



STAFF REPORT
The City of Oklahoma City
Planning Commission
November 18, 2021

Item No. IV. 17.

(PUD-1859) Application by Coleman Development Group, LLC., to rezone 8500 West Wilshire Boulevard from the R-1 Single Family Residential District to the PUD-1859 Planned Unit Development District. Ward 1.

I. GENERAL INFORMATION

A. Contacts

Applicant/Developer Representative

Name Mark Zitzow
Company Johnson And Associates
Phone 405-235-8075
Email mzitzow@jaokc.com

B. Case History

This is a new application.

C. Reason for Request

This application is to permit an attached two-family residential.

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: 7.68 acres

3. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	AA	AA	AA	AA	AA
Land Use	Undeveloped	Residential	Undeveloped	Industrial	Industrial

4. Development Context: The subject site is located south of W Wilshire Blvd just east of an unconstructed portion of N County Line Road. The proposed development site and land to the north and east is zoned R-1 and platted as a single-family residential

subdivision (Pennbrooke). The PUD would rezone 7.68 acres of R-1 zoned land to a new PUD in order to allow duplexes, triplexes or quadplexes. The land northwest of the subject site was zoned to PUD-1769 and replatted as The Villas at Pennbrooke in 2020. The proposed PUD requests similar development regulations as those approved in PUD-1769 and conceptual plans show the PUDs being developed together. The land to the north and east would remain zoned R-1, and to the south is a residential subdivision zoned PUD-194.

II. SUMMARY OF PUD APPLICATION

8.1 USE AND DEVELOPMENT REGULATIONS

The use and development regulations of **R-2, “Medium-Low Density Residential” District** shall govern this PUD except as herein modified below:

The following uses shall be the only uses permitted:

- Community Garden (8150.6.1)
- Single-Family Residential (8200.14) (units may be attached)
- Three- and Four-Family Residential (8200.15) (units may be attached)
- Two-Family Residential (8200.16) (units may be attached)
- Low Impact Institutional: Residential-Oriented (8200.5)
- Model Home (8200.8)
- Community Recreation: Property Owners Association (8250.3)

Minimum Lot Size: 1,800 square feet

Minimum Lot Width: 20 feet

Proposed density shall not exceed 8 units per acre (61 units).

9.0 SPECIAL CONDITIONS:

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

9.1 ARCHITECTURAL REGULATIONS

Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick, brick veneer, rock, concrete-board, stucco or stone masonry. No more than 30% EIFS, or wood shall be permitted. Exposed concrete block buildings shall not be permitted.

Accessory structures shall meet R-2, “Medium-Low Density Residential” District zoning design standards.

9.2 LANDSCAPING REGULATIONS

Landscaping for this PUD shall meet all requirements of the City of Oklahoma City’s Landscaping Ordinance in place at the time of development.

9.3 SCREENING REGULATIONS

Sight proof screen shall not be required for this PUD.

9.4 DRAINAGE REGULATIONS

Drainage improvements, if required, will be in accordance with Chapter 16 of the Oklahoma City Municipal Code.

9.5 VEHICULAR ACCESS REGULATIONS

Vehicular access to this PUD shall be via connections to the adjacent developments, Noah Parkway to the south and the proposed street within PUD-1769, Villas at Pennbrooke, to the west.

9.6 PEDESTRIAN ACCESS/SIDEWALK REGULATIONS

Sidewalks shall be required along interior roads within this PUD.

9.7 PARKING REGULATIONS

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

Each unit shall only be required 1 parking space. Attached or detached garages shall count toward meeting parking requirements, provided each parking space in a garage shall be a minimum of 8½ feet by 18 feet. Garages shall be a minimum 18 feet from the back of the sidewalk to provide ample space for a parked vehicle.

9.8 SIGNAGE REGULATIONS

Signage shall be per the R-2, “Medium-Low Density Residential” District.

