

Planning Commission Minutes  
May 26, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 1:59 p.m. on May 23, 2022.)

13. (PC-10818) Application by TAF Construction, LLC, to rezone 1801 South Sara Road from the PUD-1043 Planned Unit Development, PUD-791 Planned Unit Development, and R-2 Medium-Low Density Residential District to the R-1 Single-Family Residential District and R-2 Medium-Low Density Residential District. Ward 3.

The applicant was present. There were no protestors present.

**RECOMMENDED APPROVAL.**

MOVED BY CLAIR, SECONDED BY PRIVETT

AYES: CRAVENS, CLAIR, POWERS, PRIVETT, GOVIN,  
LAFORGE;

ABSENT: HINKLE, PENNINGTON, FRALEY



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**May 26, 2022**

**Item No. IV. 13.**

**(PC-10818)** Application by TAF Construction, LLC, to rezone 1801 South Sara Road from the PUD-1043 Planned Unit Development, PUD-791 Planned Unit Development, and R-2 Medium-Low Density Residential District to the R-1 Single-Family Residential District and R-2 Medium-Low Density Residential District. Ward 3.

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

Mark Grubbs, Grubbs Consulting, LLC  
(405) 265-0641  
Mark.grubbs@gc-okc.com

**B. Case History**

This is a new application. This application is associated with C-7438, the revised Preliminary Plat of Mustang Creek Village.

**C. Reason for Request**

The purpose of this request is to change the existing single-family residential based zoning to a residential based zoning that will permit single-family and two-family residential development.

**D. Existing Conditions**

**1. Size of Site (42.34 Acre)**

**2. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	PUD-1043 / R-2	PUD-791	C-3 / R-1	PUD-791	PUD-1758
<b>Land Use</b>	Undeveloped	Undeveloped	Office / Residential	Residential	Oil Tanks

**3. Comprehensive Plan Land Use Typology Area: Urban - Low Intensity (UL)**

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

- 4. Development Context:** The subject site is located on the west of S Sara Road, south of SW 15<sup>th</sup> Street. The site does not have frontage on SW 15<sup>th</sup> Street. Mustang Creek runs along the west and south boundary of the proposed development site, and beyond it is PUD-1758 which allows a mix of retail and senior living uses (west) and the Mustang Creek subdivision (south/southwest). Abutting the site on the north is undeveloped land zoned PUD-791 which allows commercial uses along SW 15<sup>th</sup> Street. Across SW 15<sup>th</sup> Street to the northwest are Mustang North Middle School and Mustang Creek Elementary School. Across S Sara Road to the east is the Westbury neighborhood, an office building, and undeveloped C-3 zoned land at the corner.

The subject site is zoned PUD-1043 (2005) and the northwest portion of the site was recently zoned to R-2 (April 2021). The site has been preliminary platted twice, most recently as the Preliminary Plat of Mustang Creek Village (C-7262). The rezoning request would “flip” the R-2 duplex development, placing it along S Sara Road instead of the creek, and rezone the remainder of the site to the R-1 District. The existing PUD already allows single-family residential development. The rezoning would eliminate the architectural regulations and remove a requirement that the development connect to SW 15<sup>th</sup> Street. The rezoning application is associated with a revised version of the Preliminary Plat of Mustang Creek Village (C-7438).

## **II. REVIEW COMMENTS**

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

### **A. Outside Agencies**

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

**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**

**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 PC 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.

**8. Streets, Traffic and Drainage Maintenance**

**9. Stormwater Quality Management**

**10. Traffic Management**

**11. Utilities**

**a. Engineering**

**Wastewater Availability**

- 1) An existing 21" and 42" 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 line 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. All wastewater mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.
- 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) Proposed wastewater main(s) must be located in a twenty (20) foot wide easement. No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement. All existing unused wastewater services must be abandoned at the wastewater main.

