



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

**Item No. IV. 39.**

**(PUD-1856) Application by Crafton Tull on the behalf of The Oaks, to rezone 3401 East Britton Road from the AA Agricultural District and R-1 Single Family Residential District to the PUD-1856 Planned Unit Development District. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant/Developer's Representative**

Name Jason Spencer  
Company Crafton Tull  
Phone 405-787-6270  
Email Jason.Spencer@craftontull.com

**B. Case History**

This is a new application.

**C. Reason for Request**

This application is to permit a commercial and industrial 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: 69.4 acres mol**

**3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	AA and R-1	AA, R-1	AA, C-HC	PUD-771, AA, R-1, O-2	R-1
<b>Land Use</b>	Undeveloped	Residential	Undeveloped, Highway	Industrial, residential, office	Residential

- 4. Development Context:** The 66.88-acre subject site is located north of E Britton Road and stretches between the I-35 Service Road and N Bryant Ave. The site is zoned AA on the east and R-1 on the west. The site is sloped, forested and undeveloped. To the west across Bryant Ave is Oklahoma City Fire Station #2 near the corner and facing Britton Road, and homes parcels ranging from one to 10 acres facing N Bryant Ave. To the north are residences on large parcels ranging from 2.5 to 15 acres. To the south across E Britton Road is a large manufacturing business along the I-35 Service Road, and two homes on 4-5 acre parcels, and new one-story offices at the southwest corner of Britton and Bryant. The PUD is requested for commercial development along the highway frontage (Tract 2, C-3 base), and industrial development behind/west of it (Tract 1, I-2 base).

## **II. SUMMARY OF PUD APPLICATION**

### **8.1.1 TRACT 1**

The use and development regulations of the **“I-2” Moderate Industrial 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.

- 8350.3. Custom Manufacturing.
- 8350.7. Industrial, Moderate.
- 8350.8. Industrial, Light.
- 8350.10. Research and Development.
- 8350.16. Wholesaling, Storage and Distribution: Restricted.
- 8400.4. Transportation Facilities: Surface, Restricted.

### **8.1.2 TRACT 2**

The use and development regulations of the **C-3 Commercial District** shall govern this PUD, except as herein modified, including conditional, special permit, special exception, alcohol beverage consumption requirements and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

- 8250.10. High Impact Institutional.
- 8300.1. Administrative and Professional Offices.
- 8300.23. Building Maintenance Services.
- 8300.24. Business Support Services.
- 8300.29. Communications Services: Limited.
- 8300.32. Convenience Sales and Personal Services.
- 8300.33. Drinking Establishments: Sitdown, Alcohol Permitted.
- 8300.34. Eating Establishments: Drive-In.
- 8300.35. Eating Establishments: Fast Food.

- 8300.36. Eating Establishments: Fast Food, with Drive-Thru Order Window.
- 8300.37. Eating Establishments: Sitdown.
- 8300.38. Eating Establishments: Sitdown, Alcohol Permitted.
- 8300.39. Eating Establishments: Sitdown, Limited Alcohol Permitted.
- 8300.41. Food and Beverage Retail Sales.
- 8300.45. Gasoline Sales, Large.
- 8300.46. Gasoline Sales, Small: Restricted.
- 8300.51. Lodging Accommodations: Commercial Lodging.
- 8300.52. Medical Services: General.
- 8300.53. Medical Services: Restricted.
- 8300.55. Participant Recreation and Entertainment: Indoor.
- 8300.56. Participant Recreation and Entertainment: Outdoor.
- 8300.59. Personal Services: Restricted.
- 8300.61. Repair Services: Consumer.
- 8300.62. Research Services: Restricted.
- 8300.63. Retail Sales and Services: General.
- 8300.67. Spectator Sports and Entertainment: General.
- 8300.68. Spectator Sports and Entertainment: High Impact.
- 8300.69. Spectator Sports and Entertainment: Restricted.

## **9.0 SPECIAL CONDITIONS**

### **9.1 FAÇADE REGULATIONS**

For Tract 1, I-2, Exterior building wall finish on all structures may consist of tilt-up concrete panels, masonry, dryvit, rock, stone, stucco, concrete board, wood or similar type finishes. Buildings finished with a maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted. Buildings facing the south or east shall consist of a minimum of 60% brick veneer.

For Tract 2, C-3, Exterior building wall finish on all structures shall consist of a minimum 60% brick veneer, masonry, dryvit, rock, stone, stucco, concrete board, wood or similar type finishes. Buildings finished with a maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed exterior metal finish is not permitted, but fabricated metal panels may be used as an accent material. Metals are also allowed for roofing, mechanical enclosures, fascia and soffits, signs and awnings.

In addition to meeting the City's minimum façade regulations, for both tracts, all new construction shall submit the architectural design to the overall development owner. The owner shall maintain architectural oversight and maintain authority over architectural standards, site improvements, and landscaping and shall maintain the right of assignment to a successive developer.

