

Planning Commission Minutes
August 22, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 8:05 a.m. on August 19, 2024)

10. (SPUD-1650) Application by Easy Yoke Development, LLC to rezone 10807 SW 29th Street from PUD-1976 Planned Unit Development and AA Agricultural Districts to SPUD-1650 Simplified Planned Unit Development District. Ward 3.

Amended Technical Evaluation:

1. No buildings ~~or impervious paving~~ shall be permitted within 100 feet of the floodway of the tributary of Mustang Creek located within the SPUD site.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY MEEK, SECONDED BY PRIVETT

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



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

Item No. IV. 10.

(SPUD-1650) Application by Easy Yoke Development, LLC to rezone 10807 SW 29th Street from PUD-1976 Planned Unit Development and AA Agricultural Districts to SPUD-1650 Simplified Planned Unit Development District. Ward 3.

I. GENERAL INFORMATION

A. Contacts

1. Applicant/Developer Representative

Name	Mark Zitzow
Company	Johnson & Associates
Phone	405-235-8075
Email	mzitzow@jaokc.com

B. Case History

This application was deferred from the July 25, and August 08, 2024 Planning Commission meetings.

C. Reason for Request

The purpose of this application is to allow commercial 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.

2. Size of Site: 2.7 acres

3. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	PUD-1976/ AA	PUD-1976/ AA	PUD-2005	PUD-1179	PUD-1976
Land Use	Undeveloped	Residential	Creek / Commercial	Residential	Residential

II. SUMMARY OF SPUD APPLICATION

This site will be developed in accordance with the regulation of the **C-1, “Neighborhood 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:

- Administrative and Professional Offices (8300.1)
- Business Support Services (8300.24)
- Child Care Centers (8300.25), outdoor play area permitted
- Community Garden (8150.6.1)
- Community Recreation: General (8250.2), ancillary to a childcare facility
- Library Services and Community Centers (8250.11)
- Live/Work Units (8200.4)
- Low Impact Institutional: Neighborhood-Related (8250.14)
- Medical Services: General (8300.52)
- Murals (8250.16)
- Participant Recreation and Entertainment: Indoor (8300.55), limited to uses ancillary to childcare
- Personal Services: General (8300.58)
- Repair Services: Consumer (8300.61)
- Retail Sales and Services: General (8300.63)
- Eating Establishments: Fast Food (8300.35)
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Limited Alcohol Permitted (8300.39)
- Eating Establishments: Sitdown, Alcohol Permitted (8300.38)
- Food and Beverage Retail Sales (8300.41)
- Single Family Residential (8200.14)

2. Maximum Building Height:

The maximum height of any building shall be 40 feet.

3. Maximum Building Size:

N/A

4. Maximum Number of Buildings:

N/A

5. Building Setback Lines:

North: 10 feet
East: 0 feet
West: 10 feet
South: 10 feet

6. Sight-proof Screening:

Sight-proof screening shall be required for this SPUD along the north property line adjacent to proposed single-family homes and only where new development occurs.

This SPUD shall be permitted the use of coated/treated chain link fencing to secure the site and play area for the children.

7. Landscaping:

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

If developed as commercial, a 5-foot landscape buffer shall only be required along the north property line adjacent to single family homes and only where new development occurs. Any other uses shall meet the City of Oklahoma City Landscaping Ordinance.

8. Signs:

8.1 Freestanding Accessory Signs

Shall be per the City of Oklahoma City signage regulations.

8.2 Attached Signs

Attached signs shall be in accordance with the C-1, "Neighborhood Commercial" District regulations.

8.3 Non-accessory Signs

Non-accessory signs are not permitted in this SPUD.

8.4 Electronic Message Display Signs

Electronic Message Display signs shall not be permitted in this SPUD.

9. Access:

Access shall be taken from Titus Dr. via a maximum of two (2) private drives.

10. Sidewalks:

Sidewalks shall be constructed along SW 29th Street and along Titus Dr. as part of the Willow Trails development. 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 of this SPUD.

