

Planning Commission Minutes
September 8, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 3:57 p.m. on September 2, 2022.)

17. (PUD-1904) Application by WP Land, LLC., to rezone 4501 South Sara Road from the AA Agricultural District to the PUD-1904 Planned Unit Development District. Ward 3.

The applicant was present. There were no protestors present.

Amended Technical Evaluation:

1. A 150-foot setback from residential for drive-through order windows/call boxes shall be required.
2. ~~A street stub shall be provided to the west.~~
3. Specify a minimum open space amount for the PUD that is commensurate with Exhibit B.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION, AS AMENDED.

MOVED BY FRALEY, SECONDED BY POWERS

AYES: CLAIR, POWERS, FRALEY, PRIVETT, HINKLE, GOVIN, NOBLE;

ABSENT: PENNINGTON, LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
September 8, 2022

Item No. IV. 17.

(PUD-1904) Application by WP Land, LLC., to rezone 4501 South Sara Road from the AA Agricultural District to the PUD-1904 Planned Unit Development District. Ward 3.

I. GENERAL INFORMATION

A. Contacts

1. 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 August 11, and August 25, 2022 meeting.

C. Reason for Request

This application is to permit a mixed residential and 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: 48.27 acres

3. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	AA	AA	AA/R-1	AA	AA
Land Use	Undeveloped	Residential	C-7378 & 7423	Residential	Undeveloped

4. Development Context: The subject site is located at the southwest corner of S Sara Road and SW 44th Street. The site is part of a 154-acre parcel zoned AA and undeveloped. Land west of the subject site is not included in the proposal and would remain in the AA District. Abutting on the south is a 6-acre AA zoned residence and a 5-acre lot subdivision accessed from S Sara Road and SW 59th Street.

To the north, across SW 44th Street, are two 19-acre parcels zoned AA. East of the site, across S Sara Road, is the planned Canyon Ridge Estates subdivision which was zoned to R-1 in January 2022. The PUD proposes residential and commercial development on two tracts. Tract 1 allows commercial uses at the southwest corner of S Sara Road and SW 44th Street and is surrounded by Tract 2, which has an R-1 base but mirrors the regulations of the R-1ZL District.

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)

*These uses shall be located at least 150 feet from a residential use or district.

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. A minimum 10 foot landscape buffer shall be provided within Tract 1 where abutting a residential use or zoning district.

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 western 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. Private 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 of such private drainage-ways shall be the responsibility of the property owners.

9.9 ACCESS REGULATIONS

There shall be one street access point from S. Sara Rd. and one street access point from SW 44th Street to serve the residential Tract 2. There shall be three additional driveway access points from S. Sara Rd and there shall be one driveway access point along the south side of SW 44th St. 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

Freestanding accessory signs in Tract 1 shall be monument signs, a maximum of 12 feet tall and have a maximum area of 100 square feet per side. 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.

Single Family residential subdivision sign requirements shall be in accordance with 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.

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 those 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. Sara 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. The open space on the west side shall be dedicated as Common Area.

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, TRACT-1 AND TRACT-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) 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.

c. Stormwater Quality Management

d. Traffic Management

- 1) Second paragraph of section 9.10 reads “for Tract 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 lot. All parking spaces shall be located on private property. Without knowledge of what this provision applies to, this statement either needs to be clarified, by providing detailed site information within the PUD or if no further information is provided it should be deleted.

8. Utilities

a. Engineering

Paving

Wastewater Availability

- 1) 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).
- 2) No wastewater service is available for proposed improvements, private on-site sewage disposal systems are required in accordance to ODEQ rules and regulations. On-site sewage disposal system must be installed by an ODEQ certified installer and inspected by ODEQ.

b. Solid Waste Management

- 1) The City cannot provide service, contact private hauler.
- 2) The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise the customer will have to utilize a private hauler for dumpster service.

c. Water/Wastewater Quality

Water Availability

- 1) An existing 16" 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:

- 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.

