

Planning Commission Minutes
February 22, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:39 a.m. on February 19, 2024)

16. (PUD-1992) Application by Degrees of Freedom, LLC to rezone 16400 North Mustang Road from AA Agricultural District to PUD-1992 Planned Unit Development District. Ward 1.

Technical Evaluation:

1. Remove the following uses as permitted: Eating Establishments: Fast Food, with Drive-Thru Order Window (8300.36); Gasoline Sales, Large (8300.45).
2. A Specific Plan shall be required for development within Tract 1.
3. Amend Section 8.13 Sidewalk Regulations to read: Five (5) foot sidewalks shall be constructed on the arterial street with each development parcel, or six (6) 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. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued.
4. Amend Section 8.10 Drainage Regulations to read: Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances, as amended.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION
MOVED BY CLAIR, SECONDED BY NEWMAN
AYES: CLAIR, NEWMAN, GOVIN, PENNINGTON, LAFORGE
ABSENT: POWERS, MEEK, PRIVETT, NOBLE



STAFF REPORT
The City of Oklahoma City
Planning Commission
February 22, 2024

Item No. IV. 16.

(PUD-1992) Application by Degrees of Freedom, LLC to rezone 16400 North Mustang Road from AA-Agricultural District to PUD-1992 Planned Unit Development District. Ward 1.

I. GENERAL INFORMATION

A. Contacts

1. Applicant/Developer Representative

Name	Mark Grubbs
Company	Grubbs Consulting, LLC
Phone	405-265-0641
Email	Mark.grubbs@gc-okc.com

B. Case History

This is a new application. This application is associated with CPA-24-00002, a request to remove the Urban Future Land Use Typology and designate the site Urban Low Intensity.

C. Reason for Request

The purpose of this application is to allow office, commercial, and residential development.

D. Existing Conditions

1. 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.

2. **Size of Site:** 107.05 acres

3. **Zoning and Land Use**

	Subject Site	North	East	South	West
Zoning	AA	City of Piedmont	R-1	AA	City of Piedmont
Land Use	Undeveloped / Agricultural	Residential	Undeveloped / Proposed Residential	Rural Residential	Undeveloped / Agricultural

II. SUMMARY OF PUD APPLICATION

The PUD permits commercial and single-family residential development in accordance with the use and development regulations of the **R-1 Single Family Residential and C-3 Community Commercial** zoning districts in Tracts 1 and 2 as depicted on the Master Development Plan Map. Tract boundaries shall be permitted to increase and/or decrease by no more than 15%. An approved preliminary plat shall determine exact tract boundaries.

8.1 USE AND DEVELOPMENT REGULATIONS

- a) Tract 1 shall be developed in accordance with the C-3 Community Commercial District use and development regulations except as herein modified, including accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable.
- b) Tract 2 shall be developed in accordance with the R-1 Single Family Residential District use and development regulations except as herein modified, including accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable.
- c) The following uses will be the only uses permitted in Tract 1:
 - 1) Administrative and Professional Offices (8300.1)
 - 2) Alcoholic Beverage Retail Sales (8300.5)
 - 3) Animal Sales and Services: Grooming (8300.8)
 - 4) Animal Sales and Services: Kennel and Veterinary, Restricted (8300.11)
 - 5) Building Maintenance Services (8300.23)
 - 6) Business Support Services (8300.24)
 - 7) Child Care Centers (8300.25)
 - 8) Community Recreation: General (8250.2)
 - 9) Community Recreation: Property Owners Association (8250.3)
 - 10) Community Recreation: Restricted (8250.4)
 - 11) Convenience Sales and Personal Services (8300.32)
 - 12) Cultural Exhibits (8250.5)
 - 13) Dwelling Units and Mixed Uses (8200.2)

