

Planning Commission Minutes
August 11, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 5:02 p.m. on August 6, 2022.)

3. (SPUD-1435) Application by Mikes Combs, to rezone 13500 Piedmont Road from the PUD-1256 District to the SPUD-1435 Simplified Planned Unit Development District. Ward 1.

The applicant was present. There were no protestors present.

Technical Evaluation:

1. The setback from Piedmont Road in Tract 1 (Tract A) shall be 25 feet.
2. Exhibit B shall be updated to reflect Tract numbers and base districts consistent with the Master Design Statement.

**RECOMMENDED APPROVAL SUBJECT TO THE
TECHNICAL EVALUATION.**

MOVED BY CLAIR, SECONDED BY PRIVETT

AYES: CLAIR, POWERS, FRALEY, PRIVETT, GOVIN,
PENNINGTON, LAFORGE, NOBLE;

ABSENT: HINKLE



STAFF REPORT
The City of Oklahoma City
Planning Commission
August 11, 2022

Item No. IV. 3.

(SPUD-1435) Application by Mikes Combs, to rezone 13500 Piedmont Road from the PUD-1256 District to the SPUD-1435 Simplified Planned Unit Development District. Ward 1.

I. GENERAL INFORMATION

A. Contacts

1. Applicant/Developer Representative

Name Stephen Landes
Company Landes Engineering
Phone 405-275-5388
Email slandes@landesengineering.net

B. Case History

This is a new application.

C. Reason for Request

This application is to permit a neighborhood commercial development.

D. Existing Conditions

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

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

2. Size of Site: 4.69 acres

3. Zoning and Land Use

| | Subject Site | North | East | South | West |
|-----------------|---------------------|--------------|-------------|--------------|-------------|
| Zoning | PUD-1256 | AA | PUD-1147 | SPUD-637 | AA |
| Land Use | Undeveloped | Residential | Residential | Res/Com | Undeveloped |

4. Development Context: The subject site is located at the northeast corner of Piedmont Road and NW 134th Street. An unimproved portion of W Memorial Road is adjacent to the site on the north. The site is undeveloped and zoned as part of PUD-1256 which has a C-1 base and additionally allows personal storage.

North of the site, across W Memorial Road is a telecommunications site zoned AA and to the northeast is the Deer Spring neighborhood. Adjacent on the east is the Colony Pointe neighborhood which is zoned PUD-1147. To the south of the site, across NW 134th Street, is an undeveloped 2.5-acre parcel zoned as part of SPUD-637 that allows commercial development under a C-3 base. West of the site, across Piedmont Road, are 13- and 80-acre undeveloped AA parcels. The SPUD is requested to allow limited neighborhood commercial uses and duplex development under C-1 and R-2 bases.

II. SUMMARY OF PUD APPLICATION

Tract I

This site will be developed in accordance with the regulations of **C-1 Community Commercial District** (OKC Zoning Ordinance, 2010), except as modified herein.

1. The following uses shall be the only uses permitted on this site:

| | |
|---------|--|
| 8300.1 | Administrative and Professional Offices |
| 8300.2 | Adult Day Care Facilities |
| 8300.5 | Alcoholic Beverage Retail Sales |
| 8300.8 | Animal Sales and Services: Grooming |
| 8300.11 | Animal Sales and Services: Kennel and Veterinary, Restricted |
| 8300.24 | Business Support Services |
| 8300.25 | Child Care Centers |
| 8200.2 | Dwelling Units and Mixed Uses |
| 8300.39 | Eating Establishments: Sitdown, Limited Alcohol Permitted |
| 8300.37 | Eating Establishments: Sitdown |
| 8300.41 | Food and Beverage Retail Sales |

2. Maximum Building Height:

The maximum building height within Tract I of the SPUD shall be 35 feet.

3. Maximum Building Size:

The maximum building size within Tract I of the SPUD shall be in accordance with C-1 Regulations.

4. Building Setback Lines:

The building setback lines within Tract I of the SPUD shall be in accordance with C-1 Regulations with exception to side lot set-backs will be 10' but with the 5' landscape buffer remaining adjacent to R-2. Rear lot setback may also be 10' with a 5' landscape buffer except where a drive could exist.