National, state, and local permitting require basic best management practices for stormwater management. The conceptual plan indicates the western boundary, adjacent to a stream corridor, will be used as common open space but does not specify it in the Master Design Statement. 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 at the southwest corner of S Sara Road and SW 44th Street, both Minor Arterial Streets in the UL LUTA.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. The UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family. *The PUD allows for a FAR and densities 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.
- 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 PUD does not provide vehicular connectivity between tracts. Access to the residential tract would be from both arterial streets. The PUD requests one driveway for the commercial tract along SW 44th Street, and three along S Sara Road within the tract's 900 feet of frontage. A stub west should be provided.

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 S Sara Road and SW 44th Street. Sidewalks will also be required along new residential streets.

- 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 low intensity residential or agricultural 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 PUD requires screening and a 10-foot landscape buffer where the commercial tract abuts the residential tract. The south side of the PUD boundary abuts 6-acre residential parcel and a 5-acre lot subdivision. The nearest home is 100 feet away.*

The conceptual plan shows a future common area adjacent to the subdivision along the west side of the property. Plan conformance would be strengthened by specifying a minimum amount of open space in the MDS that is commensurate with the conceptual plan.

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. *Potential operational impacts are identified where new commercial uses will abut planned residential lots. Mitigation measures offered in the PUD include a screening and a 10-foot landscape buffer, a 150-foot separation from residential for gas stations, a 50-foot setback from residential for dumpsters, and no EMD signs allowed.*

3) Service Efficiency:

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

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 is present on the subject site in the form of a pond and intermittent stream. The conceptual plan indicates this area will be used as open space but does not specify it in the Master Design Statement. Floodplain is not present.*
- Upland Forests: N/A
- Vulnerable Aquifers: N/A

- 5) **Transportation System:** This site is located at the southwest corner of S Sara Road and SW 44th Street, both Minor Arterial Streets in the Urban Low LUTA. Transit (bus) service is not available. A multi-use trail is planned to the west near a tributary of Mustang Creek with a route to be determined 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)
 - 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)
 - Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
 - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)

- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- 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 subject site is located at the southwest corner of S Sara Road and SW 44th Street in the Urban Low Intensity LUTA. The PUD is requested for commercial and residential development on two tracts. Tract 1 would allow commercial uses at the corner.

Tract 2 would “wrap” around the commercial tract and proposes an R-1 base with R-1ZL lot sizes (minimum 4,000 square foot lots and 40-foot lot widths) and would allow 65 percent lot coverage. The PUD requires a 150-foot separation from residential for gas stations, prohibits billboards and EMD signs, limits freestanding signs to 12-foot-tall monument signs, and provides a 10-foot landscape buffer between tracts. Plan conformance would be strengthened by providing a street stub to the west and establishing an open space amount commensurate with Exhibit B.

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.