II. OTHER DEVELOPMENT REGULATIONS:

1. Architecture:

All structures constructed within this SPUD shall comply with the following architectural standards:

Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock, concrete board, or stone masonry. No more than 30% EIFS, stucco, wood, or architectural metal shall be permitted. Exposed untreated metal or exposed concrete block buildings shall not be permitted. Buildings shall be oriented such that the backs of buildings are not facing towards any street.

2. Open Space: N/A

3. Street Improvements: N/A

4. Site Lighting:

All site lighting utilized within this SPUD shall be directed away from any adjacent properties. To accomplish this, lights shall utilize shields, shades or other appropriate methods of directing light beams. 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 consolidated where practical and located within an area screened by a fence or masonry wall of sufficient height to screen the dumpster from view. Said dumpster shall not be permitted within 50 feet from the northern property line.

6. Parking:

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

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, and a maintenance plan must be provided when construction documents are submitted for permitting.

7. Maintenance: N/A

8. Drainage:

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

9. Platting:

Platting shall be per the City of Oklahoma City Subdivision Regulations.

10. Other:

N/A

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**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**

- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior to excavation for the exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District:** Mustang
- 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**
 - a. Engineering**
 - b. Streets, Traffic and Drainage Maintenance**

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) Flood Study will be required to show no rise in FEMA Q 100 and the City of Oklahoma City Q 100 water surface elevation, compared pre-and post-development.

- 5) A portion of subject property is situated within a F.E.M.A. Flood Plain. Therefore, the establishment of Minimum Finish Floor Elevation for each lot within the flood plain will be required (100-year) frequency plus 1'. The Public Works Department Engineering staff shall approve these elevations prior to the filing of the final plat.
- 6) A floodplain activity permit must be submitted for any work contemplated in The Waters of the United States.
- 7) 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.
- 8) 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.
- 9) 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.
- 10) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 11) 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.
- 12) 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.
- 13) All private roads /streets will have private storm sewer systems.
- 14) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 15) Replace II.7 Maintenance: Maintenance of all common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that may 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 that meets the requirements specified above.

c. Stormwater Quality Management

d. Traffic Management*

8. Utilities

a. Engineering

Wastewater Availability

- 1) An existing 21-inch wastewater main(s) is located adjacent to the subject site(s). A wastewater extension along SW 29th Street will be required.
- 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) Each unit must have a separate wastewater connection to the main.

Water Availability

- 1) An existing 12-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 more than 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) System will be considered private and mastered metered. Depending on site layout may be able to provide separate meters for each building.

b. Solid Waste Management

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

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways.

- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

Floodway and 100-year floodplain are present on the subject site. The conceptual plan indicates a design that would utilize the far western portion of the site for structures, with parking located to its east; however, that requirement is not stipulated in the Master Design Statement. The development is required to comply with all City, State, and Federal requirements within the floodplain. 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 north side of SW 29th Street, an arterial street.

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 SPUD regulations, along with limitations adjacent to floodway and floodplain, could provide a FAR and densities 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.
- 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.
- Horizontally mixed-use developments should have connectivity between land uses.

The SPUD proposes a maximum of two private drives from (proposed) Titus Drive, which intersects the arterial street and which connects to the residential development in the north/west, in conformance with the above policies.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Within parking lots, provide pedestrian access ways separated from vehicle aisles.

STAFF REPORT

The City of Oklahoma City

Planning Commission

August 22, 2024

SPUD-1650

Item No. IV. 10.

- Horizontally mixed-use developments should have public sidewalk connectivity between land uses.

Sidewalks are not currently available on the subject site but will be required along SW 29th Street and Titus Drive.