**b. Solid Waste Management**

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 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) The developer will be required to extend a 12-inch and / or 16-inch water main (or larger as recommended by the approved current water master plan) along section line streets and will be required to extend the water system to each lot or site within the subdivision or land improvements in accordance with City Standard Specifications and the current Subdivision Regulations. The developer may make an application under the Policy “A-1” program to the Oklahoma City Water Utility Trust (OCWUT) for purchase of construction costs for an oversized water main extension larger than 12-inch. Approval will be subject to funds available for improvements.
- 3) 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.
- 4) 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. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 5) Dead-end water mains must be avoided where applicable. All existing unnecessary water services must be abandoned at the water main(s).
- 6) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic and fire protection systems which require water pressure in excess of 25 psi.
- 7) Proposed water main(s) must be located within a utility easement and/or right-of-way. No trees, signs, dumpsters, fences, and/or structures shall be permitted within any proposed or existing utility easement.

- 8) 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.
- 9) All domestic and fire suppression services must have separate water service connections. 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).
- 10) A 12" extension along S Sara Road is required.

## **12. 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.

*Floodway and 100-year floodplain are present on the subject site. The development is required to comply with all City, State, and Federal requirements within the floodplain. Plan conformance would be strengthened if the floodplain were not modified.*

##### Location:

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

*The subject site is located near SW 15th St and S Sara Rd. The rezoning would remove the requirement in the existing PUD to access to SW 15<sup>th</sup> Street. Access to the Turnpike is now available one-half mile west on SW 15<sup>th</sup> Street and one-half mile south on S Sara Road.*

Density: 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. *The R-1 and R-2 Districts could allow densities within this range. The associated plat indicates 196 dwelling units over 42.34 acres, or 4.6 du/acre.*



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.
- 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 rezoning application would rearrange the duplex development. The accompanying preliminary plat shows access to the 40 duplex lots (80 dwelling units) from one street off Sara Road and no connection to the rest of the subdivision. A connection to SW 15<sup>th</sup> Street would also be removed, meaning that all traffic from the proposed 196 lots would rely solely on S Sara Road for access. Street stubs west and south are not possible due to Mustang Creek. Access cannot be defined within a base zoning request and would be per Subdivision Regulations.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses.

*Sidewalks are required along arterial streets and within new urban subdivisions.*

- 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 uses adjacent to existing residential zoning uses, “Building Scale and Site Design” is a potential compatibility issue 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. *No triggers requiring mitigation were identified.*

**3) Service Efficiency:**

- Water: *Served*
- Sewer: *Served or within an open shed*
- 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. *Riparian area including 100-year floodplain is present along Mustang Creek. Plan conformance would be strengthened if the riparian area were undisturbed and development occurred at least 100 feet from the stream bank.*
- 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. *Retention of existing trees on site would assist with allowing infiltration of stormwater on site. However, this request cannot be stipulated in a base zoning request.*

**5) Transportation System:** This site is located along S Sara Road, a Minor Arterial Street in the Urban Low LUTA. The nearest bus transit is available at the corner of W Reno Ave and S Council Ave, over 3 miles away. Sidewalks are not available on the subject site. bikewalkokc identifies a future trail extension along/ south of Mustang Creek with a route to be finalized at a later date.

**6) Other Development Related Policies**

- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development. (SU-4)
- 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)
- 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)

**b. Plan Conformance Considerations**

The subject site is located on the west side of S Sara Road, south of SW 15<sup>th</sup> Street. The site does not have frontage on SW 15<sup>th</sup> Street. Mustang Creek runs along the west and south boundary of the proposed development site. The proposed R-1 and R-2 Districts are consistent with the comprehensive plan's Urban Low Intensity LUTA density ranges and with the surrounding area. However, plan conformance could be strengthened at the platting stage by providing an internally connected development, providing access to SW 15<sup>th</sup> Street, and maintaining a 100-foot setback from Mustang Creek.