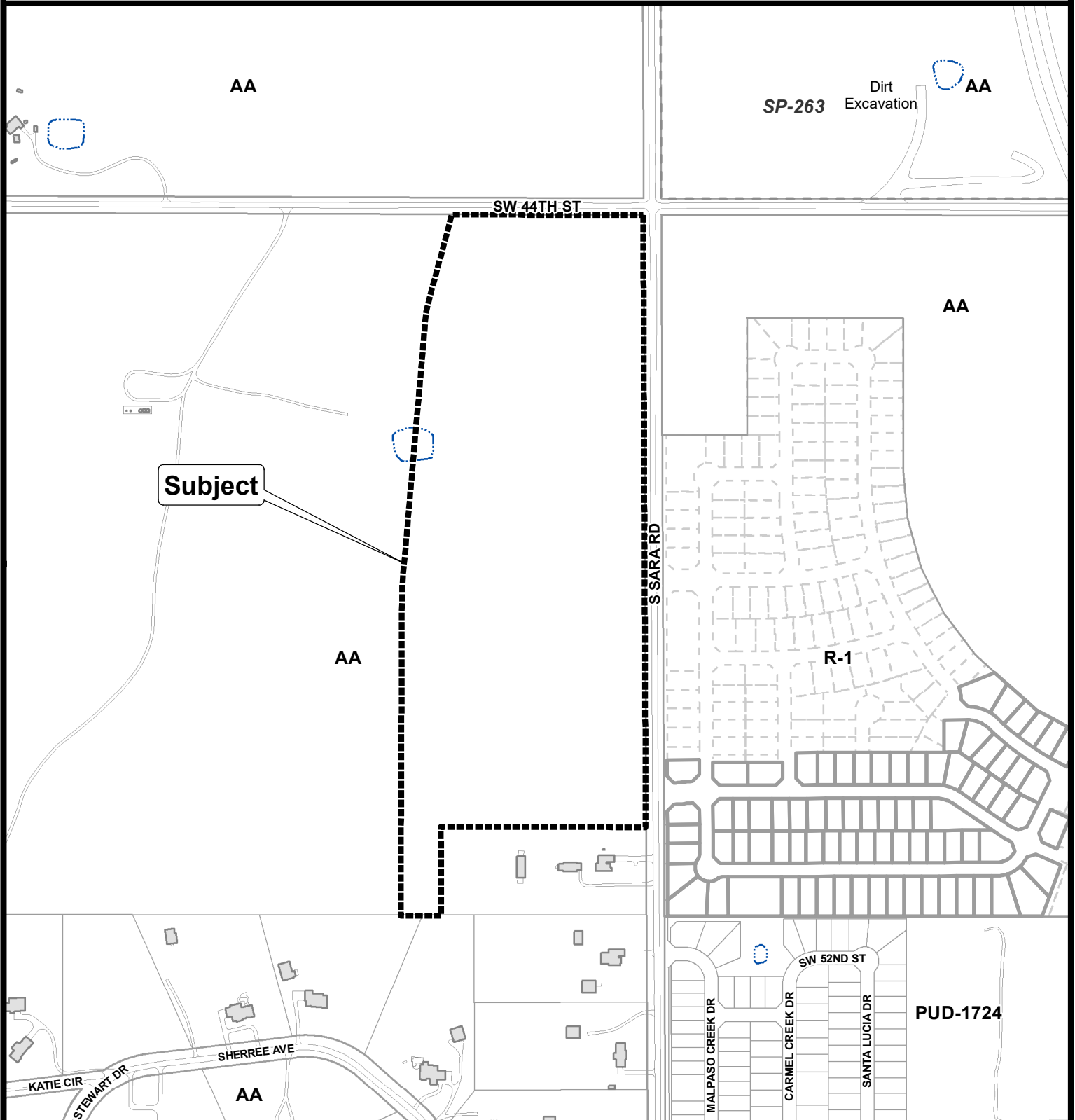
Approval of the application subject to the following Technical Evaluations:

1. A 150-foot setback from residential for drive-through order windows/call boxes shall be required.
2. A street stub shall be provided to the west.
3. Specify a minimum open space amount for the PUD that is commensurate with Exhibit B

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-1904 Applicant: WP Land, LLC
Existing Zoning: AA
Location: 4501 S. Sara Rd.



