



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

**Item No. IV. 23.**

**(PUD-2075) Application by Stiner Brothers, LLC to rezone 6800 Miramar Boulevard from PUD-1962 Planned Unit Development and HNO Healthy Neighborhood Overlay Districts to PUD-2075 Planned Unit Development and HNO Healthy Neighborhood Overlay Districts. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

David Box  
Box Law Group, PLLC  
405-652-0099  
david@boxlawgroup.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow commercial and industrial development.

**D. Existing Conditions**

**1. Size of Site:** 19.766 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>	PUD-1962 / HNO	R-1 / HNO	R-1, C-3, C-4 / HNO	C-3, I-1 / HNO	R-1 / HNO
<b>Land Use</b>	Equestrian Center	Undeveloped	Cell Tower	Warehouse, Gym	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 use and development regulations of the **C-3 Community Commercial District** shall govern this PUD, except as herein modified.

The following uses shall be permitted:

- 8300.1 Administrative and Professional Offices
- 8150.5 Animal Raising: Personal
- 8300.9 Animal Sales and Services: Horse Stables
- 8300.5 Alcoholic Beverage Retail Sales
- 8300.8 Animal Sales and Services: Grooming
- 8300.10 Animal Sales and Services: Kennel and Veterinary, General
- 8300.11 Animal Sales and Services: Kennel and Veterinary, Restricted
- 8300.13 Automotive: Parking Lots, as a Principal Use
- 8300.14 Automotive and Equipment: Cleaning and Repairs, Light Equipment
- 8300.15 Automotive and Equipment: Heavy Repairs, Heavy Equipment
- 8300.21 Automotive and Equipment: Storage
- 8300.23 Building Maintenance Services
- 8300.24 Business Support Services
- 8300.25 Child Care Centers
- 8300.29 Communications Services: Limited
- 8250.2 Community Recreation: General
- 8250.3 Community Recreation: Property Owners Association
- 8250.4 Community Recreation: Restricted
- 8300.31 Construction Sales and Services
- 8300.32 Convenience Sales and Personal Services
- 8350.3 Custom Manufacturing
- 8200.2 Dwelling Units and Mixed Uses
- 8300.34 Eating Establishments: Drive-In
- 8300.35 Eating Establishments: Fast Food
- 8300.36 Eating Establishments: Fast Food, With Drive-Thru Order Window
- 8300.37 Eating Establishments: Sitdown
- 8300.39 Eating Establishments: Sitdown, Limited Alcohol Permitted
- 8300.41 Food and Beverage Retail Sales
- 8300.45 Gasoline Sales, Large
- 8300.46 Gasoline Sales, Small: Restricted
- 8150.6.3 Greenhouse
- 8150.6.5 Hoop House
- 8350.8 Industrial, Light
- 8300.48 Laundry Services
- 8250.11 Library Services and Community Centers

8250.12	Light Public Protection and Utility: General
8250.13	Light Public Protection and Utility: Restricted
8250.14	Low Impact Institutional: Neighborhood-Related
8300.52	Medical Services: General
8300.53	Medical Services: Restricted
8300.54	Outdoor Sales and Display, and Outdoor Storage
8300.55	Participant Recreation and Entertainment: Indoor
8300.56	Participant Recreation and Entertainment: Outdoor
8300.58	Personal Services: General
8300.59	Personal Services: Restricted
8300.60	Personal Storage
8300.61	Repair Services: Consumer
8300.62	Research Services: Restricted
8300.63	Retail Sales and Services: General
8200.13	Senior Independent Living
8300.69	Spectator Sports and Entertainment: Restricted
8350.15	Wholesaling, Storage and Distribution: General
8350.16	Wholesaling, Storage and Distribution: Restricted

## **9.0 SPECIAL CONDITIONS**

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

### **9.1 FAÇADE REGULATIONS**

The existing structures are permitted to remain and deemed to conform to applicable façade regulations. In the event of a new structure, exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick, brick veneer, rock, concrete, stucco, concrete-board, architectural metal or stone masonry. No more than 30% EIFS or wood shall be permitted.

### **9.2 LANDSCAPING REGULATIONS**

The subject parcel 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**

The base zoning district of each respective tract shall regulate the screening requirements. If there is any outdoor storage, no less than a six-foot and no greater than an eight-foot-high fence shall be

required along the boundary of said outdoor storage. Said fence shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, , or R-panel steel.

**9.5 SUBDIVISION REGULATIONS**

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

**9.6 DRAINAGE REGULATIONS**

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

**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.

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

**9.8 ACCESS REGULATIONS**

Access shall be taken from Miramar Blvd.

**9.9 PARKING REGULATIONS**

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

**9.10 SIGNAGE REGULATIONS**

All signage within this PUD shall be in accordance with the base zoning district regulations.

**9.11 ROOFING REGULATIONS**

Each structure PUD shall have Class C roofing or better.

**9.12 SIDEWALK REGULATIONS**

Sidewalks shall not be required within this PUD.

**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.

**9.17 SPECIFIC PLAN**

A specific plan shall be required for new development requiring commercial building permits.