5. Sight Proof Screening:

Site proof screening within Tract I of the SPUD shall be in accordance with C-1 Regulations.

6. Landscaping:

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

7. Signs:

7.1 Freestanding Accessory Signs:

There shall be one (1) freestanding ground (monument) sign permitted within Tract I of the SPUD with the maximum size being 12 feet high and 150 square feet in area. The sign shall have no less than 25 square feet of landscaping at the base. No pole signs will be allowed.

7.2 Attached Signs:

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

7.3 Non-Accessory Signs:

Non-Accessory signs shall be prohibited within this SPUD.

7.4 Electronic Message Display Signs:

Electronic Message Display signs shall be prohibited within this SPUD.

8. Access:

Tract I of the SPUD shall be permitted to have 1 primary entrance on Piedmont road located ss feet north of the intersection of Piedmont Road and NW 134th st. A small gate and drive may be established for access to the road on Tract II to allow access. If necessary, this drive could be established as a secondary fire lane with a knox box.

9. 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 prior to any occupancy certificates being issued.

10. Parking Regulations:

The parking regulations within Tract I of the SPUD shall be in accordance with C-1 Regulations.

II. Other Development Regulations:

1. Architecture:

Exterior building wall finish on all main structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock or stone masonry, drivet, rock, stone, stucco, or wood, or other similar type finish. No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

2. Open Space:

Due to the existence of an existing petroleum line a 45-foot landscape & privacy fence buffer will be constructed and maintained along Piedmont Road which will later be platted as Reserve A. It will be sustained by a POA for the Province Place Addition.

3. Street Improvements:

No street improvements are proposed for Tract I of this PUD.

4. Other:

4.1 Lighting:

The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2010, as amended.

4.2 Dumpsters:

Any dumpsters within this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12200 of the Oklahoma City Municipal Code, 2010, as amended.

4.3 Common Areas:

Maintenance of the Common Areas in the development shall be the responsibility of the property owner or Property Owner's 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.

Tract II

This site will be developed in accordance with the regulations of **R-2 Medium-Low Density Residential District** (OKC Zoning Ordinance, 2010), except as modified herein.

11. The following uses shall be the only uses permitted on this site:

8250.3 Community Recreation: Property Owners Association
8200.14 Single-Family Residential
8200.16 Two-Family Residential

12. Maximum Building Height:

The maximum building height within Tract II of the SPUD shall be two stories.

13. Maximum Building Size:

The maximum building size within Tract II of the SPUD shall be in accordance with R-2 Regulations.

14. Building Setback Lines:

The building setback lines within Tract II of the SPUD shall be in accordance with R-2 Regulations. With exception to corner lots having only 15' side yard setback.

15. Sight Proof Screening:

Sight proof screening within Tract II of the SPUD shall be in accordance with R-2 Regulations except parallel to Piedmont Road and 134th Street. These areas will have the option of establishing combinations of Wood and brick columns. A 45' Reserve A buffer is proposed as a landscape buffer between the Tract II and Piedmont Road.

16. Landscaping:

The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development, except as modified herein. A Reserve A is proposed to provide additional landscaping between Piedmont Road and Tract II.

17. Signs: Per the R-2 Base District

18. Access:

Tract II of the SPUD shall be permitted to have two (2) primary entrances. The primary entrance will be gated off of NW 134th Street. A small turn around will be established for vehicles not granted access into the development. The north end of the road will have a 3 point turn established as a turn around for fire and emergency vehicles. If Memorial is opened, a drive may be extended to connect to Memorial and gated similar to the entrance on NW 134th Street. The future POA may decide whether to move the drive entrance to Memorial, at that time and close the existing entrance on NW 134th Street or provide two (2) gated entrances.

19. 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 prior to any occupancy certificates being issued.

20. Parking Regulations:

No secondary parking is proposed within the development.

III. Other Development Regulations:

1. Architecture:

Exterior building wall finish on all main structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock or stone masonry, drive, rock, stone, stucco, or wood, or other similar type. No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

2. Open Space:

Due to the existence of an existing petroleum line a 45-foot landscape & privacy fence buffer will be constructed and maintained along Piedmont Road which will later be platted as Reserve A. It will be sustained by a POA for the Province Place Addition.

