

Planning Commission Minutes
December 12, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 8:07 a.m. on December 9, 2024)

18. (SPUD-1690) Application by BMI Systems Corp. to rezone 2421 South Portland Avenue from C-3 Community Commercial and AE-2 Airport Environs Zone 2 Overlay Districts to SPUD-1690 Simplified Planned Unit Development and AE-2 Airport Environs Zone 2 Overlay Districts. Ward 3.

Technical Evaluation:

1. Replace Section I.10 Sidewalks with the following: Sidewalks shall be constructed along South Portland Ave in accordance with the City of Oklahoma City Municipal Code and ADA requirements.
2. Open Space shall be per the base zoning district regulations.
3. A maximum of two driveways shall be permitted onto S Portland Ave within this SPUD.
4. Electronic Message Display Signs shall be prohibited.

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.

MOVED BY MEEK, SECONDED BY GOVIN

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

ABSENT: POWERS



STAFF REPORT
The City of Oklahoma City
Planning Commission
December 12, 2024

Item No. IV. 18.

(SPUD-1690) Application by BMI Systems Corp. to rezone 2421 South Portland Avenue from C-3 Community Commercial and AE-2 Airport Environs Zone 2 Overlay Districts to SPUD-1690 Simplified Planned Unit Development and AE-2 Airport Environs Zone 2 Overlay Districts. Ward 3.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name David Box
Company Williams, Box, Forshee & Bullard, P.C.
Phone 405-232-0080
Email dmbox@wbflaw.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this application is to allow commercial development.

D. Existing Conditions

1. Size of Site: 2.36 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	C-3/AE-2	I-2/AE-2	I-2	C-3/SPUD-953/ SPUD-1277/AE-2	R-MH-2
Land Use	Undeveloped	Industrial	Industrial	Residential/Undeveloped	Mobile Home Park

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 SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **C-3 Community Commercial District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

8300.1	Administrative and Professional Offices
8300.14	Automotive and Equipment: Cleaning and Repairs, Light Equipment
8300.21	Automotive and Equipment: Storage
8300.23	Building Maintenance Services
8300.24	Business Support Services
8250.3	Community Recreation: Property Owners Association
8300.32	Convenience Sales and Personal Services
8350.3	Custom Manufacturing
8200.2	Dwelling Units and Mixed Uses
8250.12	Light Public Protection and Utility: General
8250.13	Light Public Protection and Utility: Restricted
8250.14	Low Impact Institutional: Neighborhood-Related
8300.58	Personal Services: General
8300.59	Personal Services: Restricted
8300.61	Repair Services: Consumer
8300.62	Research Services: Restricted
8300.63	Retail Sales and Services: General
8350.16	Wholesaling, Storage, and Distribution: Restricted

2. **Maximum Building Height:**

The maximum building height shall be in accordance with the base zoning district.

3. **Maximum Building Size:**

The maximum building size shall be in accordance with the base zoning district.

4. **Maximum Number of Buildings:**

The maximum number of building shall be in accordance with the base zoning district.

5. **Building Setback Lines**

North:	20 feet
South:	20 feet
East:	15 feet
West:	15 feet

6. Sight-Proof Screening:

No less than a six-foot and no greater than an eight-foot-high fence shall be required along the boundary of this parcel where it is adjacent to any residential use. Said fence shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, and shall be solid and opaque.

7. Landscaping:

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

8. Signs:

8.1 Freestanding On-Premise Signs

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

8.2 Attached Signs

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

8.3 Off-Premise Signs

Non-accessory signs will be in accordance with the base zoning district regulations.

8.4 Electronic Message Display Signs

Electronic Message Display signs will be in accordance with the base zoning district regulations.

9. Access:

Access may be taken from S. Portland Ave.

10. Sidewalks

Sidewalks shall not be required within this SPUD.

II. Other Development Regulations:

1. Architecture:

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, architectural metal, 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 concrete block buildings shall not be permitted.

2. Open Space:

N/A.