**10.0 DEVELOPMENT SEQUENCE**

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

**11.0 EXHIBITS**

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

- Exhibit A - Legal Description
- Exhibit B - Conceptual Master Development Plan
- Exhibit C - Topography Plan

### **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): (Millwood)**
- 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) 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.
- 5) 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.
- 6) 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.
- 7) 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.

- 8) 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.
- 9) All private roads and streets shall have a private storm sewer system.
- 10) Amend Section 9.16 Common Areas: Maintenance of the common areas, private

drainage easements, and islands/medians shall be the responsibility of the property owner \_ \_ \_.

**b. Stormwater Quality Management**

**c. Traffic Services \***

**8. Utilities**

**a. Solid Waste Management**

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

**b. Water Availability**

- 1) An existing 8-inch water main(s) is located adjacent to the subject site(s).
- 2) 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.
- 3) 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.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) 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).
- 8) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.



- 9) Plat may be revised after review and approval of utility plans.
- 10) Waterline will need to be extended.

**c. 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.

**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.*

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 Miramar Boulevard, a neighborhood street, which connects to the Interstate 44 Service Road.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The current FAR of the site is 0.02. The*

*PUD regulations could continue to provide for a FAR within or below the Urban Low Intensity LUTA range.*

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.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

*The subject site currently has one access from Miramar Boulevard. The PUD proposes taking access from Miramar Boulevard but does not specify the quantity or location of access points. The conceptual plan for the development illustrates the current configuration of the site. Miramar Boulevard is a public street at the subject site and converts to a private street to the east.*

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 not currently available on the subject site. The PUD regulations require 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 or residential 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 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 utilizing the base C-3 District for setbacks and maximum building height. The site abuts R-1 zoned land to the north, northeast, and west. The base C-3 District requires a landscaped buffer strip of 5 ft and building line setback of 15 ft for the side and rear yard where abutting the R-1 District and also limits building height to one story within 35 feet of the adjacent R-1 District, two stories within 150 feet, and allows up to 6 stories past 150 feet.*

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 along the west side of Miramar Boulevard, which connects to the Interstate 44 Service Road. No triggers requiring mitigation related to traffic were identified on the 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. *Some of the proposed uses may create noise, spill light, or detectable odors above those found in typical residential settings. Potential operational impacts are identified on the north, northeast, and west sides of the subject site where abutting residential zoning. The nearest residence is over 1,000 feet away. Millwood School(s) are located approximately 650 feet to the west in the R-1 District. The PUD offers mitigation by requiring no less than a six-foot and no greater than an eight-foot-high fence along the boundary of any outdoor storage and requiring the base C-3 landscaping regulations if a new structure is constructed. No compatibility issues were identified to the east and south where adjacent to C-3, C-4 and I-1 Districts.*

**3) Service Efficiency:**

- Water: *Served (Close to Service or Served)*
- Sewer: *Served (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 along the western boundary and in the northeast corner of the site. When 60% or less of the site is covered, the plan has a preservation goal of 100%. The PUD regulations do not address tree preservation on the site. Plan conformance would be strengthened by preserving healthy, mature trees to the greatest extent possible, especially in upland forest areas.*
- Vulnerable Aquifers: The aquifer in this area is considered moderately 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 along Miramar Boulevard, a Neighborhood Street in the Urban Low LUTA. The nearest transit (bus) service is located southwest of the site, along North Martin Luther King Avenue.

**6) Other Development Related Policies**

- 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)
- 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)
- 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 along the west side of Miramar Boulevard, in an area generally located north of Interstate 44 and east of North Martin Luther King Avenue. The site is currently utilized as an equestrian farm. The subject site was rezoned from AA to PUD-1962 in 2023 to allow a mix of office, commercial, and light industrial uses with a base C-3 District. Northeast, north, and abutting to the west are undeveloped land zoned R-1. Across Miramar Boulevard, to the east, is a C-3 zoned parcel developed with a telecommunications tower, and C-4 zoned land developed with a charter bus facility. The area between the subject site and Interstate 44 is developed office and warehouse uses that are zoned AA, C-3 and I-1. Land associated with Millwood Public Schools is located west along North Martin Luther King Avenue. The existing Healthy Neighborhoods Overlay boundary would not be affected by the rezoning.

The PUD is requested to add multiple uses, including but not limited to Fast Food with Drive-Thru Order Window, Gasoline Sales (Large and Small), Outdoor Sales and Display, and Outdoor Storage, and Wholesaling, Storage and Distribution: General. The PUD regulations alter the existing screening regulations, where screening was previously required along any boundary adjacent to residential use to, as proposed, screening only areas of outdoor storage. Upland Forest is present along the western boundary and in the northeast corner of the site. When 60% or less of the site is covered, the plan has a preservation goal of 100%. The PUD regulations do not address tree preservation on the site. Plan conformance would be strengthened by preserving healthy, mature trees to the greatest extent possible, especially in upland forest areas.

**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. Specify in Section 8.1 that the PUD will be subject to the HNO Healthy Neighborhood Overlay.
2. Remove Use Unit 8350.15 *Wholesaling, Storage and Distribution: General* as a permitted use.
3. Replace the last sentence in the Parking Section regarding gravel parking with the following: 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.

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