- 14) Eating Establishments: Drive-In (8300.34)
- 15) Eating Establishments: Fast Food (8300.35)
- 16) Eating Establishments: Fast Food, with Drive-Thru Order Window (8300.36)
- 17) Eating Establishments: Sitdown, Alcohol Not Permitted (8300.37)
- 18) Food and Beverage Retail Sales (8300.41)
- 19) Gasoline Sales, Large (8300.45)
- 20) Gasoline Sales, Small: Restricted (8300.46)
- 21) Greenhouse (8150.6.3)
- 22) Laundry Services (8300.48)
- 23) Library Services and Community Centers (8250.11)
- 24) Light Public Protection and Utility: General (8250.12)
- 25) Light Public Protection and Utility: Restricted (8250.13)
- 26) Lodging Accommodations: Bed and Breakfast (8300.49)
- 27) Lodging Accommodations: Commercial Lodging (8300.51)
- 28) Low Impact Institutional: Neighborhood Related (8250.14)
- 29) Medical Services: General (8300.52)
- 30) Medical Services: Restricted (8300.53)
- 31) Participant Recreation and Entertainment: Indoor (8300.55)
- 32) Personal Services: General (8300.58)
- 33) Personal Services: Restricted (8300.59)
- 34) Repair Services: Consumer (8300.61)
- 35) Research Services: Restricted (8300.62)
- 36) Retail Sales and Services: General (8300.63)
- 37) Senior Independent Living (8200.13)

8.2 LANDSCAPE & SCREENING REGULATIONS

- a) All requirements of the City of Oklahoma City's Landscaping and Screening Ordinance in place at the time of development shall apply, unless otherwise noted herein.

8.3 ACCESS REGULATIONS

- a) In Tract 1, no access shall be permitted within 120 feet of the intersection of NW 164th Street and Mustang Road, along both streets.
- b) In Tract 1, driveways shall maintain a minimum separation of 200 feet, measuring centerline to centerline.

8.4 SIGN REGULATIONS

- a) Free Standing Accessory Signs:
 1. Freestanding accessory signs, within Tract 1, will be limited to monument type signs, each having a maximum height of eight feet and maximum display area of 100 square feet. A landscaped area not less than 25 square feet shall be provided around the base of all free-standing signs.

b) Attached Signs:

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

c) Non-Accessory signs:

1. Non-Accessory signs are prohibited.

d) Electric Message Display Signs (EMD's):

1. Electronic Message Display signs are prohibited.

8.5 PARKING REGULATIONS

- a) Parking shall comply with Chapter 59 of the OKC Municipal Code, except parking for common area uses in Tract 2 shall not be required.

8.6 COMMON AREA REGULATIONS

- a) Maintenance of common areas and private drainage easements is the responsibility of the property owner's association and/or property owners within the PUD, and as depicted within covenants and restrictions filed as separate documents. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent, shall be placed within drainage related common areas or drainage easements.

8.7 PLATTING & SPECIFIC PLAN REGULATIONS

- a) An approved preliminary plat shall establish the location of the use and development regulations of each area.
- b) A Specific Plan shall not be required.

8.8 FAÇADE/ARCHITECTURAL REGULATIONS

- a) For all uses in Tract 1, exterior building wall finish on all main structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock or stone masonry, stucco, and cementitious siding (including, but not limited to, the brand commonly known as James Hardie). No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. Exposed metal or exposed concrete block on primary buildings shall not be permitted.

8.9 LIGHTING REGULATIONS

- a) 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.

8.10 DRAINAGE REGULATIONS

- a) Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances. Drainageways may be permitted and constructed in accordance with Chapter 16 of the Oklahoma City Municipal Code, which includes certain allowances in construction standards for PUDS, provided the PUD is platted with drainage areas confined to common areas or private drainage easements. Such drainageways 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.

8.11 DUMPSTER REGULATIONS

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

8.12 ROOFING REGULATIONS

- a) Every primary structure in this PUD shall have Class C roofing or better.

8.13 SIDEWALK REGULATIONS

- a) Four foot sidewalks shall be constructed along interior public streets.
- b) Five foot sidewalks shall be constructed along the rural arterials.
- c) Sidewalks within this PUD shall be in accordance with the City of Oklahoma City Municipal Code requirements.

8.14 HEIGHT REGULATIONS

- a) The base zoning district regulations shall regulate heights of structures in this PUD unless otherwise noted herein.

8.15 SETBACK REGULATIONS

- a) The base zoning district regulations shall regulate setbacks of structures in this PUD unless otherwise noted herein

8.16 PUBLIC IMPROVEMENTS

- a) 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.

