



City of Broken Arrow

City of Broken Arrow
220 South 1st Street
Broken Arrow, OK
74012

Minutes

Planning Commission

Robert Goranson Chairman
Jason Coan Vice Chairman
Jaylee Klempa Commissioner
Jonathan Townsend Commissioner
Mindy Payne Commissioner

Thursday, February 27, 2025

5:30 p.m.

Council Chambers

1. Call to Order

Chairman Robert Goranson called the meeting to order.

2. Roll Call

Present: 5 - Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

3. Old Business - NONE

4. Consideration of Consent Agenda

- A. 25-246 Approval of PR-000596-2023 | PT-001987-2025, Conditional Final Plat, Three Oaks, approximately 12.34 acres, 41 proposed lot, RS-4/PUD-0001503-2024 located approximately one-eighth mile north of East Washington Street (East 91st Street South) and approximately one-quarter mile east of 23rd Street (193rd E Ave/County Line Road)
- B. 25-247 Approval of PT-001985-2025 | PR-000016-2022, Conditional Final Plat, Oakmont Hills, 28.20 acres, 85 Lots, A-1 (Agricultural) to RS-3 (Single-Family Residential) and CG (Commercial General)/PUD-000197-2022, located at the northwest corner of Florence Street (111th Street) and 9th Street (Lynn Lane)
- C. 25-249 Approval of PT-001984-2025|PR-000157-2023, Conditional Final Plat, Spring Creek Crossing, approximately 36.99 acres, 131 Lots, RS-4(Single-Family Residential)/PUD-001360-2024 (Planned Unit Development), located north of Tucson Street (121st Street) and approximately one-quarter mile west of 9th Street (Lynn Lane Road/177th Avenue)
- D. 25-250 Approval of PT-001907-2024|PR-000037-2022, Conditional Final Plat, Honey Springs at Battle Creek Phase I, 28.68 acres, 80 lots, PUD-94Q/A-CG, A-RD and A-R-3 to PUD-94W/CG, RD and RS-3), south and east of the southeast corner of Dearborn Street (41st Street) and Aspen Avenue (145th E. Avenue)
- E. 25-255 Approval of PT-001954-2025|PR-000222-2023, Conditional Final Plat for East Quik Trip on Kenosha, 10.2 acres, 2 lots, A-1 (Agricultural), R-2 (Single Family Residential) & SP (Specific Use Permit) 53 to CN (Commercial Neighborhood), A-1 and R-2, & SP-53 via BAZ-001225-2023, on the northeast corner of Kenosha Street (71st Street) and Evans Road (225th E. Avenue)
- F. 25-254 Approve COA-001986-2025, Villas at Turnberry Change of Access, approximately 3.40acres, CG (Commercial General), located on the southwest corner of Dearborn Street (41st Street) and 37th Street (209th E. Avenue)

MOTION: A motion was made by Mindy Payne, seconded by Jonathan Townsend
Move to approve Consent Agenda minus Items A.25-246, C.25-249, E.25-255
The motion carried by the following vote:

Aye: 5 - Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

5. Consideration of Items Removed from Consent Agenda

- A. 25-246 Approval of PR-000596-2023 | PT-001987-2025, Conditional Final Plat, Three Oaks, approximately 12.34 acres, 41 proposed lot, RS-4/PUD-0001503-2024 located approximately one-eighth mile north of East Washington Street (East 91st Street South) and approximately one-quarter mile east of 23rd Street (193rd E Ave/County Line Road)

Henry Bibelheimer, Planner II, presented Item 4A, Project 596 (Plat 1987), as a conditional final plat for Three Oaks, proposing 41 lots on 12.34 acres. Located north of East Washington Street and east of 23rd Street, the property is zoned RS for single-family residential. City Council approved PUD 1503 and BAZ. 1503 on June 13, 2024, contingent on platting. The property will be rezoned to RS and PUD 1503. Access will be provided via two points from

Washington Street. The site is not in a 100-year floodplain, and city water and sewer services are available. The Technical Advisory Committee reviewed it on February 25, 2025, with no utility concerns. Staff recommends approval, subject to the attached checklist.

Erik Enyart, Tanner Consulting, confirmed that the final plat process is complete and that the reserve areas function like those in other subdivisions, serving detention or neighborhood amenities. The commission discussed inquiries about fencing along the 50-ft buffer, noting that iron fencing is planned for homes backing up to it and clarification on whether fencing is required on the opposite side near the existing neighborhood. Mr. Enyart states no requirement exists but notes compliance with Broken Arrow regulations if added. Staff approval of the covenants expressed the need for consistency in future RS-4 developments with buffers. The discussion concludes without further comments.

MOTION: A motion was made by Robert Goranson, seconded by Jason Coan Move to approve Item A.25-246 PR-000596-2023 | PT-001987-2025, