



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**June 13, 2024**

**Item No. IV. 10.**

**(PUD-2001) Application by Shaz Investment Group, LLC to rezone 1725 South Frisco Road from PUD-1833 Planned Unit Development District to PUD-2001 Planned Unit Development District. Ward 3.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Company	Williams, Box, Forshee & Bullard PC
Phone	405-232-0080
Email	dmbox@wbfbllaw.com

**B. Case History**

This application was deferred at the April 11 and May 23, 2024 Planning Commission meetings.

**C. Reason for Request**

The purpose of this application is to allow mixed-use development including multi-family residential and commercial.

**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~~o~~**kc**. Commercial and light industrial uses may be appropriate provided they do not negatively impact agricultural operations and character or the potential to eventually urbanize.

**2. Size of Site:** 54.48 acres

**3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	PUD-1833	AA	AA	PUD-1833	PUD-1833
<b>Land Use</b>	Undeveloped/ Pump Site	Undeveloped/ Pump Site	Undeveloped/ Pump Site	Undeveloped	Undeveloped

## **II. SUMMARY OF SPUD APPLICATION**

There shall be two (2) tracts within this PUD. Development shall not commence on any tract until and unless public water and sewer are extended to the site.

Tract 1 shall consist of 16.76 acres. The use and development regulations of the **C-3 Community Commercial District** shall govern Tract 1, except as herein modified.

### **The following uses shall be permitted within Tract 1:**

8300.1	Administrative and Professional Offices
8300.5	Alcoholic Beverage Retail Sales
8300.8	Animal Sales and Services: Grooming
8300.11	Animal Sales and Services: Kennel and Veterinary, Restricted
8300.13	Automotive: Parking Lots, as a Principal Use
8300.23	Building Maintenance Services
8300.24	Business Support Services
8300.25	Child Care Centers
8300.29	Communications Services: Limited
8250.2	Community Recreation: General
8250.3	Community Recreation: Property Owners Association
8250.4	Community Recreation: Restricted
8300.32	Convenience Sales and Personal Services
8250.5	Cultural Exhibits
8350.3	Custom Manufacturing
8200.2	Dwelling Units and Mixed Uses
8300.34	Eating Establishments: Drive-In*
8300.35	Eating Establishments: Fast Food*
8300.36	Eating Establishments: Fast Food, With Drive Thru Order Window*

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8300.37	Eating Establishments: Sitdown
8300.38	Eating Establishments: Sitdown, Alcohol Permitted
8300.39	Eating Establishments: Sitdown, Limited Alcohol Permitted
8300.41	Food and Beverage Retail Sales
8300.45	Gasoline Sales, Large*
8300.46	Gasoline Sales, Small: Restricted*
8150.6.3	Greenhouse
8150.6.5	Hoop House
8300.48	Laundry Services
8250.11	Library Services and Community Centers
8250.12	Light Public Protection and Utility: General
8250.13	Light Public Protection and Utility: Restricted
8250.14	Low Impact Institutional: Neighborhood-Related
8300.52	Medical Services: General
8300.53	Medical Services: Restricted
8300.55	Participant Recreation and Entertainment: Indoor
8300.58	Personal Services: General
8300.59	Personal Services: Restricted
8300.61	Repair Services: Consumer
8300.62	Repair Services: Restricted
8300.63	Retail Sales and Services: General
8200.13	Senior Independent Living
8300.69	Spectator Sports and Entertainment: Restricted

\*These uses shall be located a minimum of 150 feet from any single-family residential use.

Tract 2 shall consist of 37.72 acres. The use and development regulations of the **R-4 General Residential District** shall govern Tract 2, except as herein modified.

### **The following uses shall be permitted within Tract 2:**

8250.3	Community Recreation: Property Owners Association
8200.3	Group Residential
8250.13	Light Public Protection and Utility: Restricted
8200.5	Low Impact Institutional: Residential-Oriented
8200.12	Multiple-Family Residential
8200.13	Senior Independent Living
8200.14	Single-Family Residential
8200.15	Three- and Four-Family Residential
8200.16	Two-Family Residential

\* There shall be a maximum density of 24 units per acre within Tract 2.

**9.0.....SPECIAL CONDITIONS**

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

**9.1.....FAÇADE REGULATIONS**

Exterior building wall finish on all structures shall consist of a minimum 70% brick veneer, masonry, rock, stone, stucco, or wood, or other similar type finish. No more than 30% EIFS or wood shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

**9.2 ..... LANDSCAPING REGULATIONS**

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

**9.3 ..... LIGHTING REGULATIONS**

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

**9.4 ..... SCREENING REGULATIONS**

No less than a six-foot and no greater than an eight-foot-high wall shall be required along the boundary of this parcel where a commercial use is adjacent to any residential use. Said wall shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, with brick columns with footings on 20' centers and shall be solid and opaque.

