

Planning Commission Minutes

March 10, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:24 a.m. on March 7, 2022.)

12. (PUD-1880) Application by Cavallo/WP Land, LLC., to rezone 10800 SW 44th Street from the AA Agricultural District to the PUD-1880 Planned Unit Development District. Ward 3.

Technical Evaluation:

1. Pedestrian access shall be provided to Mustang Road from Tract 2.
2. There shall be a minimum 200-foot separation between driveways on SW 44th Street and Mustang Road.
3. A minimum of 150' separation shall be provided from residential for drive-thru and gas uses.
4. A 5-foot landscape buffer with trees on 20-foot centers shall be provided between Tract-1 and Tract-2.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION, AS AMENDED.

MOVED BY PENNINGTON, SECONDED BY HIGHSMITH
AYES: CRAVENS, CLAIR, POWERS, PRIVETT, HINKLE,
HIGHSMITH, PENNINGTON
ABSENT: LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
March 10, 2022

Item No. IV. 12.

(PUD-1880) Application by Cavallo/WP Land, LLC., to rezone 10800 SW 44th Street from the AA Agricultural District to the PUD-1880 Planned Unit Development District. Ward 3.

I. GENERAL INFORMATION

A. Contacts

Applicant/Developer Representative

Name Kendall Dillon
Company Crafton Tull and Associates
Phone 405-787-6270
Email kendall.dillon@craftontull.com

B. Case History

This application was continued from the February 24, 2022 meeting.

C. Reason for Request

This application is to permit a commercial and single-family residential development.

D. Existing Conditions

1. Comprehensive Plan Land Use Typology Area: Urban – Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

2. Size of Site: 62.57 acres

3. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	AA	SPUD-1129 PUD-1384/ R-1	AA	AA	PUD-1403 (C-3/R-4 Base) R-1
Land Use	Undev/Res	Residential	Undeveloped	Industrial	Industrial

4. Development Context: The subject site is located at the southeast corner of SW 44th Street and S Mustang Road (State Highway 4). The site is zoned AA and is largely agricultural land with a single-family residence at the south end of the property.

Tributary 2 of Mustang Creek runs along the southeast boundary of the site, and beyond it is AA zoned land. To the north across SW 44th Street is the Johnson Farms Addition, a single-family residential subdivision zoned R-1. The northeast corner of SW 44th St and S Mustang Rd was rezoned to PUD-1384 in 2009 to allow commercial and office uses, then the corner was rezoned to SPUD-1129 in 2019 to allow for a gas station. The other two corners of the intersection (PUD-1403 and PUD-1594) are also zoned for commercial uses with residential subdivisions platted behind them. The PUD proposes a modified R-1 single-family division with commercial at the corner.

II. SUMMARY OF PUD APPLICATION

8.1 USE AND DEVELOPMENT REGULATIONS

This planned unit development shall consist of two (2) tracts as follows:

8.1.1 TRACT ONE (1)

The use and development regulations of the “C-3” Community Commercial District shall govern this tract, except as herein modified, including accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

The following use units shall be the only uses permitted in Tract 1:

- Administrative and Professional Office (8300.1)
- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales and Services: Grooming (8300.8)
- Animal Sales and Services: Kennels and Veterinary, Restricted (8300.11)
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Child Care Centers (8300.25)
- Communications Services: Limited (8300.29)
- Convenience Sales and Personal Services (8300.32)
- Cultural Exhibits (8250.5).
- Eating Establishments: Drive-In (8300.34)
- Eating Establishments: Fast Food (8300.35)
- Eating Establishments: Fast Food with Drive-Through Order Window 8300.36)
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Limited Alcohol Permitted (8300.39)
- Food and Beverage Retail Sales (8300.41)
- Gasoline Sales: Large (8300.45)
- Gasoline Sales: Small: Restricted (8300.46)
- Laundry Services (8300.48)