3. Street Improvements:

N/A.

4. Site Lighting:

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

5. Dumpsters:

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 SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

6. Parking:

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

7. Maintenance:

Maintenance of the common areas in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.

8. Drainage:

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

III. Supporting Documents

Exhibit A: Legal Description

Exhibit B: Conceptual Site Plan

III. REVIEW COMMENTS

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

A. Outside Agencies

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

B. City Departments

1. Airports

The Department of Airports does not object to the proposal. However, the described development lies within the Airports Environs Zone Two (AE-2). The Department of Airports supports the Oklahoma City Municipal Code, Section 59, Airport Zoning Overlay Districts and the Airport Environs Zones for OKC Will Rogers International Airport. As such, Airports requests that an Avigation Easement right be granted to the Oklahoma City Airport Trust as a condition prior to obtaining a building permit.

The proposed development is northeast of OKC Will Rogers International Airport. Users of these Office/Commercial use and development may be subjected to single event and nuisance noise as a result of civilian and military aircraft operations performing landings and takeoffs from OKC Will Rogers International Airport.

Finally, any lights placed on the property should be downward shielded to avoid the potential hazard of upward reflections towards aircraft.

- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire ***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**
- 6. Police**
- 7. Public Works**
 - a. Engineering**

Storm Sewer Availability

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.

- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this SPUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 8) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Replace Section I.10 Sidewalks: Sidewalks, if required, shall be constructed in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.

b. Stormwater Quality Management

c. Traffic Services *

8. Utilities

a. Engineering

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability

- 1) An existing 36-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.

Wastewater Availability

- 1) An existing 12-inch wastewater main(s) is located adjacent to the subject site(s).

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

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 South Portland Avenue, an arterial street in the Urban Low LUTA.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The SPUD regulations, including restrictions for the base C-3 District adjacent to residential, could allow for a floor to area ratio within 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 curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Horizontally mixed-use developments should have connectivity between land uses.

The southern parcel of the subject site is served by two paved curb cuts along South Portland Avenue. The northern parcel does not currently have improved access. The site is bisected by a private street (SW 23rd Street), which is owned by and serves the mobile home park to the west. The SPUD regulations allow access from South Portland Avenue, but do not specify a quantity or location. The conceptual plan illustrates one drive for each parcel leading to parking lots, with parking lots utilizing the areas closest to SW 23rd Street on both parcels followed by buildings.

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 and should be required by the SPUD regulations.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing residential 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 SPUD is requested to rezone the subject site to a modified C-3 District, removing several uses and adding automotive cleaning and repairs, auto storage, and wholesaling, storage, and distribution. The SPUD regulations maintain the base C-3 requirements for maximum building height, size, number of buildings. The SPUD requests setbacks of 20 feet on the north (side) and south (side), and 15 feet on the east (front) and west (rear). The base C-3 District requires 25 feet on the front, none on the sides, and a landscaped buffer strip of 5 feet and building line setback of 15 feet on the rear. The SPUD maintains the base*

C-3 regulations for landscaping and requires no less than a six-foot and no greater than an eight-foot-high fence shall be required along the boundary of this parcel where it is adjacent to any residential use.

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 South Portland Avenue, an arterial street. The SPUD regulations require access for the development be taken from South Portland Avenue. No new compatibility issues related to traffic were identified.*

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 SPUD is requested to rezone the subject site to a modified C-3 District, removing several uses and adding automotive cleaning and repairs, auto storage, and wholesaling, storage, and distribution. The added uses may create operational impacts near residential uses. Development under the base C-3 District will be subject to step-down in height, screening, and a landscape buffer adjacent to a residential district on the west. Plan conformance could be strengthened by increasing setbacks and/or landscape buffers, and orienting buildings as shown in the conceptual plan.*

3) Service Efficiency:

- Water: *Served*
- Sewer: *Fully Served*
- Fire Service: *Urban Response*

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

- Riparian Areas: *N/A*
- Upland Forests: *N/A*
- Vulnerable Aquifers: The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., to promote increased water percolation and infiltration.