The design standards and guidelines shall be detailed within the covenants and restrictions placed. These design standards and guidelines shall allow for an orderly and cohesive development of The Oaks.

## **9.2 LANDSCAPING REGULATIONS**

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

## **9.3 LIGHTING REGULATIONS**

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section m59-12350 of the Oklahoma City Municipal Code, as amended.

## **9.4 SCREENING REGULATIONS**

Screening shall be required when adjacent to Residential and AA Districts as required in Article XI. – Landscaping and Screening Regulations, 59-11250 – Landscape Requirements, Section (G), Residential Buffers and Screening.

## **9.5 PLATTING REGULATIONS**

Each Tract 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.

## **9.6 DRAINAGE REGULATIONS**

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

## **9.7 DUMPSTER REGULATIONS**

Dumpsters shall be located within 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 residential zoning/use.

## **9.8 ACCESS REGULATIONS**

Access to this PUD/Tract 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.

There shall be a maximum of two access points from N. Bryant Ave. permitted in this PUD. There shall be a maximum of three access points from E. Britton Rd. permitted in this PUD. One of which would be a right-in, right-out configuration. There shall be a maximum of two access points from the I-35 Service Rd. permitted in this PUD.

Streets or driveways on adjacent property within two hundred feet of this Planned Unit Development shall be shown on the Master Development Plan.

## **9.9 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, as amended. Required parking may be provided within a common area/private driveway. Off-site shared parking shall be permitted in order to comply with parking requirements. Off-site parking is further limited to the boundaries of each tract.

On-street queuing and maneuvering into private parking shall be permitted within public right-of-ways within this PUD. All parking shall be located on private property outside of public-right-of-ways. The queuing and maneuvering permitted within public right-of-ways shall be limited to the frontage of common areas. All parking spaces shall be located on private property.

## **9.10 SIGNAGE REGULATIONS**

Tract 1 and 2, Industrial and Commercial use sign requirements shall be in accordance with Article V, Chapter 3-102 Accessory signs regulated by zoning districts, Sign Regulations of the Oklahoma City Municipal Code, as amended. In addition, no freestanding signage with a surface display over 200 square feet shall be permitted in this PUD.

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.

In addition to meeting the City's minimum signage regulations, for both tracts, all new signage construction shall submit the sign design to the overall development owner. The owner shall maintain architectural oversight and maintain authority over the sign standards and shall maintain the right of assignment to a successive developer. The sign design standards and guidelines shall be detailed within the covenants and restrictions.

### **9.11 ROOFING REGULATIONS**

Each primary structure in this PUD shall have Class C roofing or better

### **9.12 SIDEWALK REGULATIONS**

Five (5) foot sidewalks shall be constructed on the arterial street with each development Tract, 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.

### **9.13 HEIGHT REGULATIONS**

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

### **9.14 SETBACK REGULATIONS**

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

### **9.15 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.

### **9.16 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.

### **9.17 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 shall be required at the Specific Plan stage for development within Tract 1 and Tract 2 of this PUD.

### **9.18 SPECIFIC PLAN**

No building permits within Tract 1 or Tract 2 shall be issued in this PUD until a specific plan for each Tract, including all items listed in Section 59-14150C of the Oklahoma City Municipal Code, 2010, as amended shall have been approved by the Planning Commission.

### **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
- Exhibit B – Master Development Plan
- Exhibit C - Topography Plan
- Exhibit D – Illustrative Master 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: Oklahoma City**

**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) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- 5) 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.
- 6) 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.
- 7) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 8) 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.
- 9) 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.
- 10) All private roads /streets will have private storm sewer systems.
- 11) 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**

**Sanitary Sewer Availability**

- 1) An existing 10” 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) Additional Comments: Oversized sanitary sewer main may be required.

**b. Solid Waste Management**

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

**c. Water/Wastewater Quality**

**Water Availability**

- 1) The subject site is adjacent to a 12” water main in the street right-of-way of E Britton Rd.
- 2) The developer will be required to extend a minimum 12-inch water main (or larger as recommended by the approved Current Water Master Plan) along the section line street, border or perimeter of the development and/or all interior water mains for domestic use and fire flow protection.

- 3) 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.
- 4) The developer may make an application under the Policy “A-1” program to the Oklahoma City Water Utilities Trust (OCWUT) for purchase of construction costs for an oversized water main extension (16-inch or larger). Approval will be subject to funds available for improvements.
- 5) 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.
- 6) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic and fire protection systems which require water pressure in excess of 25 psi.
- 7) 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.
- 8) Additional Comments: 16” water main extension is required along N Bryant Ave. to the furthest property boundary of development.