Medical Services: General (8300.52)
Medical Services: Restricted (8300.53)
Participant Recreation and Entertainment: Indoor (8300.55)
Payday or Title Loan Agencies (8300.57)
Personal Services: General (8300.58)
Personal Services: Restricted (8300.59)
Personal Storage (8300.60)
Repair Services: Consumer (8300.61)
Research Services: Restricted (8300.62)
Retail Sales and Services: General (8300.63)

8.1.2 TRACT TWO (2)

The use and development regulations of the “R-1” Single-Family Residential District shall govern this tract, except as herein modified in Section 9.0 Special Conditions, including conditional, special permit, special exception, and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

9.0 SPECIAL CONDITIONS

9.1 MODIFIED LOT REQUIREMENTS

9.1.1 TRACT 2:

1. Minimum lot size shall be 4,000 square feet.
2. Minimum lot width shall be 40 feet at the platted front building line.
3. The minimum depth of the front yard shall be 20 feet.
4. Maximum lot coverage shall be 65%.

9.2 FAÇADE REQUIREMENTS:

Exterior building wall finish on all primary structures, exclusive of windows and doors, shall consist of a minimum 60% brick veneer, rock, concrete board or stone masonry. No more than 40% EIFS, stucco, or wood shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted on primary structures.

9.3 LANDSCAPING REGULATIONS

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

9.4 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.

9.5 SCREENING REGULATIONS

No less than a six-foot and no greater than an eight-foot high screen shall be required along the eastern and southern boundary of Tract 1 where abutting residential zoning/use. Said screen shall be constructed entirely of stucco, brick, stone, or wood and shall be solid and opaque.

9.6 DUMPSTER REGULATIONS

Within Tract 1, dumpsters shall be located in 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 single-family residential zoning/use.

9.7 PLATTING REGULATIONS

All residential land within this PUD shall be contained within a final plat and any plat dedications shall be approved by the City Council prior to any occupancy permits being issued in the PUD.

9.8 DRAINAGE REGULATIONS

Drainage improvements, if required, will be in accordance to applicable sections of the Oklahoma City Code of Ordinances. Drainage-ways may be permitted and constructed in accordance with Chapter 16 of the Oklahoma City Municipal Code, which includes certain allowances in construction standards for PUD's, provided the PUD is platted with drainage areas confined to common areas. Such drainage-ways must be designed to handle adequate flows and cannot be built without specific approval of the City Engineer. The maintenance will be the responsibility of the property owners.

9.9 ACCESS REGULATIONS

There shall be two street access points from SW 44th Street to serve the residential Tract 2. There shall be two additional driveway access points from SW 44th Street for Commercial Tract 1. There shall be three driveway access points along the east side of S. Mustang Rd to serve the Commercial Tract 1. Access driveways shall meet driveway separation requirements.

Tract 1 Lots may be platted and subdivided and there shall be no minimum lot size. A platted lot may be split administratively but is not permitted to include an adjacent common area/private driveway. The resulting lot is permitted to take access from the platted common area/private drive. A split lot is not required to have frontage on an approved street.

Access to the individual buildings shall be provided by private shared access drives that will provide internal circulation.

Access to Tract 2 of this PUD may be via a divided street with central landscaped medians. A minimum 20-foot pavement lane shall be required on either side of said median if constructed as a Boulevard street.

Streets or driveways on adjacent property within 200 feet of this PUD shall be shown on the Master Development Plan.

Individual residential lots shall not be permitted to take access from arterial/section line road(s) and "Limits of No Access" shall be established along lots abutting an arterial/section line road for residential lots.

9.10 PARKING REGULATIONS

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

For Tract Two (2), on-street queuing and maneuvering into parking spaces shall be permitted within the public right-of-ways. The location of the on-street maneuvering shall only be permitted within the frontage of a common area lot. All parking spaces shall be located on private property.

9.11 SIGNAGE REGULATIONS

9.11.1 FREESTANDING ACCESSORY SIGNS

Commercial and Single Family residential subdivision sign requirements shall be in accordance with Chapter 3, Article V. Sign Regulations of the Oklahoma City Municipal Code, as amended.