5) Transportation System: This site is located along the west side of South Portland Avenue, a Major Arterial Street. The nearest transit (bus) service is located within a quarter mile to the north, along SW 20th Street.

6) Other Development Related Policies

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- Encourage the integration of different land uses in urban areas [by preventing] large areas of concentration of any particular land use such as multi-family or commercial. (SU-2)
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- 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)
- 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)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)

b. Plan Conformance Considerations

The subject site is comprised of two parcels located on either side of a private street (SW 23rd Street), located along the west side of South Portland Avenue. The site is currently undeveloped except for billboards located on the northern parcel, and zoned C-3. Per the previous and new sign code, billboards would need to be removed if the site is developed. The site is also within the Airport Environs Zone Two (AE-2) Overlay, which would remain in place. New development should be deemed compatible with airport operations. North of the site are a lift station and piping company zoned I-2. Across South Portland Avenue, to the east, is zoned I-2 and developed with construction sales and outdoor storage. The abutting property to the south was rezoned from C-3 to SPUD-1277 in 2021 for limited industrial uses and allowance of one residence but is currently undeveloped. The subject site abuts the R-MH-2 zoned Stonebrook Village Mobile Home Park on the west.

The SPUD is requested to rezone the subject site to a modified C-3 District, removing several uses and adding automotive cleaning and repairs, auto storage, and wholesaling, storage, and distribution. The SPUD regulations maintain the base C-3 requirements for maximum building height, size, number of buildings. The SPUD proposes setbacks of 20 feet on the north and south (sides), and 15 feet on the east (front) and west (rear). The base C-3 District requires 25 feet on the front, none on the sides, and a landscaped buffer strip of 5 feet and building line setback of 15 feet on the rear. The SPUD maintains the base C-3 regulations for landscaping and requires no less than a six-foot and no greater than an eight-foot-high fence shall be required along the boundary of this parcel where it is adjacent to any residential use. The SPUD contains some uses, particularly auto cleaning and repairs and wholesale storage and distribution, that may create operational impacts the residential community uses to the west. Development under the base C-3 District will be subject to step-down in height, screening, and a landscape buffer adjacent to a residential district on the west. Site design is challenged by lack of access to the adjacent private streets/drives. The drive bisecting the subject parcels is owned by the mobile home park, and the one to the north is used for access to the City-owned property to the northwest, so access to both parcels needs to be from S Portland Ave. The conceptual plan indicates one driveway per parcel (north and south) would be provided, and buildings would be oriented so that garage door bays and service areas do not face the mobile home community or the arterial street. Plan conformance could be strengthened by specifying a maximum of two driveways in the Master Design Statement, and requiring the installation of sidewalks on S Portland Ave.

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.