**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.*

**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**PC-10818**  
**May 26, 2022**

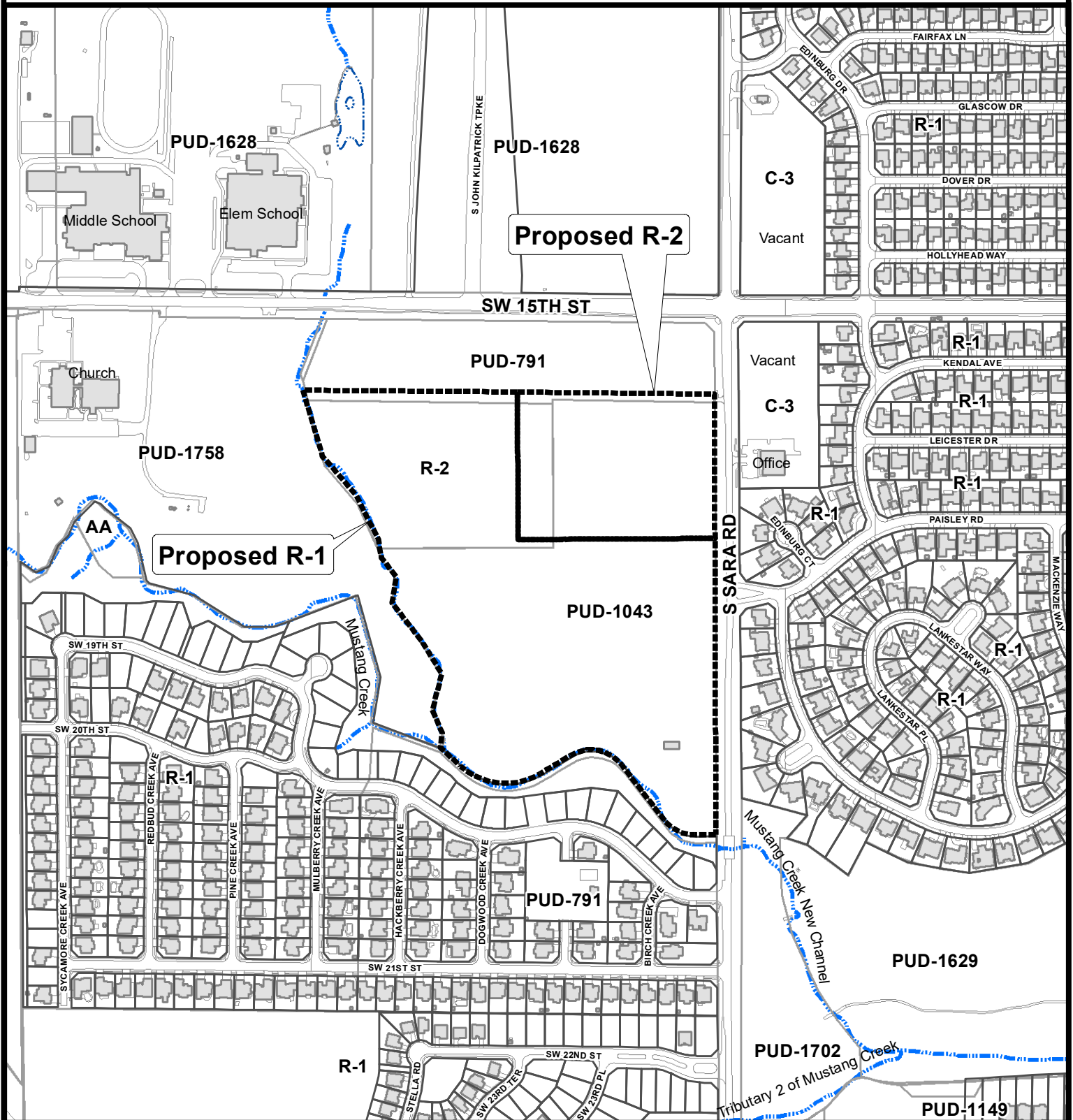
**Item No. IV. 13.**

*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.**

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**Case No: PC-10818    Applicant: TAF Construction, LLC**  
**Existing Zoning: PUD-1043 / R-2 / PUD-791**  
**Proposed zoning: R-1 & R-2**  
**Location: 1801 S. Sara Rd.**