The City of
OKLAHOMA CITY

Planned Unit Development

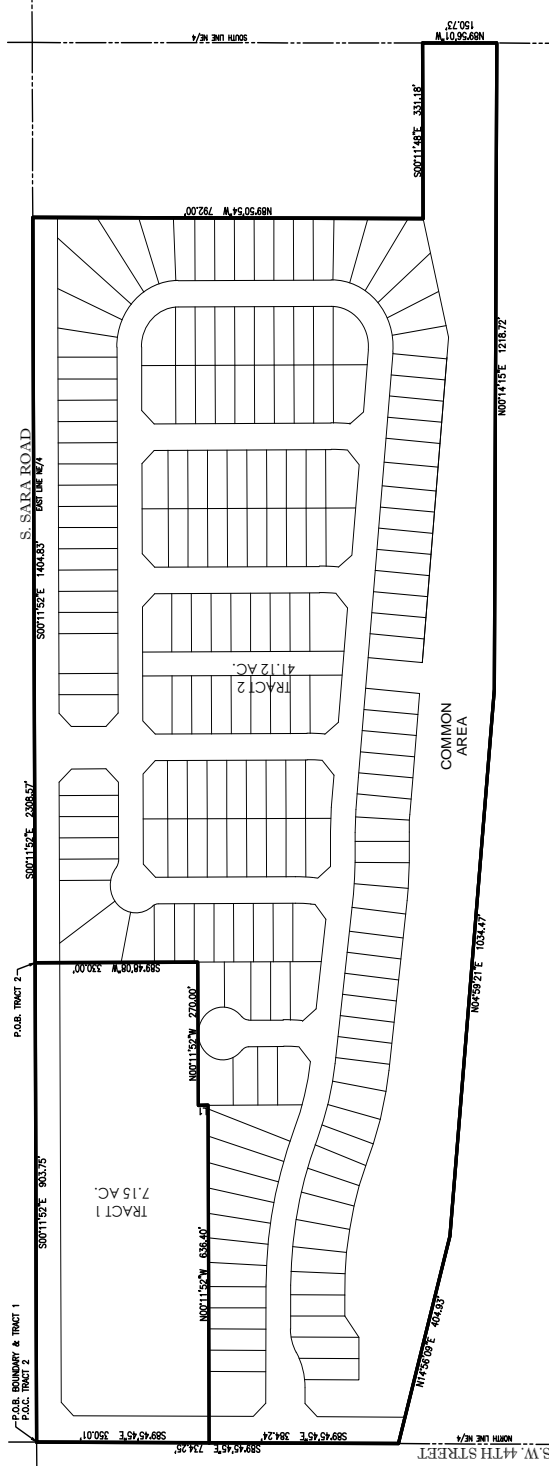
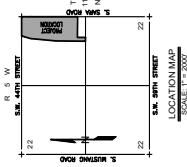


0 250 500
Feet

MASTER DEVELOPMENT PLAN

OF
CAMBRIA

A PART OF THE NE/4 OF SECTION 22, T11N, R5W, 1M,
OKLAHOMA CITY, CANADIAN COUNTY, OKLAHOMA



LINE	TABLE
LINE 1	TRACT 1
LINE 2	TRACT 2

EXHIBIT B

LEGAL DESCRIPTION

A tract of land situated within the Northwest Quarter (NE/4) of Section Twenty-Two (22), Township Eleven North (T11N), Range Five West (R5W) of the Indian Meridian (1M), Canadian County, Oklahoma, being more particularly described by means and bounds as follows:

BEGINNING at the Northwest corner of said NE/4; thence
S00°11'52"E along the East line of said NE/4 a distance of 2306.57 feet; thence
S00°11'52"E along the South line of said NE/4 a distance of 150.73 feet to the
N89°50'54"W along said South line a distance of 150.73 feet to the
N89°50'54"E a distance of 150.73 feet; thence
S00°11'52"E along said North line a distance of 742.25 feet to the POINT OF BEGINNING.

Said tract contains 2,102,597 sq. ft. or 48.27 Acres, more or less.

PROJECT OWNER AND DEVELOPER:

WP LAND, LLC
1000 S. WILSON ROAD
MADISON, OKLAHOMA 73160
PH: 405.366.0000
EMAIL: cathy@wpinvestinggroup.com

LEGEND:

P.O.C.
POINT OF COMMENCEMENT
T11N, R5W, 1M

P.O.B.
POINT OF BEGINNING

MASTER DEVELOPMENT PLAN
CAMBRIA

EXHIBIT B



Crafton Tull
A CRAFTON COMPANY
1000 S. WILSON ROAD
MADISON, OKLAHOMA 73160
PH: 405.366.0000
EMAIL: cathy@wpinvestinggroup.com

SHEET NO. 1 of 1
DATE 09/23/22
PROJECT NO. 21617700

Case No: PUD-1904 Applicant: WP Land, LLC
Existing Zoning: AA
Location: 4501 S. Sara Rd.



Aerial Photo from 2/2020



The City of
OKLAHOMA CITY

Planned Unit Development



0 250 500
Feet