**9.5 ..... PLATTING REGULATIONS**

Subdivision of land within this PUD shall be per the Subdivision Regulations.

**9.6 ..... DRAINAGE REGULATIONS**

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

**9.7 ..... DUMPSTER REGULATIONS**

Dumpsters shall be located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public streets and residences and shall be placed no closer than 50 feet from all property lines adjacent to residential zoning district or use.

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

9.8 ..... ACCESS REGULATIONS

Access may be taken from S. Frisco Rd. and SW 15<sup>th</sup> St. All driveways on arterial streets shall be a minimum of 200 feet from adjacent streets and driveways.

9.9 ..... PARKING REGULATIONS

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

9.10 ..... SIGNAGE REGULATIONS

9.10.1 ..... FREESTANDING ACCESSORY SIGNS

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

9.10.2 ..... ATTACHED SIGNS

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

9.10.3 ..... NON-ACCESSORY SIGNS

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

9.10.4 ..... ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)

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

9.11 ..... ROOFING REGULATIONS

Every structure in this PUD shall have Class C roofing or better.

9.12 ..... SIDEWALK REGULATIONS

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 and drives prior to any occupancy certificates being issued.

9.13 ..... HEIGHT REGULATIONS

The maximum height shall be three (3) stories within this PUD.

9.14 ..... SETBACK REGULATIONS

Unless modified herein, yard requirements in this PUD shall be the same as the base-zoning district.

9.15 ..... PUBLIC IMPROVEMENTS

Public improvements shall be made by the property owner throughout the PUD as required by the City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

9.16 ..... COMMON AREAS

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

9.17 ..... SPECIFIC PLAN

A specific plan shall not be required.

**10.0 ..... DEVELOPMENT SEQUENCE**

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

**11.0 ..... EXHIBITS**

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

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

### **III. REVIEW COMMENTS**

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

#### **A. Outside Agencies**

- 1. Oklahoma City-County Health Department**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:**

The proposed site plan will conflict with two existing pipelines. The 10" (304 Shade Discharge 10") and 4" (304-B Jumper ) steel lines will both require relocation prior to the Frisco Farms II project as the current plans call for there to be a series of parking lots built atop of existing pipelines and easements.

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: Yukon**
- 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.

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- 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) 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.
- 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) Driveways into all tracts and parcels must comply with spacing requirements in all applicable City ordinances and policies.

### **c. Stormwater Quality Management**

### **d. Traffic Management\***

## **8. Utilities**

### **a. Engineering**



**Wastewater Availability**

- 1) No public wastewater service is available for the development. A private on-site wastewater disposal system is required in accordance with ODEQ rules and regulations. Applicant is responsible for obtaining all required City and ODEQ Permits. On-site wastewater disposal system must be installed by an ODEQ certified installer and inspected by ODEQ.

**Water Availability**

- 1) No water service is available for proposed development, private on-site water system is required. The developer must provide a water distribution system that is capable of supplying water to each lot or tract within the development in accordance with ODEQ and OWRB. Well permits must be obtained from OWRB and a copy of the permit must be filed with the Utilities Department. No private water source or groundwater source may be connected to any service or system connected to the City water system.
- 2) Release from Canadian County Water Authority may be required for water line extension.

**b. Solid Waste Management**

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

**9. Planning**

**a. Comprehensive Plan Considerations**

*The site is within the Urban Low LUTA and in an area the comprehensive plan designates as Urban Future. When the Urban Future layer is removed for new development, the Urban Low policies will 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.
- 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 not available on the site. In the Service Availability portion of the Master Design Statement, the PUD specifies that development shall be dependent on adequate water and sewer facilities being available.*

Location:

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

*The subject site is located at the southwest corner of South Frisco Road and SW 15<sup>th</sup> Street, both arterial streets.*

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, and 15 to 30 dwelling units per acre for multifamily. *Development shall be dependent on the extension of public utilities to serve the site; at that time the PUD regulations could allow a FAR and densities within the Urban Low 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 currently has one unimproved access along South Frisco Road to serve oil and gas equipment on the site. The PUD regulations propose access from South Frisco Road and SW 15<sup>th</sup> Street, but do not specify a number of drives. All driveways would be located a minimum of 200 feet from adjacent streets and driveways. The conceptual plan indicates connectivity between tracts, one boulevard-style drive from SW 15<sup>th</sup> Street, and a connection near South Frisco Road. The conceptual plan does not show connectivity between the proposed development and the remainder of the existing PUD to the south or west.*