## **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.*

Location:

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

*The subject site is located along a highway frontage road.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The PUD regulations and site size could produce a development within or above 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 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.
- Horizontally mixed-use developments should have connectivity between land uses.

*The conceptual site plan shows two connected tracts, with the commercial uses located along the highway frontage and Britton Road, and warehousing and distribution uses along Britton and Bryant. The PUD allows a maximum of two access points from I-35 Service Road, three on Britton Road, and two on Bryant Avenue. Limiting the number of access points on arterial streets and providing an interconnected development is in conformance with the comprehensive plan, but in this case could also allow a significant increase in semi and heavy truck traffic on N Bryant Road, a two-lane street primarily serving residences. The PUD should commit to shared access between tracts and would ideally be designed so truck traffic has direct access to the highway from the subject site. Queuing in the public right-of-way is prohibited per Code and should not be allowed by the PUD.*

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 but should also be provided along the I-35 frontage and throughout the commercial development. Subsequent specific plans will include a pedestrian plan for the development.*

- 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 industrial uses adjacent to existing agricultural or residential uses and zoning, “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 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 will trigger the above potential compatibility issues as it will replace AA and R-1 zoned forested land with large industrial and commercial development. Increasing setbacks on the north and east and preserving trees within the setback may help mitigate for building scale and site design differences.*

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. *The proposed uses are consistent with the highway service road, but the PUD places potentially large industrial sites along Britton and Bryant across from residences. The PUD should specify that access will be shared between Tracts so that all traffic can use the highway service road.*

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 proposed industrial uses in Tract 1 trigger potential operational impacts related to noise, odor, smoke, and light near the residences to the north, south and west.*

*The PUD should specify techniques to mitigate for impacts which could include, but are not limited to, placing garage bays internal to the development as shown on the site plan, increasing setbacks from residential, preserving trees around the perimeter of the site, directing light away from residences, decreasing sign size and brightness near residential uses, and directing truck traffic away from residences.*

**3) Service Efficiency:**

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

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

- Riparian Areas: N/A
- Upland Forests: The subject area is within the upland forest ESA. The comprehensive plan directs to preserve the Cross Timbers and upland forests, including native understory, to the maximum extent practical. When new-growth or re-growth upland forest trees are removed during construction, trees and other native plants should be replanted on-site. New trees should be planted in clusters that mimic the original tree canopy. The comprehensive plan defines mitigation hierarchy in the following priority: 1) Avoidance and minimization, 2) Restoration, 3) Offset. *Upland forest is present on the proposed development site. When 90 to 100 percent of the site is covered in upland forest, the comprehensive plan has a preservation goal of 60 percent. Plan conformance would be strengthened with a design that retains as much tree cover as possible.*
- Vulnerable Aquifers: The aquifer in this area is considered moderately vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. *Retention of existing trees on site would assist with allowing infiltration of stormwater on site.*

**5) Transportation System:** This site is located at the northeast corner of E Britton Rd, a Major Arterial Street, and N Bryant Ave, a Minor Arterial Street, both in the Urban Low LUTA. The site also has frontage and proposes access from the I-35 Service Road. Sidewalks are not available on the subject site. The nearest bus transit is located approximately 2 miles to the west at N Kelley Ave. A multi-use bike trail is planned within a mile to the east, near the Deep Fork River. The route is to be finalized at a later date.

**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)
- Share parking between contiguous developments. (C-31)
- 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)
- 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 points 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)
- 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 66-acre subject site is located north of E Britton Road and stretches between the I-35 Service Road and N Bryant Ave. The PUD is requested for commercial development along the highway frontage (Tract 2) and industrial development behind/west of it along Britton and Bryant (Tract 1). The proposed Tract 2 is consistent with the scale of development along the highway frontage. The proposed Tract 1 triggers potential compatibility issues related to building scale, traffic, and operational impacts as the site is surrounded by large residential parcels to the north, west and south. Plan conformance would be strengthened by providing additional mitigation measures for Tract 1 which could include, but are not limited to, increased setbacks, preserving trees on and around the perimeter of the site, limiting sign size and brightness, specifying that garage bays and loading docks will be locating on the interior of the site, and providing a circulation plan that shows an interconnected development with shared access between tracts where semi/truck traffic is able to easily access the I-35 frontage road.

**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. Specify in Master Design Statements what mitigation measures will be provided to buffer industrial and commercial uses from residences to the north, west and southwest.

2. The first specific plan filed for the PUD site shall include an overall circulation plan that connects Tracts 1 and 2 and illustrates how truck traffic will enter and exit the site.
3. Subsequent specific plans shall show areas of upland forest/tree preservation.
4. Delete the following from Section 9.9: *“On-street queuing and maneuvering into private parking shall be permitted within public right-of-ways within this PUD.”* and *“The queuing and maneuvering permitted within public right-of-ways shall be limited to the frontage of common areas.”*

*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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