8.17 GENERAL DESIGN AND DEVELOPMENT GUIDELINES

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

9.0 DEVELOPMENT SEQUENCE

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

10.0 EXHIBITS

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

EXHIBIT A: LEGAL DESCRIPTION

EXHIBIT B: MASTER DEVELOPMENT PLAN 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**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Prior to excavation, please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior for exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District(s) Edmond**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**

6. Police

7. Public Works

b. 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) Sidewalks 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 8.10 Drainage Regulations to read: Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances, as amended.

c. Stormwater Quality Management

d. Traffic Management*

8. Utilities

a. Engineering

Wastewater Availability

- 1) An existing 8” wastewater main(s) is within the required distance to the subject site and will be required to be extended to the furthest property line for any proposed development.
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.
- 8) SD-2022-00034 must be completed and accepted before utilities can be extended.

Water Availability

- 1) An existing 12” water main(s) is within the required distance to the subject site and the developer will be required to extend a 12-inch or larger water main along street frontage and will be required to extend the water system to each lot or site within the development in accordance with City Standard Specifications and Private Development Design Manual.
- 2) A 12-inch water main is required to be looped 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 more than 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) WA-2022-00028 needs to be completed and acceptance before extension of utilities.

12) Extension along N Mustang Road is required.

Solid Waste Management

9. Planning

a. Comprehensive Plan Considerations

*The subject site is within an area where the comprehensive plan applies the Urban Future (UF) Land Use Typology Layer. An application to amend plan **okc** and remove the UF Layer is associated with this request (CPA-24-00002). If the layer is lifted, Urban Low LUTA policies apply.*

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.
- Developments should be served by urban water and sewer utility systems.

The PUD proposes two tracts, Tract 1 would allow commercial uses at the southeast corner of the intersection of N Mustang Road and NW 164th Street, and Tract 2 would allow single-family residential surrounding the commercial corner with frontage along both streets and extending southeast. A small stream, branching from Deer Creek, runs through the central portion of the subject site. National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are not currently available on the site but are proposed to be extended from the Greenhill Addition development planned to the east.

Location:

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

The site is located at the southeast corner of N Mustang Road and NW 164th Street, both arterial streets in the Urban Low Land Use Typology Layer. The pavement condition of NW 164th Street is classified as 'poor'. N Mustang Road is categorized as 'fair'. No improvements are planned.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family. *The PUD regulations could provide a FAR within the Urban Low Intensity LUTA range. The base R-1 District in Tract 2 allows for 6,000 square foot lots and development within the UL range, provided urban services are available. If water and sewer are not extended, the R-1 District would allow lot sizes based on DEQ requirements for well and septic which would be below the 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.
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- Primary entrance points should be aligned with access points immediately across the street.
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Provide vehicular connectivity between adjacent developments.
- 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.

The subject site does not currently have improved access from the arterial streets. The PUD regulations do not specify a number of drives but require 120-foot separation from the intersection for new drives and a minimum of 200 feet of separation between them, all of which are described for only Tract 1. No design details for Tract 1 were provided. Tract 2 access would be in accordance with the Subdivision Regulations and defined at the platting stage.

Pedestrian Connectivity:

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

Sidewalks are not currently available. The PUD regulations require sidewalks along the arterial streets and interior public 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 Agriculture or Low Intensity Residential, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

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

exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The PUD's Tract 1 base C-3 regulations allow greater lot coverage (100%) than the adjacent residential uses. The Master Design Statement does not alter the base zoning district regulations that require increased setbacks and screening where adjacent to a residential district. The proposed base R-1 District regulations for Tract 2 differ from the surrounding AA District in lot sizes (minimum 6,000 square feet compared to 5 acres); lot coverage (50% compared to 5%); street frontage, and setbacks. Building height is similar.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. *The subject site is located at the intersection of N Mustang Road and NW 164th Street.*

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. *The proposed commercial Tract 1 could have operational impacts adjacent to residential uses on the north and within the proposed development to the east and south. Removing uses that generate operational impacts, such as Gasoline Sales and Fast Food with Drive-Thru Order Windows may assist with mitigation.*

3) Service Efficiency:

- Water: *Not Served – Potential Connectivity*
- Sewer: *Not Served – Open Sewer Sheds or Within Open Shed*
- Fire Service: *Longer than Rural Service Times / Rural Service 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. *Riparian area is present on the subject site in the form of a small stream, branching from Deer Creek, that runs through the central portion of the subject site. The PUD regulations do not provide for protection or avoidance of the riparian area. Plan conformance would be strengthened at the subdivision design and platting stage by preserving healthy, mature trees in or around the riparian area and providing at least 100 feet of buffer between the stream and homes.*
- Upland Forests: N/A
- Vulnerable Aquifers: N/A

- 5) **Transportation System:** This site is located at the southeast corner of N Mustang Road and NW 164th Street, both Minor Arterial Streets in the Urban Low LUTA. Transit (bus) service is not available.
- 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)
 - Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
 - Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles:
 - Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
 - Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.
 - Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance (SU-27)
 - Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. 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)
 - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
 - Improve the functionality and efficiency of the street network by:

- Providing direct connections from residential developments to nearby places and to each other.
- Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
- Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
- Reducing block sizes and use of dead-end streets.
- Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestions at arterial intersections. (C-32)
- 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)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

b. Plan Conformance Considerations

The roughly 107-acre subject site is located in far northwest Oklahoma City at the southeast corner of N Mustang Road and NW 164th Street. The site is undeveloped and zoned AA. A small stream, branching from Deer Creek, runs through the central portion of the subject site. The land on the north side of NW 164th Street and the west side of N Mustang Road is within the City of Piedmont. Across NW 164th Street to the north are single-family residences on 1-acre lots, and across N Mustang Road to the west is undeveloped and appears to be used for agricultural purposes. The land adjacent to the subject site on the east was rezoned from AA to R-1 in 2021 and preliminarily platted as Green Hill (C-7340). The northern portion of the property received a final plat later that year (C-7429). South and west of the site is zoned AA and developed with rural residences ranging from 4.8- to 21-acres.

The PUD proposes a 5-acre commercial tract at the intersection of N Mustang Road and NW 164th Street (Tract 1), and a 102-acre tract of single-family residential development per the R-1 District (Tract 2) that surrounds Tract 1. Tract boundaries would be allowed to fluctuate up to 15 percent. No modifications are requested to the R-1 District regulations. The PUD eliminates uses, reduces sign height and size, and prohibits EMD and non-accessory signs within the proposed C-3 tract. Potential compatibility issues are identified with some of the uses allowed in Tract 1 such as gas stations and drive-thru restaurants that would be located near existing and proposed residential development.

The rezoning application is associated with a request to amend the comprehensive plan and remove the Urban Future (UF) Land Use Typology Layer (CPA-24-00002), which would designate the subject site as Urban Low Intensity (UL). The CPA application states that water and sewer will be extended to the site from the proposed public utility lines being constructed for the Green Hill Addition located adjacent to the east.

If the CPA application is denied, the PUD should be denied as the proposed residential development would not be in conformance with the comprehensive plan. If the CPA is approved, plan conformance could be strengthened by enlarging lot sizes or providing other transitions between the proposed R-1 lots in the Urban Low LUTA, and the existing AA zoned rural residences within the Rural Low LUTA to the southwest. In this case, the nearest home appears to be at least 300 feet from the proposed PUD boundary. No details were provided regarding the design of the development. The residential subdivision design will be determined at the platting stage and be per the Subdivision Regulations. However, as development within the commercial tract could generate operational impacts such as noise, smoke or odor near existing and new residences, some uses should be removed and a Specific Plan should be required for development within Tract 1.

