUD proposes the installation of sidewalks along all streets.*

- 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 agricultural, residential, or industrial uses or zoning, “Building Scale and Site Design” 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 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 PUD proposes three tracts of residential development. Tract 1 and Tract 3 utilize an R-1 base and Tract 2 has an R-2 base. Tract 1 has a minimum lot size of 5,000 square feet, a minimum lot width of 50 feet, and minimum lot depth of 100 feet. The front yard setback for primary structures is 15 feet, with setbacks for attached garages at 20 feet. Main and accessory buildings shall not cover more than 65% of the lot area. Tract 2 utilizes the same parameters for Tract 1, when developed as single-family residential, but alters the following bulk standards: minimum lot size of 6,600 square feet, minimum lot width of 60 feet, minimum lot depth of 110 feet. The front yard setback and lot coverage would be the same as Tract 1. Tract 3 proposes a minimum lot size of 4,000 square feet, a minimum lot width of 40 feet and a minimum lot depth of 110 feet. The front yard setback and lot coverage remains consistent with Tracts 1 and 2. The PUD utilizes the respective base districts for maximum building height.*

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. *Land to the east, across North Sara Road, is developed with or zoned for light industrial uses. 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.*

**3) Service Efficiency:**

- Water: *Served (Potential Connectivity or Served)*
- Sewer: *Served (Open Sewer Sheds or Served)*
- Fire Service: *Rural or Urban Response*

**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. *Riparian area is present on the subject site in the form of floodway and floodplain for Deer Creek. The PUD regulations do not address floodway or floodplain areas; however, the development is required to comply with all City, State, and Federal requirements within the floodplain. The conceptual plan for the development, and associated plat, illustrates development will be located outside floodway areas. Plan conformance would be strengthened by maintaining the riparian*

*area in a natural state and keeping all structures and impervious paving at least 100 feet from the creek bank.*

- Upland Forests: N/A
- Vulnerable Aquifers: N/A

**5) Transportation System:** This site is located along the west side of North Sara Road, a Minor Arterial Street in the Urban Low LUTA. Transit (bus) service is not available nearby. According to Streetlight data, last collected in 2022, North Sara Road had 3,217 average daily trips, with a capacity of 10,000.

**6) Other Development Related Policies**

- 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)
- Prioritize and concentrate development where facilities, infrastructure, and services have capacity and in areas where the Police and Fire Departments are best able to respond. Guide the location and timing of development through the proactive and strategic installation of infrastructure. (SU-14)
- 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)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-11)
- 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 along the west side of North Sara Road between NW 150th Street and West Memorial Road. NW 150th Street terminates at the northeast corner of the site but is available east of the site. Deer Creek runs along the northern boundary of the site. North of Deer Creek, land is developing with single-family residential (5,000 sf lots) under the regulations of PUD-1851 (2021). Across North Sara Road, to the east, is developed with a landscaping company zoned AA, undeveloped AA land, and a single-family residence zoned as part of PUD-445 (1993). Land to the south and west is zoned AA and undeveloped. The site is within the Urban Low Intensity LUTA and in an area where the comprehensive plan applies the Urban Future (UF) Layer. An application to amend planokc and remove the UF layer is associated with this request (CPA-25-00004).

The PUD proposes three tracts of residential development. The associated preliminary plat, Chamonix (C-7740), proposes 504 single-family residential lots, 72 duplex lots (144 dwelling units), and 7 common areas on 126.1 acres for a density of 5.139 du/acre, within the UL LUTA range. Tract 1 and Tract 3 utilize an R-1 base and Tract 2 has an R-2 base. Tract 1 has a minimum lot size of 5,000 square feet, a minimum lot width of 50 feet, and minimum lot depth of 100 feet. The front yard setback for primary structures is 15 feet, with setbacks for attached garages at 20 feet. Main and accessory buildings shall not cover more than 65% of the lot area. Tract 2 utilizes the same parameters for Tract 1, when developed as single-family residential, but alters the following bulk standards: minimum lot size of 6,600 square feet, minimum lot width of 60 feet, minimum lot depth of 110 feet. The front yard setback and lot coverage would be the same as Tract 1. Tract 3 proposes a minimum lot size of 4,000 square feet, a minimum lot width of 40 feet and a minimum lot depth of 110 feet. The front yard setback and lot coverage remains consistent with Tracts 1 and 2. The PUD utilizes the respective base districts for maximum building height.

Riparian area is present on the subject site in the form of floodway and floodplain for Deer Creek. The development is required to comply with all City, State, and Federal requirements within the floodplain. The conceptual plan for the development, and associated plat, illustrates development will be located outside floodway areas. Plan conformance would be strengthened by maintaining the riparian area in a natural state and keeping all structures and impervious paving at least 100 feet from the creek bank. The PUD has been modified at staff's request to require stub streets to the south on both sides of the creek. The conceptual plan has not been modified; the placement of the second stub will be determined at the final platting 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.**

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