All free-standing accessory signs shall provide a landscaped area containing one (1) point per two (2) square feet of sign or fraction thereof located within 10 feet of the base of any freestanding accessory sign. This landscaping may be applied to fulfill site or parking point requirements. Turf grass shall not be used to satisfy this requirement.

A sign that contains the name of any business located within this PUD is deemed accessory, even if the sign is not placed on the parcel where the business development is located, as long as the business and the sign are located within this PUD.

9.11.2 ATTACHED SIGNS

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

9.11.3 NON-ACCESSORY SIGNS

Non-accessory signs are specifically prohibited in this PUD.

9.11.4 ELECTRONIC MESSAGE DISPLAY SIGNS

Electronic Message Display Signs are specifically prohibited in this PUD.

9.12 ROOFING REGULATIONS

Every structure in this PUD shall have Class C roofing or better, except that commercial buildings shall be permitted to have flat roofs.

9.13 SIDEWALK REGULATIONS

Five-foot sidewalks shall be constructed along SW 44th Street and along S. Mustang Road or six-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.

9.14 HEIGHT REGULATIONS

The base zoning district regulations shall regulate heights of structures in this PUD.

9.15 SETBACK REGULATIONS

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

9.16 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.

9.17 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.

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 DESCRIPTIONS: OVERALL, A-1 AND A-2

EXHIBIT B: MASTER DEVELOPMENT PLAN

EXHIBIT C: TOPOGRAPHY MAP

III. REVIEW COMMENTS

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

A. Outside Agencies

- 1. Oklahoma City-County Health Department**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please be advised ONG has an underground or aboveground facility in the area. If you need our facilities relocated to accommodate your excavation or construction, ONG will provide you a cost estimate. Prior to excavation, please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior for exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District(s) 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) 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.
- 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.

c. Stormwater Quality Management

d. Traffic Management*

8. Utilities

a. Engineering

Paving

Wastewater Availability

- 1) An existing 21" wastewater main(s) is adjacent to the subject site(s) and a service connection will be permitted in accordance with City Standard Specifications. A separate service connection is required for each building/structure.
- 2) All wastewater mains must flow within the existing drainage basin. Proposed wastewater mains that will flow to another drainage basin across a ridgeline will not be allowed.
- 3) Minimum ten (10) foot horizontal separation required for water mains and five (5) foot for other crossings. Minimum two (2) foot vertical separation required for all crossings.
- 4) The developer will be required to extend the wastewater collection system to each lot or site within the subdivision or land improvements in accordance with City Standard Specifications and the current Subdivision Regulations.
- 5) An off-site sanitary sewer interceptor will be required to serve the proposed development and the particular drainage basin. The size, alignment and other design factors shall be in accordance with current City Standard Specifications. The developer may make an application under the Policy "B-1" program to the Oklahoma City Water Utilities Trust (OCWUT) for City participation of construction costs if an oversized sanitary sewer main is required to serve the drainage basin. Approval will be subject to funds available for improvements and will not be granted for oversized mains that are necessary to provide additional capacity for the proposed development(s).
- 6) All existing unused wastewater services must be abandoned at the wastewater main.
- 7) Proposed wastewater main(s) must be located in a twenty (20) foot wide easement.

- 8) No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 9) All wastewater mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.

b. Solid Waste Management

c. Water/Wastewater Quality

Water Availability

- 1) An existing 16" and 12" water main(s) is adjacent to the subject site(s) and a service connection will be permitted in accordance with City Standard Specifications. A separate service connection and meter is required for each building/structure.
- 2) Minimum ten (10) foot horizontal separation required for wastewater mains and five (5) foot for other mains. Minimum two (2) foot vertical separation required for all crossings.
- 3) Dead-end water mains must be avoided where applicable.
- 4) Proposed water main(s) must be located within a utility easement or right-of-way. No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 5) All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 6) A 12-inch water main is required to be looped through the development to provide adequate water supply and fire flow protection. Connection to two (2) separate active water mains is required to prevent partial or total shut-off of water supply when a pipeline failure occurs within the proposed development.
- 7) All existing and proposed meters must meet current specifications and standard details and be located in the right-of-way or utility easement within grassy areas outside of sidewalks, driveways, streets and/or paving.
- 8) All domestic and fire suppression services must have separate water service connections.