3. Street Improvements:

This development will not be required to develop or connect to Memorial Street.

4. Other:

4.1 Lighting:

The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2010, as amended.

4.2 Dumpsters:

All residential units will utilize Poly-carts only.

4.3 Private Road & Gated Entrances:

The street will be developed and will be in compliance with Oklahoma City public standard for a conventional residential Street (detail 210 or 220) with exception to the allowance to a roll curb section. Typical roll curb shall be as shown per detail provided on masterplan.

A 3-point turn shall be utilized as a turn around point instead of a conventional cul-de-sac. It is anticipated Memorial will be improved, at which time, the road can be extended to be serviced from Memorial which would make this a “temporary” turn around for service vehicles.

4.4 Reserve A – Landscape, Drainage & Detention:

The Reserve A area will be utilized as a buffer from Piedmont Road and developed to control drainage and sustained in an environmentally conscious and preserved way. The sidewalk will be developed adjacent to the Reserve A area which will be developed as a landscape space utilizing rain gardens and other natural features.

4.5 Common Areas:

Maintenance of the Common Areas in the development shall be the responsibility of the property owner or Property Owner's 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.

IV. Supporting Documents:

- Exhibit A:** Legal Description
Exhibit B: Conceptual Site Plan

III. REVIEW COMMENTS

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

A. Outside Agencies

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

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire**
 - 1) Objection, end of street turnaround to be larger, 100 feet at end.
- 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) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this SPUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 8) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) The reference: "no detention required for development..." must be removed.
- 12) Add the statement: All drainage design for this development shall be in accordance with the applicable requirements of chapter 16 of the Oklahoma City Municipal Code that are in effect at the time the plans are submitted for review.

c. Stormwater Quality Management

d. Traffic Management

8. Utilities

a. Engineering

Paving

Wastewater Availability

- 1) An existing 8" 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. 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 minimum lot size does not meet the current 30,000 square foot minimum lot size for lots with on-site sewage disposal systems. On-site aerobic sewage disposal systems require a minimum twenty-five (25) foot setback from the property line or public property.

b. Solid Waste Management

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

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) 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.
- 3) 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. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 4) Dead-end water mains must be avoided where applicable. All existing unnecessary water services must be abandoned at the water main.
- 5) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic and fire protection systems which require water pressure in excess of 25 psi.
- 6) 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.
- 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. 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:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available.

Location:

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

The subject site is located along Piedmont Road, a Major Arterial Street.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family, and 15 to 30 dwelling units per acre for multifamily. *The SPUD regulations could produce a FAR and density within this 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.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

The SPUD limits access to one on Piedmont Road. The residential development will take access from a street that intersects NW 134th Street. If Memorial Road is ever improved, access to it would be allowed.

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 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 commercial and residential uses adjacent to existing 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 R-2 base district allows one duplex per 6,000 square feet. No compatibility issues related to building height, size, or street frontage were identified. The SPUD should specify that the setback from Piedmont Road is the standard 25 feet in Tract 1.*

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 site is currently zoned C-1 and allows personal storage. The proposed SPUD would reduce the amount of land dedicated to non-residential uses and allow duplex development. No potential operational impacts were identified.*

- 3) **Service Efficiency:**
 - Water: *Served*
 - Sewer: *Fully Served*
 - Fire Service: *Rural or Urban Service Times*
- 4) **Environmentally Sensitive Areas:** No ESAs were identified on the site.
- 5) **Transportation System:** This site is located at the northeast corner of Piedmont Road, a Major Arterial Street, and NW 134th Street, a Neighborhood Street, both in the Urban Low LUTA. An unimproved portion of W Memorial Road is adjacent to the site on the north. Transit (bus) service is not available.
- 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)
 - 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)
 - Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. (SU-28)
 - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
 - Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
 - Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
 - 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 northeast corner of Piedmont Road and NW 134th Street. The proposed development site is undeveloped and zoned PUD-1256, which allows all C-1 uses and personal storage. The new SPUD would reduce the C-1 area, reduce the number of uses allowed within the C-1 site, and allow duplex development on the balance of the site. The conceptual plan indicates a new street intersecting NW 134th Street would serve the residential subdivision and provide turnarounds for service and emergency vehicles with an option to access N Memorial Road on the north should it ever be improved. The site plan needs to be updated to reflect tract numbers consistent with the Master Design Statement.