9.9 SETBACK REGULATIONS

This PUD shall have the following setbacks:

North: 15 feet

West: 5 feet

Setback from powerline easement: 5 feet

There shall be no interior setback regulations except for those required to meet The City of Oklahoma City Building and Fire Code and that garages shall be 18 feet from the back of the sidewalk to accommodate a parked vehicle.

9.10 HEIGHT REGULATIONS

The maximum building height for structures within this PUD shall not exceed 35 feet.

9.11 LOT COVERAGE

Maximum lot coverage shall be 90%.

9.12 PUBLIC IMPROVEMENTS

The property owner shall make public improvements throughout the PUD as may be 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.

9.13 OPEN SPACE & COMMON AREAS

Common areas shall not be required within this PUD. Common areas will be provided in other phases of the larger Pennbrooke development.

9.14 SPECIFIC PLAN, PLATTING & PERMITTING REQUIREMENTS

9.14.2 Submittal of a Specific Plan is not required for properties within this PUD.

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

9.15 GENERAL DESIGN AND DEVELOPMENT GUIDELINES

Specific information and plans for General Design and Development Guidelines as contained in Chapter 59, Section 14200.4, for density, amenities, relationship to abutting uses, site design, safety, and circulation systems.

10.0 DEVELOPMENT SEQUENCE:

Developmental phasing shall be allowed as a part of the development of this PUD. Required traffic improvements shall be permitted to be constructed in conjunction with the phased development of this PUD, as approved by the City's Traffic Division.

11.0 EXHIBITS:

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

- A: Legal Description
- 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) Putnam City**

7. Oklahoma Department of Transportation (ODOT)

B. City Departments

1. Airports

- 1) Staff has completed a review of case number PUD-1836. The property is located at 6059 SW 119th St and is scheduled to be heard at the August 12, 2021 Planning Commission meeting. The proposed use is for single family residential use and development.

The department of airport does not object to the proposal. However, the describe development lies within the Airport Environment Zone (AE-2) the Department of Airports supports the Oklahoma City Municipal Code Chapter 59 Airport Zoning Overlay District in Airport Environ Zone for the Will Rogers World Airport. As such, Airports requested a Avigation Easement right be granted to the Oklahoma City Airport Trust as a condition prior to obtaining a building permit.

The proposed development is southwest of Will Rogers World Airport. Users of these single-family residential use units may be subject to single event and nuisance noise as a result of civilian and military aircraft operations performing landings and takeoffs from Will Rogers World Airport. In accordance with the Oklahoma City Municipal Code Chapter 59, Airport Zoning overlay district and the Airport Environment Zone Overlay (AE-2) for Will Rogers world airport, residential land uses are permitted within the Airport Environment Zone Overlay (AE-2) but shall meet and exceed building requirements for minimum noise level reduction of 25 decibels, inside the structure as set forth in Division 4 of article II of chapter 12 of the Oklahoma City Municipal Code.

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*

8. Utilities

a. Engineering

Paving

- 1) Sight triangles are required at all intersections and minimum right of way standard widths must be granted.
- 2) Sidewalk shall be installed for all new construction on lots/ parcel having frontage on public streets. Additional easements must be granted if they are place beyond the current right of way.
- 3) (Section 9.9) Concrete approaches are required in the right of way vehicular access point. Paving and striping may be required for any working within the right of way.
- 4) (Section 9.10.5) Any placement of arches or other private structure placed in public easements must are subject to Revocable Permit approval.

Sanitary Sewer Availability

- 1) An existing 8” sanitary sewer main(s) is adjacent to the subject site and a connection will be permitted in accordance with City Standard Specifications.