IV. STAFF RECOMMENDATION

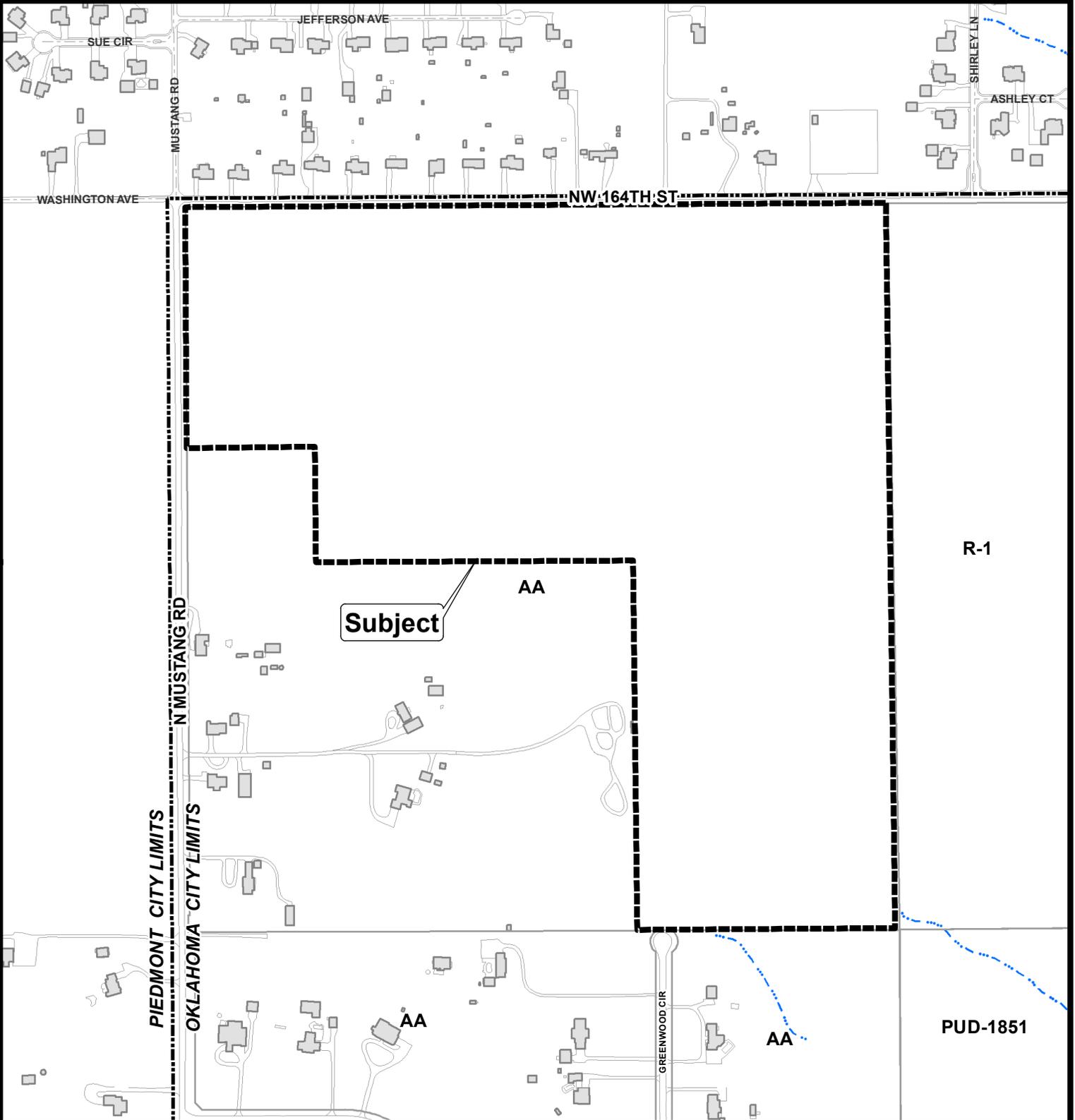
Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning 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.

If CPA-24-00002 is denied, denial of the application.

If CPA-24-00002 is approved, approval of the application subject to the following Technical Evaluation:

1. Remove the following uses as permitted: Eating Establishments: Fast Food, with Drive-Thru Order Window (8300.36); Gasoline Sales, Large (8300.45).
2. A Specific Plan shall be required for development within Tract 1.
3. Amend Section 8.13 Sidewalk Regulations to read: Five (5) foot sidewalks shall be constructed on the arterial street with each development parcel, or six (6) 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. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued.
4. Amend Section 8.10 Drainage Regulations to read: Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances, as amended.

Case No: PUD-1992 Applicant: Degrees of Freedom, LLC
Existing Zoning: AA
Location: 16400 N. Mustang Rd.