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.

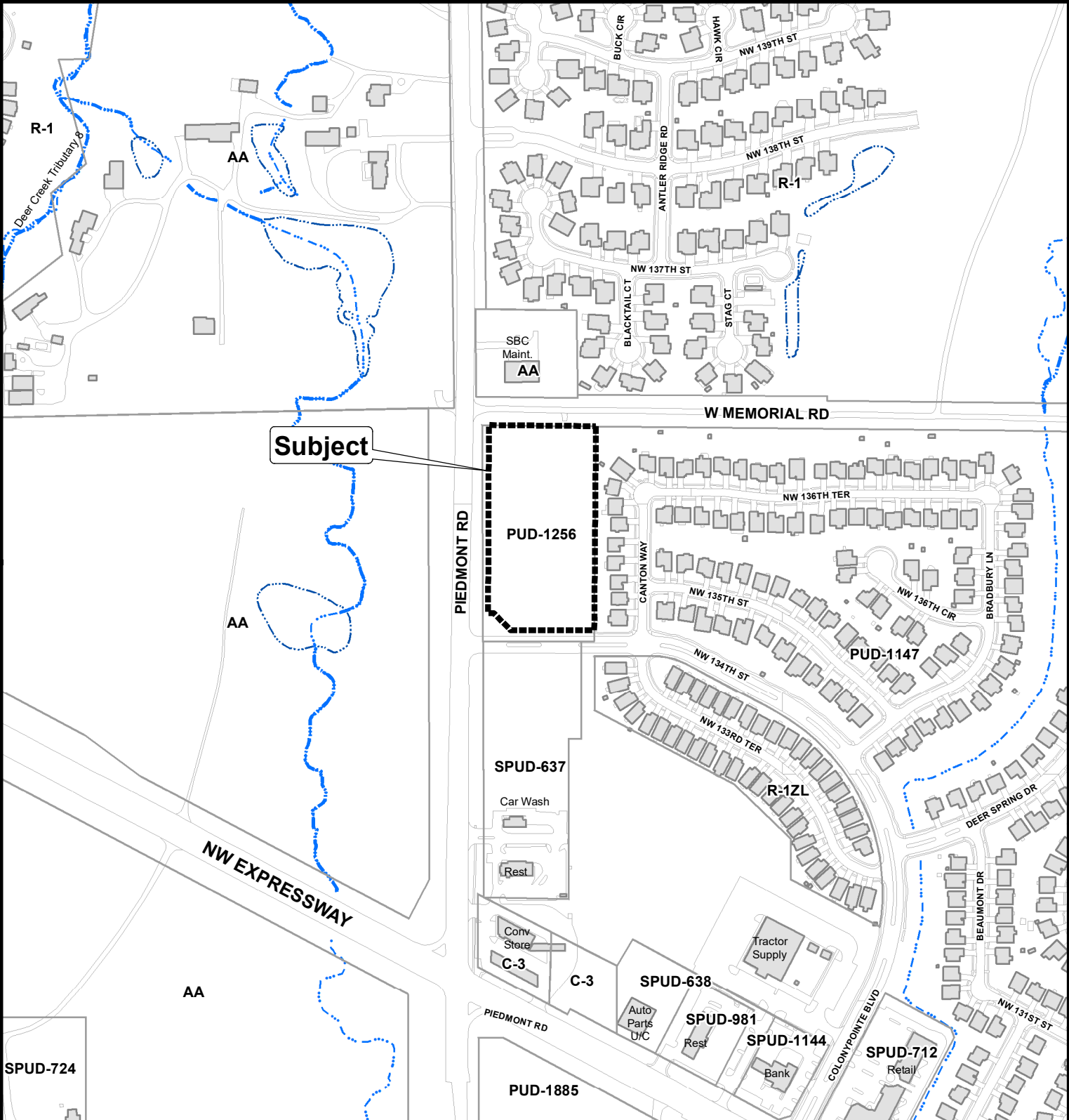
Approval of the application subject to the following Technical Evaluations:

1. The setback from Piedmont Road in Tract 1 (Tract A) shall be 25 feet.
2. Exhibit B shall be updated to reflect Tract numbers and base districts consistent with the Master Design Statement.