- 2) All sanitary sewer mains must flow within the existing drainage basin. Proposed sewer mains that will flow to another drainage basin across a ridgeline will not be allowed.
- 3) All sanitary sewer mains must have a minimum cover of 6 feet and a depth no greater than 18 feet.
- 4) The developer will be required to extend a gravity sanitary sewer collection system to each lot or site within the subdivision or land improvement in accordance with City Standard Specifications and the current Subdivision Regulations. No private or public lift stations will be allowed.
- 5) Proposed sanitary sewer main(s) must be in a dedicated easement. No other utilities will be allowed within the dedicated easement.
- 6) All existing unnecessary sanitary sewer services must be abandoned at the sanitary sewer main.
- 7) Additional Comments: Sanitary Extension required. Side lot easements must total 20 feet.

b. Solid Waste Management

- 1) The City can provide service, providing there is sufficient space for the truck to maneuver to service the addition.
- 2) The City can provide service for up to 3 units on a single water meter. Any more than 3 units on the same meter will have to be serviced by a private hauler. A dumpster could be utilized provided there is not enough frontage space for cart placement.

c. Water/Wastewater Quality

Water Availability

- 1) The subject site is adjacent to a 12" water main in the street right-of-way of W Wilshire Rd.
- 2) The developer will provide an internal (on-site) water distribution system capable of supplying water to each lot or tract within the proposed subdivision or land development in accordance with City Standard Specifications and the current Subdivision Regulations.

- 3) Dead-end water mains must be avoided. Connection to at least two active feeder or grid water mains will be necessary to prevent partial or total shut-off of water supply when a pipeline failure occurs within the proposed development.
- 4) 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.
- 5) All existing and proposed meters must meet current Meter Specifications. Meters must be in a grassed area. All domestic and fire suppression services must have separate water service connections. All existing unnecessary water services must be abandoned at the water main.
- 6) Additional Comments: Water Extension is required.

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.
- 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 rezoning is requested in order to combine land with PUD-1769 to the northwest in order to provide single-, two-, or three-family residential products.*

Density: The Urban Low Intensity 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 PUD allows up to 8 du/acre (61 units), within the UL 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.
- Protect existing traditional street grid and reconnect it where possible.
- 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.
- Subdivisions with more than 50 units should have at least two points of entrance / egress no closer than 300 feet apart.

The PUD area was originally platted as single-family residential with land to the north and east and a planned connection to the south. The new design still connects south, but would eliminate the connection to the east and instead connect to PUD-1769 on the northwest. At the time PUD-1769 was approved, it was not expected that a connection would occur across the power line easement, but new conceptual plans indicate the connection will be made. Plan conformance would be strengthened by connecting east as well.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
Sidewalks are required on new neighborhood streets. Garages will be setback at least 18 feet to avoid parking over the sidewalks.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating low or medium intensity residential uses adjacent to existing low intensity residential development or zoning, “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.

The proposal triggers potential compatibility issues related to lot size and lot coverage where the proposed development site will abut single-family residential development (south) and zoning (east). The proposed PUD requests the same bulk standards as approved in PUD-1769, which is a maximum building height of 35 feet, a minimum lot size of 1,800 square feet, minimum 20-foot lot widths, 90 percent lot coverage, no interior setbacks except for garages, and 10 percent open space. The new PUD does not provide additional open space, and instead states the common area will be provided in other phases of Pennbrooke. However, it appears from the conceptual plan that residents will not be able to access any amenities to the east, and the common area proposed in the development to the west is the utility line easement.

3) Service Efficiency:

- Water: *Fully Served*
- Sewer: *Fully Served*
- Fire Service: *Urban Service Level*

4) Environmentally Sensitive Areas: The following apply to the proposed development site:

- Riparian Areas: N/A
- 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.

5) Transportation System: The subject site does not have frontage on an improved street. Access to the PUD site would be from adjacent subdivisions. The nearest arterial street is Wilshire Blvd to the north. Access to the Kilpatrick Turnpike is one-quarter mile west. Bus transit is not available nearby.

6) Other Development Related Policies

- 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)
- 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 south of W Wilshire Blvd just east of an unconstructed portion of N County Line Road. The Kilpatrick Turnpike is ¼-mile west. The PUD seeks to mirror the development regulations approved in PUD-1769 to the northwest, except that the density would be limited to 8 du/acre instead of 11 du/acre and no additional open space is offered. The proposed PUD site would be connected to PUD-1769 which requires 10 percent open space. Plan conformance would be strengthened by providing a connection to the east.

V. 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.

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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