- 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 Low Intensity 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 proposes a 10-foot setback from all boundaries except the east (zero). Sight-proof screening and a 5-foot landscape buffer are also required along the northern boundary of the site adjacent to residential development.*

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 north side of SW 29th Street, an arterial street. No issues requiring mitigation measures 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 proposes a C-1 base with limited uses. The MDS has been amended to allow restaurants, although drive-thru restaurants with call boxes are not permitted. If the site is developed as commercial, a 5-foot landscape buffer will be required along the north property line adjacent to single-family residential development. Sight-proof screening shall also be required along the north boundary where adjacent to residential development. No other operational impacts were identified with the proposed uses.*

- 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:** 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. *Tributary 1 of Mustang Creek runs through the eastern portion of the site. Floodway, 100- and 500-year floodplain are located on the subject site. The conceptual plan indicates a design that would utilize the far western portion of the site for structures, with parking located to its east; however, that requirement is not stipulated in the Master Design Statement. The development is required to comply with all City, State, and Federal requirements within the floodplain.*
 - **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 off SW 29th Street, a Minor Arterial Street in the Urban Low LUTA. Transit (bus) service is not available.
- 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. 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)
- 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 subject site is located along the north side of SW 29th Street, in an area generally located south of Interstate 344 (John Kilpatrick Turnpike) and west of South Sara Road. Access to I-344 is available east of South Sara Road. The site is zoned AA on the east and PUD-1976 on the west, which allows small-lot single family and/or two family (duplex) development. The land north and west would remain in PUD-1976 and is included in the proposed Preliminary Plat of Willow Trails (C-7667). The subject site is currently undeveloped and primarily tree covered. Tributary 2 of Mustang Creek runs through the eastern portion of the subject site. The riparian area includes floodway, 100- and 500- year floodplain. PUD-2005 is located east of the subject site and creek,

and was approved in June of 2024 to allow a mixed-use commercial and residential development. Across SW 29th Street to the south is Tract 1 of PUD-1179 which allows R-1 uses and is developed with single-family residential development.

The SPUD is requested to allow neighborhood commercial development with C-1 base zoning. Proposed uses include sit-down and fast foot restaurants, food and beverage retail, office, business support services, low-impact institutional, general medical services, library services, retail sales and services, personal services, consumer repair services, childcare, and single-family residential. The SPUD proposes a maximum building height of 40 feet, a 10-foot setback to the north, west and south, and a zero-foot setback to the east. The SPUD prohibits non-accessory and electronic message display signage and requires sidewalks to be constructed along SW 29th Street and Titus Drive. The SPUD requires the site to meet City landscaping requirements, except that, if developed as commercial, a five-foot landscape buffer shall only be required along the north property line and only where new development occurs.

This SPUD site is displayed as a Common Area in the proposed Preliminary Plat of Willow Trails. It is assumed that if approved for commercial development, the Common Area will be removed from the plat, or converted to a commercial lot. The required common area and recreational amenities will still need to be met in the residential subdivision. The comprehensive plan supports neighborhood commercial uses at the proposed location and with parking located behind buildings as shown. Plan conformance would be strengthened by preserving the riparian area adjacent to the tributary of Mustang Creek that runs through the eastern portion of the site.

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.