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.

cl

Case No: SPUD-1435 Applicant: Mini's @ Colony Pointe, LLC
Existing Zoning: PUD-1256
Location: 13500 Piedmont Rd.



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

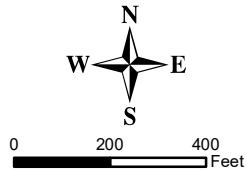
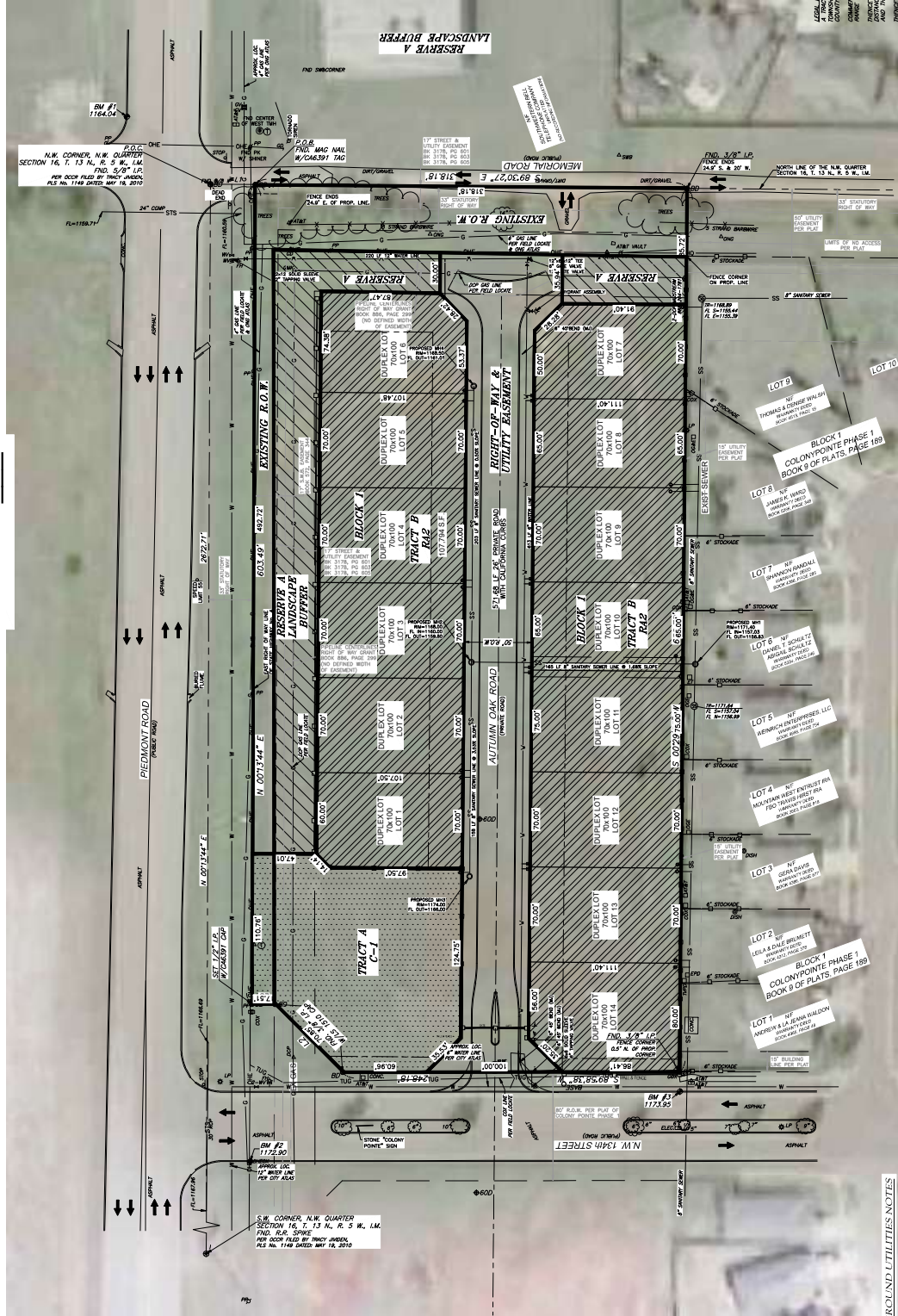


