

51 Aspen Mini-Storage

Planned Unit Development No. XXX



Tulsa Engineering & Planning Associates

9820 East 41st Street, Suite 102

Tulsa, Oklahoma 74146

918.252.9621 Fax 918.250.4566

12/2/2015

TABLE OF CONTENTS

	<u>Page</u>
I. Development Concept	1
Exhibit A - Conceptual Site Plan	
Exhibit B - Development Area Plan	
Exhibit C - Phasing Plan	
Exhibit D - Existing Conditions Plan	
Exhibit E - Surrounding Zoning and Land Use Plan	
Exhibit F - Detail Site Plan, 51 Aspen RV Storage	
II. Statistical Summary	2
III. Development Standards	3
IV. Landscaping and Screening	4
V. Lighting	4
VI. Access (State Highway 51)	4
VII. Platting	4
VIII. Site Plan Review	4

I. DEVELOPMENT CONCEPT

The site comprises ±5.8184 acres located approximately 750 ft. southeast of the intersection of State Highway 51 and East Washington Street/East 91st Street South, on the south side of State Highway 51, with approximately 500 feet of frontage on State Highway 51. On October 7, 2008, the City Council approved BACP 98 to change the Comprehensive Plan designation on the property from Level 6 to Level 7. Concurrently, they also approved BAZ 1815 to change the zoning on the property from A-1 to IH. Both BACP 98 and BAZ 1815 were approved subject to platting. The property has not been platted.

Access into the project site will be via a centrally located entrance off of State Highway 51. There will be a secondary access point through the 51 Aspen RV Storage site, via a Mutual Access Easement.

The planned unit development proposes a mini-storage use, the majority of which will be climate controlled. There will be no temporary, or permanent, outdoor storage or RV parking. Aesthetics from the perimeter of the property will be aided by designing the indoor storage buildings with interior access, allowing the exterior walls of the storage buildings to serve as screening walls to facilitate in the buffering of the surrounding area. In addition, the exterior vertical walls of all buildings and 6-foot screening fences abutting and adjacent to State Highway 51 shall be constructed of masonry material, as shown on Exhibit 'A'. The screening fences, located between the exterior walls of these buildings abutting and adjacent to State Highway 51, will be constructed of the same masonry material as that used on these buildings. A 6-foot high opaque, wood screening and security fence will be located between the exterior buildings along the remaining project boundary lines, to provide additional screening of the interior of the project site. The IH zoning previously approved with BAZ 1815 will be kept with this PUD.

II. STATISTICAL SUMMARY -

TOTAL PROJECT AREA: ±5.8184 Acres (Gross/Net)

MAXIMUM ALLOWABLE FLOOR AREA: 135,000 sq.ft.*

* 129,375 sq.ft. is shown on the Conceptual Site Plan

MINIMUM REQUIRED OPEN SPACE: 25,345 SF (10.0%)

III. DEVELOPMENT STANDARDS: MINI-STORAGE (Development Area ‘A’)

Development Area ‘A’ shall be governed by the use and development regulations of the IH District, except as hereinafter modified:

Permitted uses: Mini-Storage and office uses.

Maximum building height: 20 feet

Minimum building setbacks:

from State Highway 51	30 feet
from east boundary line	0 feet
from the south boundary line	10 feet
from west boundary line	5 feet

Minimum Landscaped Area:

Landscaping shall be provided in accordance with Section 5.2 of the City of Broken Arrow Zoning Ordinance. Landscaping shall be provided by a 30-foot wide landscape edge located along State Highway 51. Within this landscape buffer, at least one tree shall be planted for every 30 lineal feet of landscape edge, of which at least 50% shall be evergreen. Trees may be grouped together or evenly spaced. No landscape material shall be required within the interior access area of the Mini-Storage facility. The amount of open space provided and total land area shall be shown on the Detail Site Plan submitted to the City of Broken Arrow. Any landscape material that fails shall be replaced in accordance with Section 5.2.C.4 of the Zoning Code.

Fencing:

A 6-foot high opaque, wood screening fence shall be installed, in accordance with Section 3.2.D.3 of the City of Broken Arrow Zoning Ordinance, as shown in Exhibit ‘A’. The masonry wall along State Highway 51 shall be constructed of the same masonry material as that used on the buildings abutting and adjacent to Highway 51.

Parking:

As shown on the Conceptual Site Plan, at least seven parking spaces will be provided.

Sign Standard:

As provided in accordance with Section 5.7 of the City of Broken Arrow Zoning Ordinance, except as noted herein. One wall sign will be allowed on only one building next to State Highway 51 and shall not exceed 100 SF in size. One freestanding sign identifying the development and/or tenant or tenants shall be permitted for the entire PUD. Such sign shall not exceed 20 feet in height, nor 200 square feet of display surface area and be located outside of any utility easements. Signs shall have a monument type base that covers the support structures. The base of the sign shall be of the same material

as the principal buildings on the site.

Exterior Building Materials:

As shown in Exhibit 'A', the exterior vertical walls of all buildings and screening fences abutting and adjacent to State Highway 51 shall be constructed of masonry material.

IV. LANDSCAPING AND SCREENING -

Except as modified herein, landscaping shall be provided in accordance with Section 5.2 of the City of Broken Arrow Zoning Ordinance. Any landscape material which fails shall be replaced in accordance with the criteria contained in Section 5.2.B.4.d.ii of the City of Broken Arrow Zoning Ordinance.

V. LIGHTING -

Lighting shall be installed in accordance with section 5.6 of the City of Broken Arrow Zoning Ordinance.

VI. ACCESS (STATE HIGHWAY 51) -

Access into the project site will be via a centrally located entrance off of State Highway 51. There will be a secondary access point through the 51 Aspen RV Storage site, via a Mutual Access Easement.

VII. PLATTING -

No building permit shall be issued until the planned unit development project area has been included within a subdivision plat submitted to and approved by the Broken Arrow Planning Commission and the Broken Arrow City Council and duly filed of record. The property shall be platted in accordance with the City of Broken Arrow subdivision code. The deed of dedication of the required subdivision plat shall include covenants of record, enforceable by the City of Broken Arrow, setting forth the development standards of the planned unit development.

VIII. SITE PLAN REVIEW -

No building permit shall be issued until a detailed site plan of the proposed improvements has been submitted to and approved by the City of Broken Arrow as being in compliance with the development concept and the development standards. No certificate of occupancy shall be issued until landscaping has been installed in accordance with a landscaping plan submitted to and approved by the City of Broken Arrow.