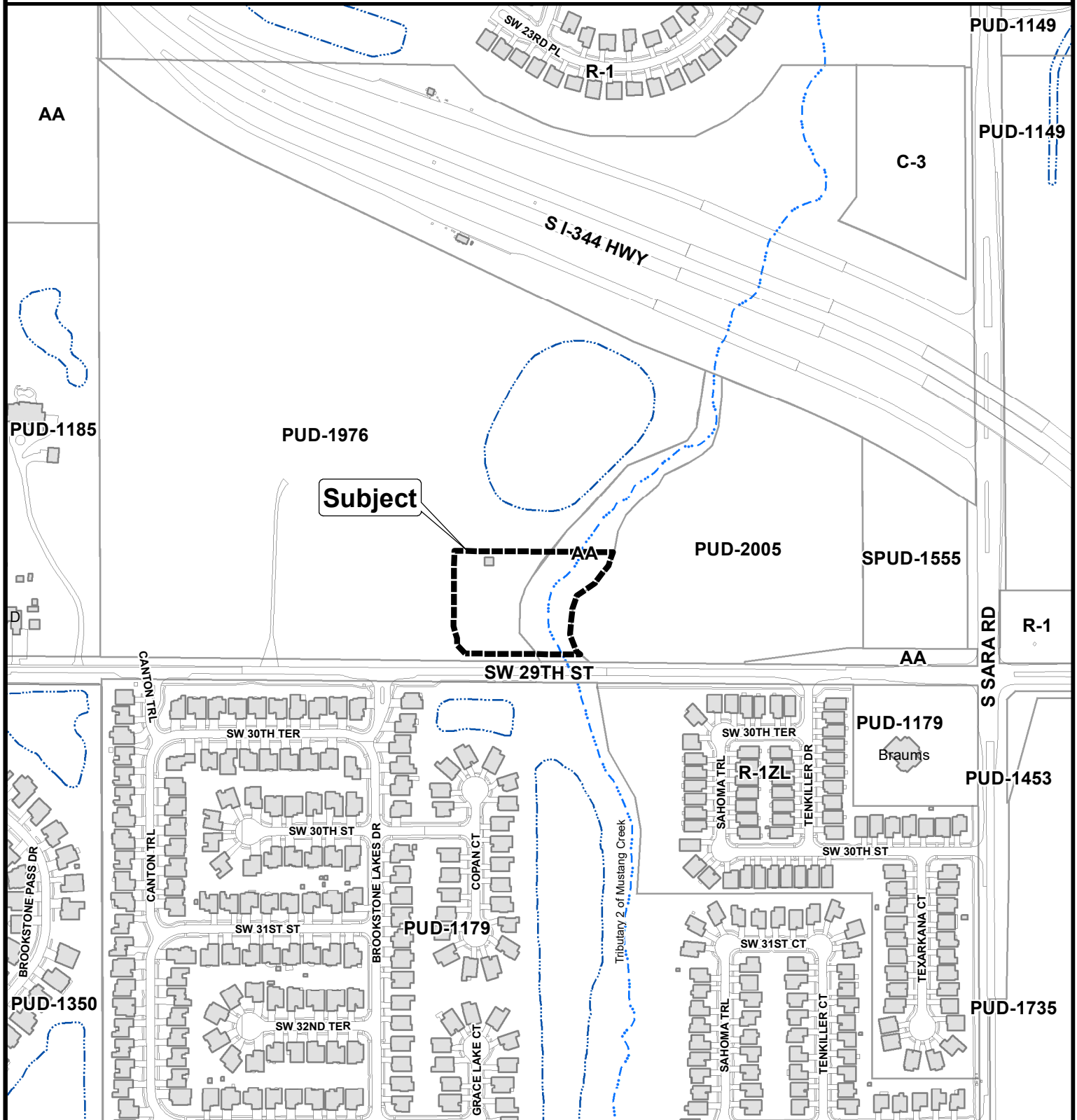
Approval of the application subject to the following Technical Evaluations:

1. No buildings or impervious paving shall be permitted within 100 feet of the floodway of the tributary of Mustang Creek located within the SPUD site.

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

taj

Case No: SPUD-1650 Applicant: Easy Yoke Development, LLC
Existing Zoning: PUD-1976 / AA
Location: 10807 SW 29th St.

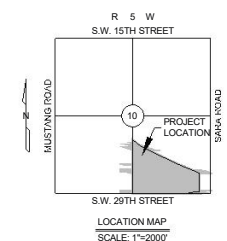


The City of
OKLAHOMA CITY

Simplified Planned Unit Development



0 200 400
Feet



SPUD-1650 Willow Trails

Conceptual Site Plan
Exhibit B
73 Parking Spaces
12,000 Total SF



Johnson & Associates
1 E. Sheridan Ave., Suite 200
Oklahoma City, OK 73104

405.255-6075 FAX 405.255-6076

ENGINEERS SURVEYORS PLANNERS

6/10/24
Conceptual site plan showing feasible option
permitted under proposed rezoning

Case No: SPUD-1650 Applicant: Easy Yoke Development, LLC
Existing Zoning: PUD-1976 / AA
Location: 10807 SW 29th St.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