EXHIBIT "A"
SPUD # _____



UNDERGROUND UTILITIES NOTES
SOURCE: INFORMATION FROM PLANS AND UTILITIES DEPARTMENT RECORDS.
EVERY EFFORT HAS BEEN MADE TO LOCATE AND IDENTIFY APPROXIMATE
LOCATION OF UTILITIES PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
NOT NECESSARY AS SHOWN. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES
BEFORE ANY EXCAVATION OR CONSTRUCTION.
ALL UTILITIES MUST BE PROTECTED AND MAINTAINED AT ALL TIMES.
IF ANY UTILITIES ARE FOUND TO BE IN THE WAY OF CONSTRUCTION,
THE CONTRACTOR MUST STOP WORK IMMEDIATELY AND NOTIFY THE
ENGINEER.

Note to Contractors
Call One 1-800-522-6543

CONTRACTOR TO LOCATE AND IDENTIFY APPROXIMATE
LOCATION OF UTILITIES PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
NOT NECESSARY AS SHOWN. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES
BEFORE ANY EXCAVATION OR CONSTRUCTION.
ALL UTILITIES MUST BE PROTECTED AND MAINTAINED AT ALL TIMES.
IF ANY UTILITIES ARE FOUND TO BE IN THE WAY OF CONSTRUCTION,
THE CONTRACTOR MUST STOP WORK IMMEDIATELY AND NOTIFY THE
ENGINEER.



W MEMORIAL ROAD

PROPERTY
LOCATION

NW EXPRESSWAY,
STATE HWY 3

PEDMONT ROAD
STATE HIGHWAY 4

NW 12TH STREET

LOCATION MAP
SCALE: 1" = 2000'

Capital Homes - Mike Combs

LANDS ENGINEERING L.L.C.

903 E. 35th Street • P.O. Box 1032
Shawnee, OK 74802-1032
(405) 275-5388 • Fax (405) 275-9047
CA # 2260 EXP. 6-30-23
www.landsengineering.net

SPUD
EXHIBIT "A"