The City of  
OKLAHOMA CITY

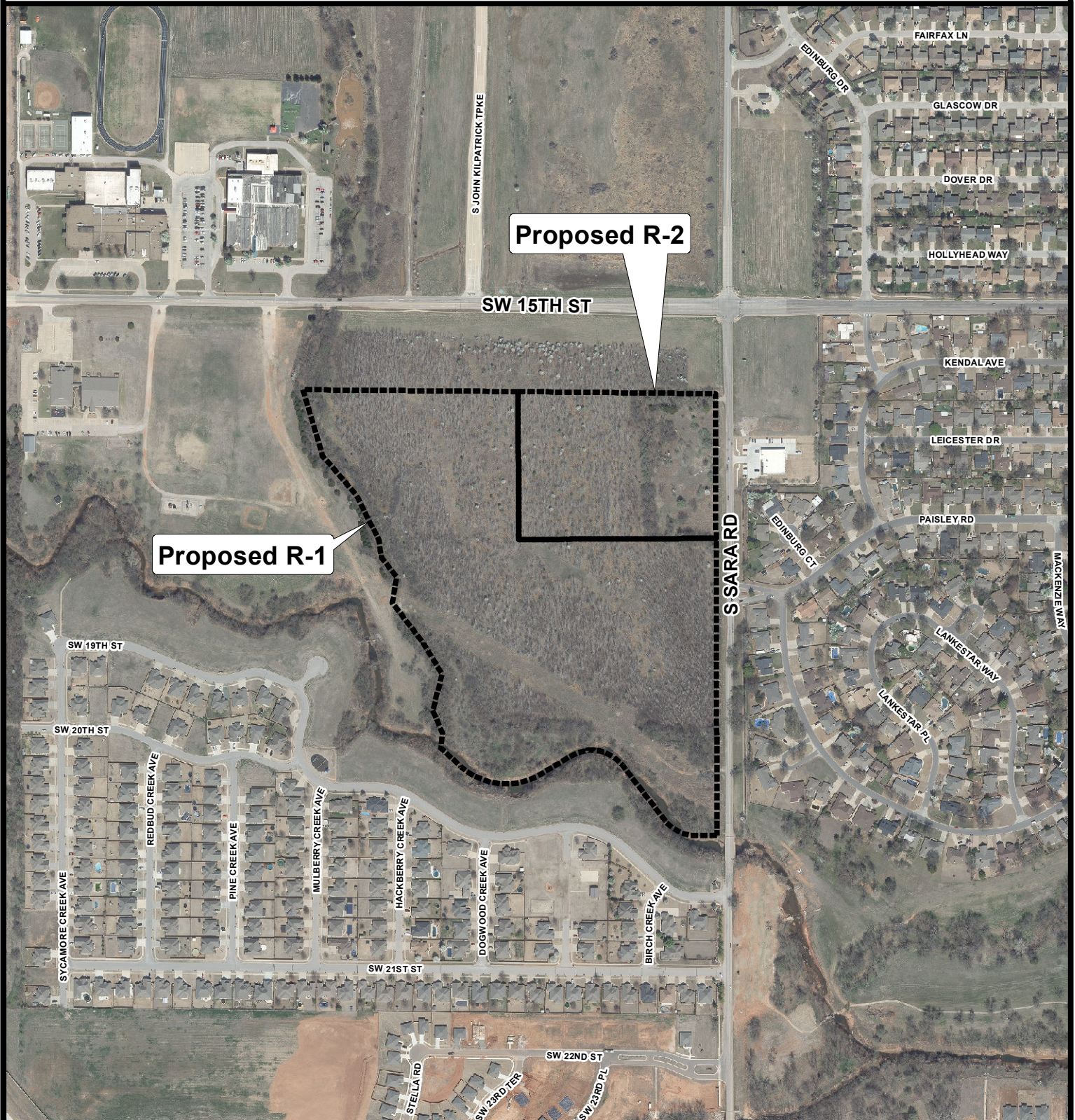
# Rezoning Application



0 250 500  
Feet



**Case No: PC-10818    Applicant: TAF Construction, LLC**  
**Existing Zoning: PUD-1043 / R-2 / PUD-791**  
**Proposed zoning: R-1 & R-2**  
**Location: 1801 S. Sara Rd.**



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Rezoning Application



0 250 500 Feet