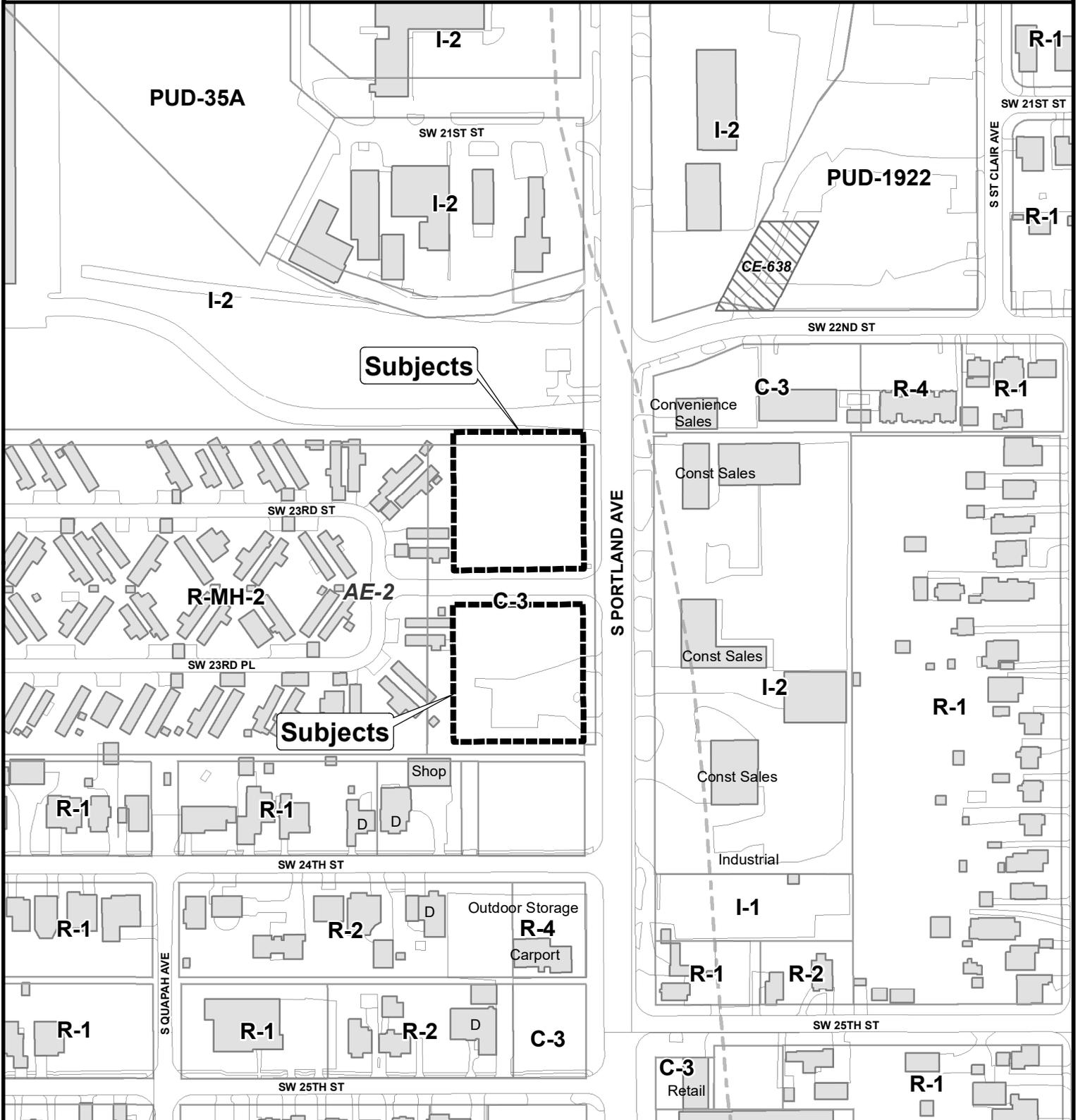
Approval of the application subject to the following Technical Evaluations:

1. Replace Section I.10 Sidewalks with the following: Sidewalks shall be constructed along South Portland Ave in accordance with the City of Oklahoma City Municipal Code and ADA requirements.
2. Open Space shall be per the base zoning district regulations.
3. A maximum of two driveways shall be permitted onto S Portland Ave within this SPUD.
4. Electronic Message Display Signs shall be prohibited.

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

taj

Case No: SPUD-1690 Applicant: BMI Systems Corp.
Existing Zoning: C-3 / AE-2
Location: 2421 S. Portland Ave.

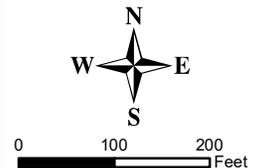


Note: "Subject" is located approximately 2,050' South of SW 15th St.



The City of
OKLAHOMA CITY

Simplified Planned Unit Development



Case No: SPUD-1690 Applicant: BMI Systems Corp.
Existing Zoning: C-3 / AE-2
Location: 2421 S. Portland Ave.



Aerial Photo from 2/2022

Note: "Subject" is located approximately 2,050' South of SW 15th St.



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