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 site but would be required along all streets by the PUD 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 Agricultural 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 Master Design Statement proposes maintaining the base zoning district regulations for setbacks on each tract; Tract 1 has a base C-3 District and Tract 2 has a base R-4 District, both of which would require increased setbacks adjacent to residential uses. The PUD proposes a maximum building height of three stories. The base districts would require a lower maximum building height adjacent to residential uses. The conceptual plan shows parking located along the south and west boundaries of the proposed development. The PUD regulations provide mitigation by requiring screening along a boundary adjacent to residential uses. Landscaping requirements for the base C-3 and R-4 Districts would also require a landscape buffer, minimum of five feet in width, with either satisfactory landscaping points or trees spaced on 25-foot centers.*

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 southwest corner of South Frisco Road and SW 15th Street, both arterial streets. No other triggers requiring mitigation measures 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 proposed commercial Tract 1 could have operational impacts adjacent to residential uses on the west and within the proposed development to the south. The PUD regulations do provide some mitigation for uses that generate operational impacts near residential uses, such as Gasoline Sales and Fast Food with Drive-Thru Order Windows, by requiring they be located a minimum of 150 feet from any single-family residential use. The conceptual plan shows a different residential product type adjacent to the commercial Tract 1; plan conformance would be strengthened by requiring uses*

*that generate operational impacts near all residential uses, not specifying only single-family residential.*

**3) Service Efficiency:**

- Water: *Not Served – Not Efficient to Serve*
- Sewer: *Not Served – Need for Major Investment*
- Fire Service: *Rural or Urban Service Levels*

**4) Environmentally Sensitive Areas:** No ESAs were identified on the subject site.

**5) Transportation System:** This site is located at the southwest corner of South Frisco Road and SW 15<sup>th</sup> Street, both Minor Arterial Streets in the Urban Low LUTA. Transit (bus) service is not available.

**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)
- 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)
- Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development. (SU-23)
- 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)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have or will soon have capacity to support the added trips. (SU-48)
- 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)
- 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 at the southwest corner of South Frisco Road and Southwest 15<sup>th</sup> Street. The central portion of the site contains oil and gas equipment, otherwise the site is undeveloped. The other corners of the intersection are zoned AA and primarily used for agriculture. The proposal would rezone a portion of the current zoning, PUD-1833, to allow for commercial and multi-family residential uses. The subject site

encompasses approximately 41 acres of the northern portion of Tract 1 of PUD-1833, zoned for R-1 Single-Family Residential per code, approximately 8.7 acres of Tract 2 of PUD-1833, zoned for R-1 Single-Family Residential with minimum lot sizes of 4,000 square feet, and 2.76 acres of Tract 3 of PUD-1833, zoned for limited C-3 Community Commercial uses.

The proposed PUD, compared to current zoning, would expand the land used for C-3 uses from 2.76 acres to 16.76 acres and intensify residential development from R-1 Single-Family Residential District to R-4 General Residential District on the remaining 37.72 acres of the subject site. If developed for multi-family residential, as depicted in Exhibit B, Tract 2 could contain approximately 900 dwelling units.

The proposed PUD would allow more intense residential and commercial development than what exists within the current zoning. The subject site is currently within the Urban – Future (UF) Land Use Typology Layer. When the layer is lifted through an amendment to the comprehensive plan, Urban Low Intensity policies apply. In this case, no amendment request was submitted because public water and sewer utilities are not yet available to the site. Instead, the proposed PUD requires the connections before development can occur. The conceptual plan does not include a wide variety of housing types and should include significant open space and recreational opportunities for the number of residents expected.

The subject site is in an area the comprehensive plan designates as “not efficient to serve” for water service, “need for major investment” for sewer service, and “rural response” for fire service. Adjacent to, and in the vicinity of, the subject site, South Frisco Road is a two-lane, unpaved/gravel rural road and Southwest 15<sup>th</sup> Street is a two-lane, unstriped, uncurbed, paved rural road. The nearest EMBARK bus route is approximately eight miles from the subject site. In order to adequately support the proposed densities, the City would need to significantly invest in water, sewer, street and other infrastructure and services.

Conformance with the comprehensive plan can be strengthened by reducing residential density to avoid concentration of apartment complexes and integrating multi-family units with a mix of housing types and/or within mixed-use development. Comprehensive plan policies recommend that multi-family development should be located in areas near employment or educational centers where transit systems have, or will soon have, the capacity to support added trips. Comprehensive plan policies also recommend the prioritization and concentration of development where facilities, infrastructure and services have available capacity and in areas where Police and Fire Departments are best able to respond.

#### **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.*

**Denial of the application.**

**If approved, subject to the following Technical Evaluations:**

1. The use and development regulations of the **R-1 Single-Family Residential District** shall govern Tract 2, except as herein modified.
2. There shall be a maximum density of eight (8) dwelling units per acre in Tract 2.
3. Non-accessory signs are not permitted.
4. A specific plan shall be required unless platted.

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.

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