- 9) Fire hydrants maximum spacing is 500 foot and must be located within 10 foot of a hard surface (i.e. sidewalk, street, and/or paving).

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways.
- Large-scale (20+ acres or 50 or more single family units) residential subdivisions should provide a diversity of home sizes, lot sizes, price points, architectural styles, and density ranges.
- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

Riparian area, including floodway and floodplain, is present along the southeast boundary of the application site. Exhibit B (Master Development Plan) shows all proposed development outside floodway and floodplain areas. National, state, and local permitting require basic best management practices for stormwater management.

Location:

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

The proposed uses are located on two 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 residential. *The PUD would allow development within these ranges.*

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 Master Design Statement proposes four access points on SW 44th Street (two per tract), and three access points within 941 feet of frontage on S Mustang Road to serve the commercial development in Tract 1. No connection to S Mustang Road is shown for residents in the proposed subdivision, nor is shared access contemplated between tracts. Alignment with Johnson Farms Drive to the north and the planned Mustang Park subdivision on the west may be difficult due to the floodplain on the subject site. The exact location of driveways that will serve the large commercial developments to the north and west were unknown at the time of review. The proposed PUD should align driveways where possible, meet required offsets when not possible, and driveway spacing should meet the minimum requirements of the Subdivision Regulations.

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.

The PUD requires sidewalks along SW 44th St and S Mustang Rd. Sidewalks are required within new urban subdivisions. A pedestrian connection from the subdivision to sidewalks on Mustang Road will be provided.

- 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 residential and commercial uses adjacent to existing agricultural or residential uses, “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 application contemplates commercial and residential uses within one PUD.*

The nearest residence outside the PUD boundary is located approximately 200 feet south of the creek, and the agricultural zoned property to the east is separated by the same creek. No triggers requiring mitigation were identified.

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. *No triggers requiring mitigation 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 PUD would allow new commercial uses adjacent to new residential uses. Plan conformance would be strengthened by increasing the setback for uses that could have operational impacts abutting residential, such as gas stations and drive-through uses.*

3) **Service Efficiency:**

- Water: *Close to Service or Served*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Service Level*

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.

Floodway, 100-year floodplain, and associated riparian areas are present on the site. The Master Development Plan indicates that all development will be outside the floodplain and floodway areas. Plan conformance would be strengthened if the MDS required all structures and paving be at least 100 feet from the stream bank.

- Upland Forests: N/A
- Vulnerable Aquifers: N/A

5) **Transportation System:** This site is located at the southeast corner of SW 44th St, a Minor Arterial Street, and S Mustang Rd, a Major Arterial Street, both within the Urban Low LUTA. Transit (bus) service is not available. A multi-use trail is planned to the east near Tributary 2 of Mustang Creek, with a route to be determined at a later date.

6) **Other Development Related Policies**

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- 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)
- 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 pints 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)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestions at arterial intersections. (C-32)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-11)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

b. Plan Conformance Considerations

The proposal would allow seven acres of commercial uses at the southeast corner of SW 44th Street and S Mustang Road, and a modified R-1 single-family subdivision south and east of it. The PUD allows 4,000 square-foot lots with a minimum lot width of 40 feet and maximum lot coverage of 65 percent. The proposed uses and density are consistent with the comprehensive plan and the surrounding development/zoning.

Plan conformance would be strengthened by maintaining a 100-foot setback from the stream bank, providing access to Mustang Road for the future subdivision, and meeting Zoning Code and Subdivision Regulation requirements for the alignment, offset, and spacing of new driveways and streets.