DATE
06/23/2022

STEPHEN T. LONDES P.E. #19539

REVISIONS

NO. DATE

1. 06/23/2022

2. 06/23/2022

3. 06/23/2022

4. 06/23/2022

5. 06/23/2022

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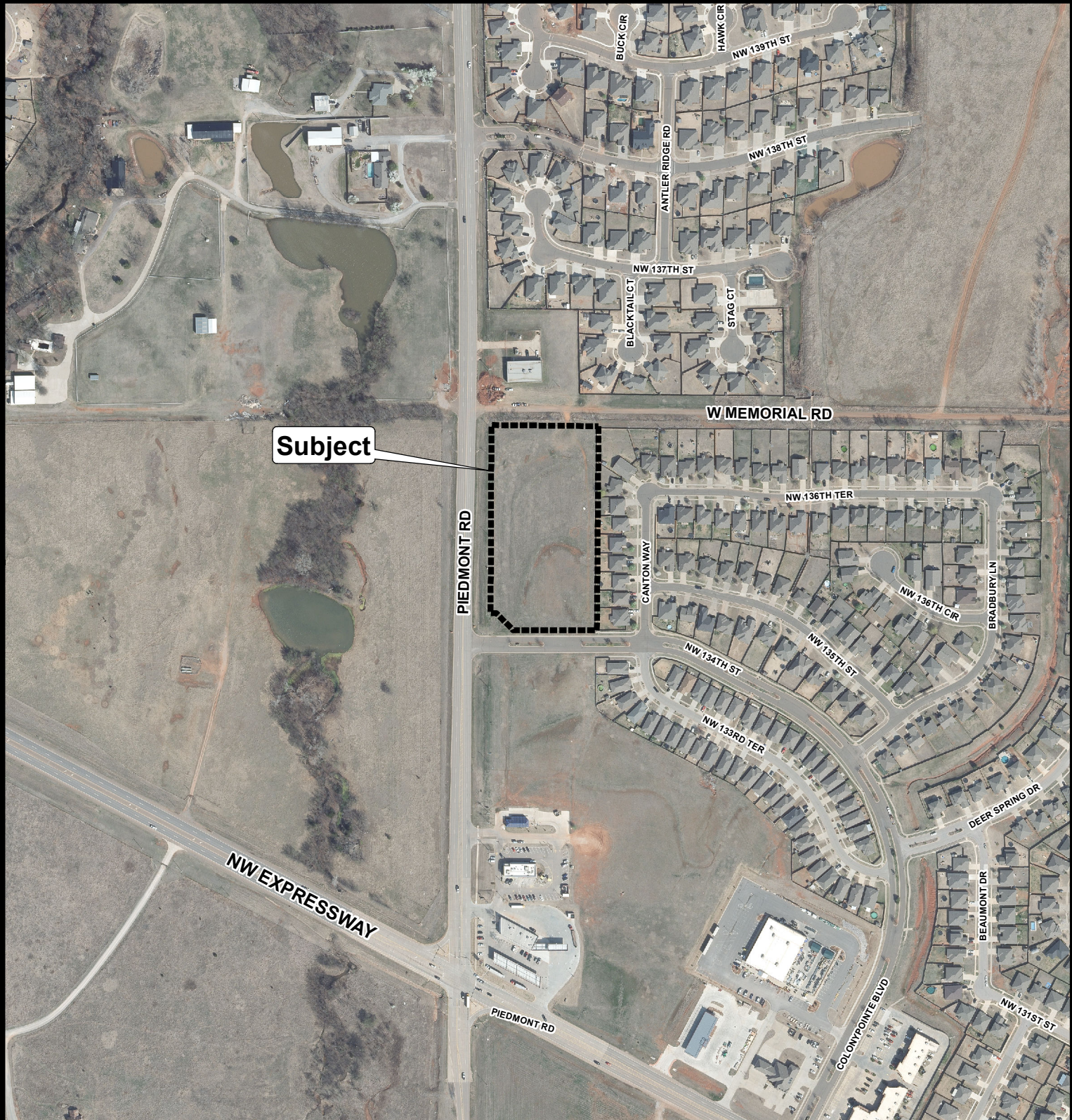
27. 06/23/2022

28. 06/23/2022

29. 06/23/2022

30. 06/23/2022

Case No: SPUD-1435 Applicant: Mini's @ Colony Pointe, LLC
Existing Zoning: PUD-1256
Location: 13500 Piedmont Rd.

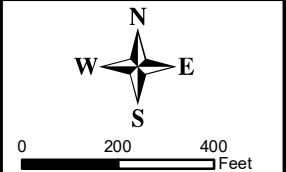


Aerial Photo from 2/2020



The City of
OKLAHOMA CITY

Simplified Planned Unit Development





Wednesday, June 29, 2022

Development Services Department
420 West Main Street
Suite 910
Oklahoma City, OK 73102-4437

RE: ID#G192204 - SPUD-1435 Simplified Planned Unit Development District

OKLAHOMA CITY

The Association of Central Oklahoma Governments has completed its Regional Clearinghouse Review of the above referenced proposal recently submitted by your office. The proposed project is consistent with ACOG area-wide goals and objectives.

Please notify this office of any subsequent modifications, supplements, or amendments to this proposal if such occurs. At that point we will conduct an additional regional review of the modified proposal as necessary.

You are also requested to notify this office of the official action taken on this proposal by the agency from which you are requesting assistance.

Please be advised that this letter only intends to assist you in the process of your application. No commitment of funds for your proposal from any funding source is intended or implied.

Please include the ID number listed above for any future communication regarding this proposal. We appreciate this opportunity for review and comment on your proposal.

Sincerely,

Mark W. Sweeney

Mark W. Sweeney, AICP
Executive Director

Chair
Josh Moore
Edmond Councilmember

Vice-Chair
Brian Grider
Mustang Mayor

Secretary/Treasurer
Glenn Berglan
Goldsby Mayor

Executive Director
Mark W. Sweeney, AICP

[association of central oklahoma governments](http://associationofcentraloklahomagovernments.org)

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | acogok.org