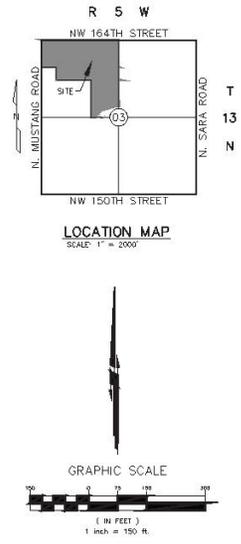
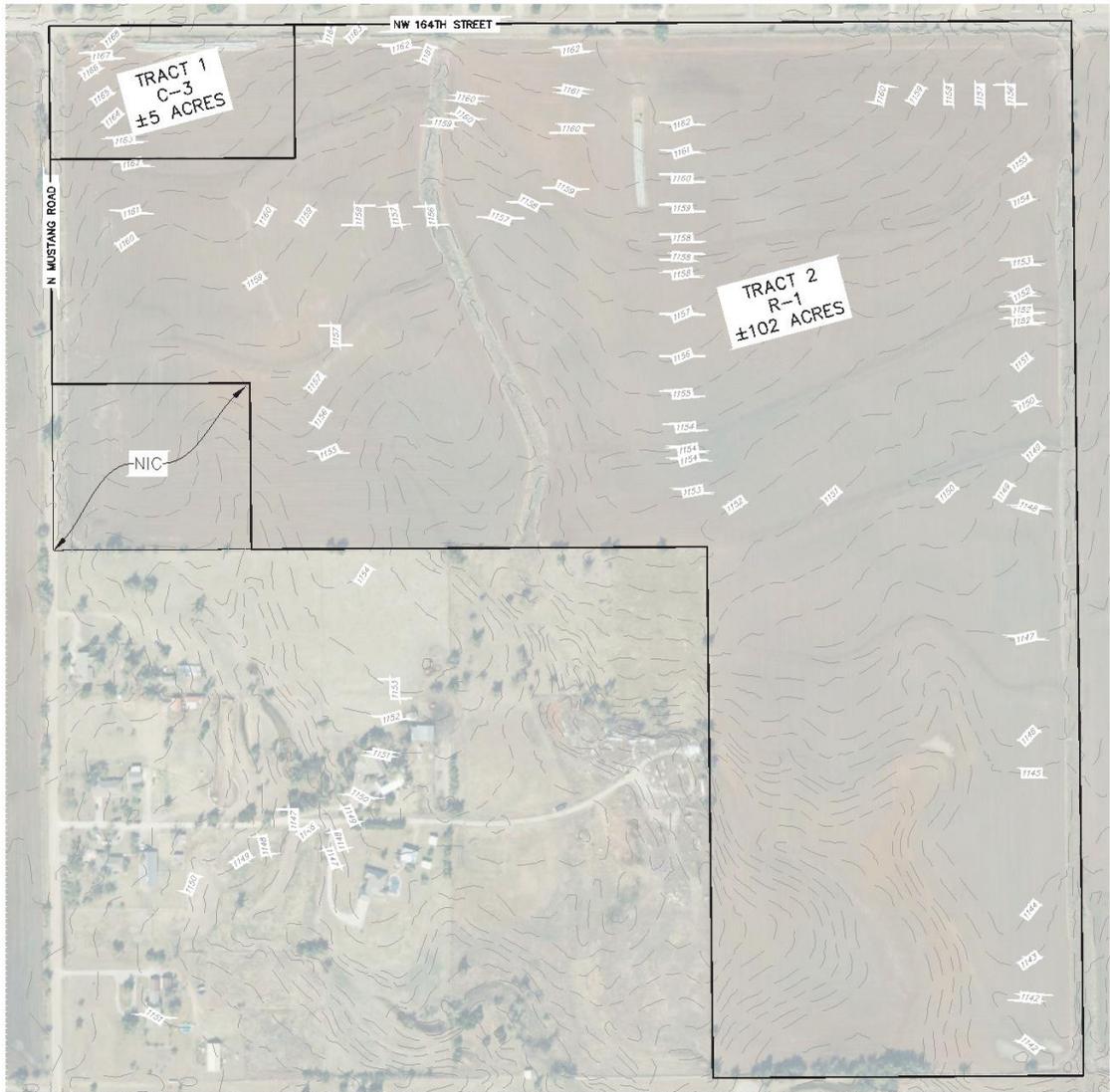