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.

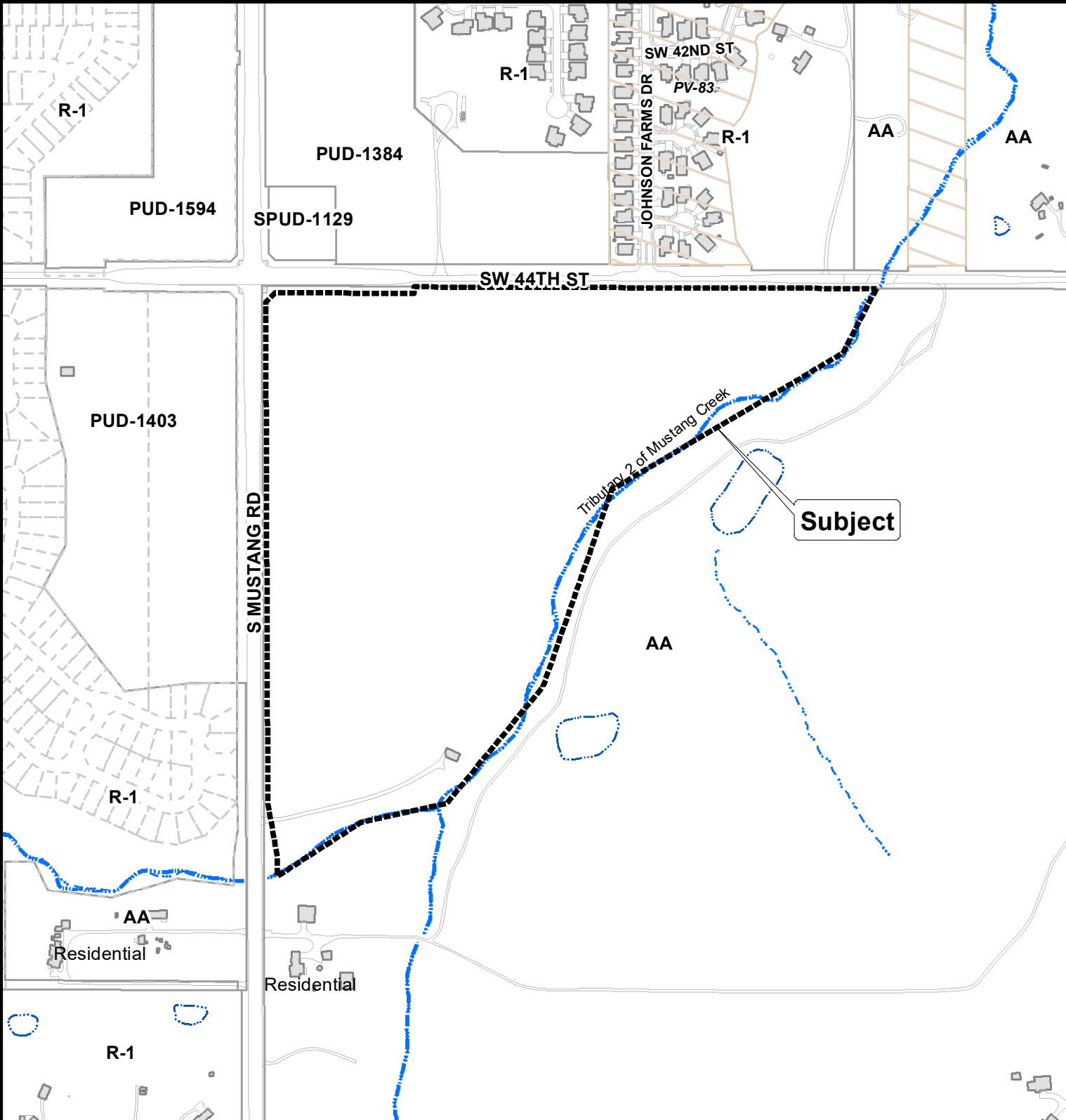
Approval of the application subject to the following Technical Evaluations:

1. Access shall be provided to Mustang Road from Tract 2.
2. There shall be a minimum 200 foot separation between driveways on SW 44th Street and Mustang Road.
3. A minimum of 150' separation shall be provided from residential for drive-thru and gas uses.