The City of
OKLAHOMA CITY

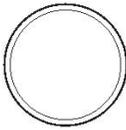
Planned Unit Development



0 250 500
Feet



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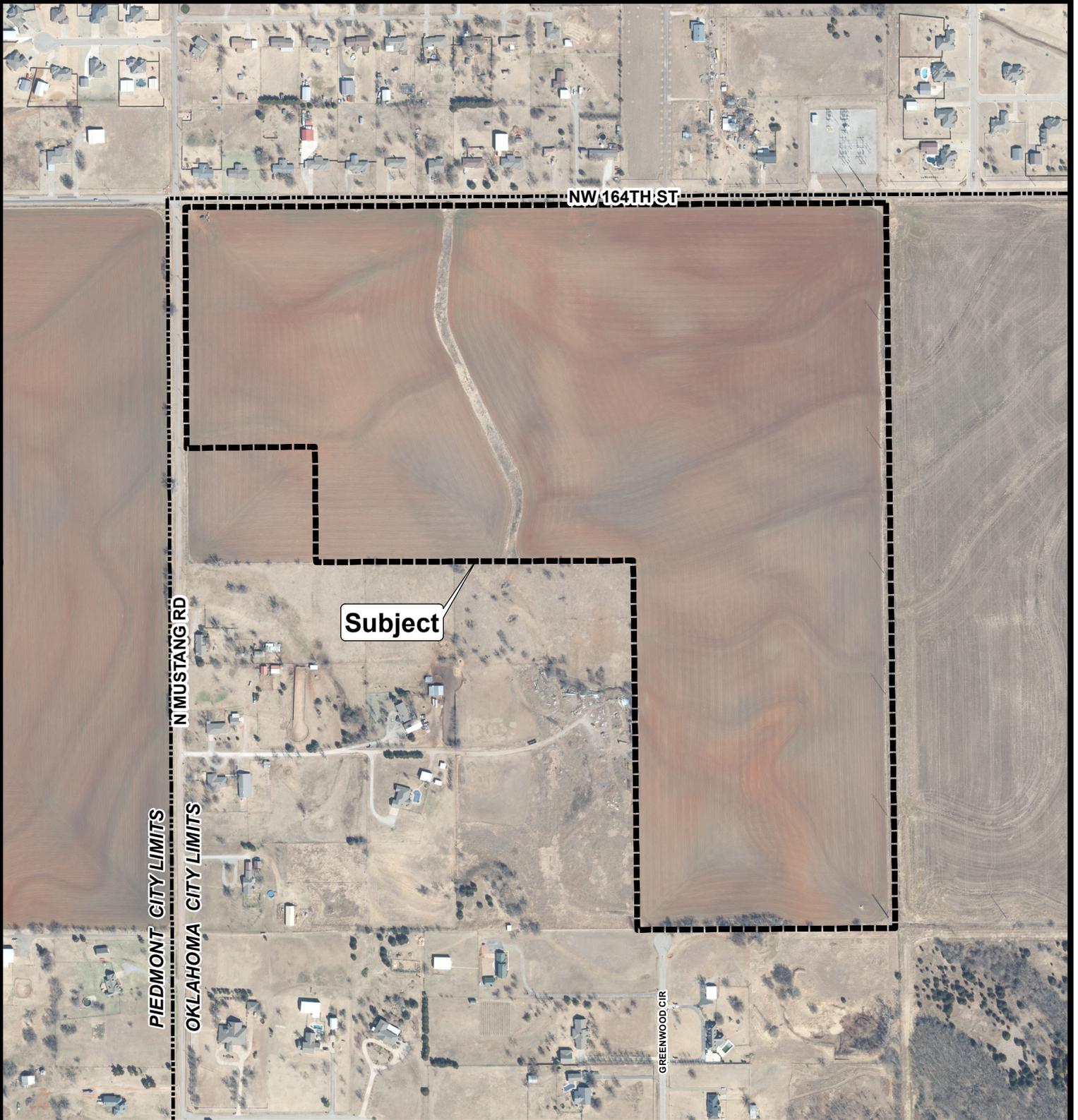


SIMPSON
 NW 164TH ST. & MUSTANG RD.
 OKC, OK
MASTER DEVELOPMENT PLAN

NO.	REVISIONS DESCRIPTION	DATE

SHEET NUMBER
EXH-B

Case No: PUD-1992 Applicant: Degrees of Freedom, LLC
Existing Zoning: AA
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Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Planned Unit Development



0 250 500
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