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.

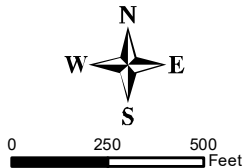
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Case No: PUD-1880 Applicant: Kendall Dillon, PE, Agent for Owner
Existing Zoning: AA
Location: 10800 SW 44th St.



The City of
OKLAHOMA CITY

Planned Unit Development

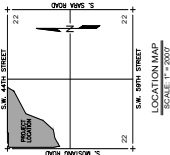


Cavallo

SCALE: 1" = 100'

GRAPHIC SCALE IN FEET

0 100



LINE #	LENGTH	DIRECTION
L1	68.03'	N02° 14' 36"W
L2	49.26'	N45° 01' 49"E
L3	60.00'	N02° 14' 31"E

LEGEND:

P.O.C.	POINT OF COMMENCEMENT (NW/COR, NW/4, SECTION 22 T11N, R5W, LM.)
P.O.B.	POINT OF BEGINNING

LEGAL DESCRIPTION

A tract of land situate within the Northwest Quarter (NW/4) of Section Twenty-Two (22), Township Eleven North (T11N), Range Five West (R5W) of the Indian Meridian (I.M.), Oklahoma City, Canadian County, Oklahoma; being more particularly described by metes and bounds as follows:

COMMENCING at the Northwest corner of said NW/4; thence S89°45'42"E along the North line of said NW/4 a distance of 600.00 feet to the POINT OF BEGINNING; thence continuing

[illegible]

Cold tract contains 2.725,372 Sq Ft or 62.57 Acres, more or less.

EXHIBIT B

MASTER DEVELOPMENT PLAN



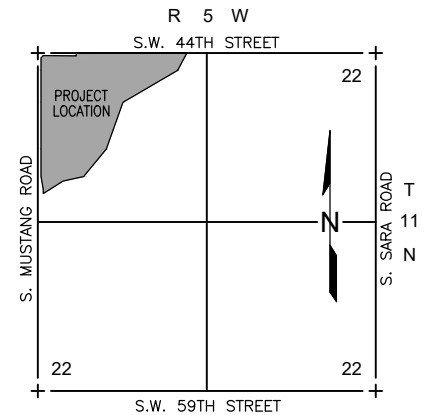
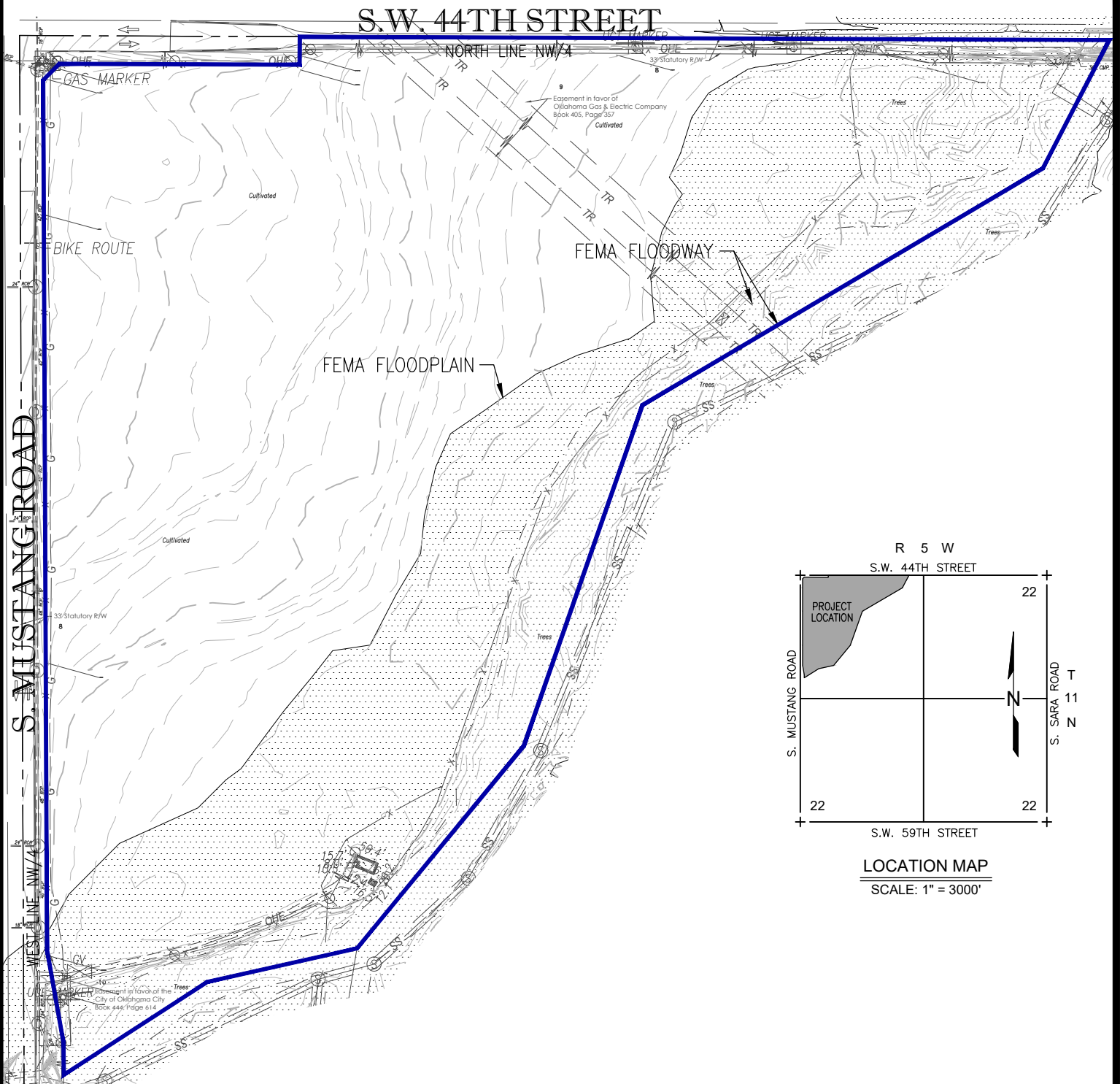
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are|engineering|surveying
405.787.6270 | 405.787.6276 |
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SHEET NO.: 1 of 1
DATE: 03/01/2017
PROJECT NO: 21617

PROJECT OWNER AND DEVELOPER:

WP LAND, LLC
1731 S. I-35 SERVICE ROAD
MOORE, OKLAHOMA 73160
PH: 405.366.0000

MAIL: anthony@westpointgroup.com



LOCATION MAP
SCALE: 1" = 3000'

SCALE: 1" = 300'

PROJECT OWNER AND DEVELOPER:

WP LAND, LLC
2731 S. I-35 SERVICE ROAD
MOORE, OKLAHOMA 73160

PH: 405.366.0000
EMAIL: anthony@westpointgroup.com

CAVALLO - TOPOGRAPHIC MAP - EXHIBIT C



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405.787.6270 | 405.787.6276 |

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SHEET NO.: 1 of 1

DATE: 02/28/22

PROJECT NO.: 21617700

CERTIFICATE OF AUTHORIZATION:
CA 973 (PE/L) EXPIRES 6/30/2022

Case No: PUD-1880 Applicant: Kendall Dillon, PE, Agent for Owner
Existing Zoning: AA
Location: 10800 SW 44th St.



Aerial Photo from 2/2020



The City of
OKLAHOMA CITY

Planned Unit Development

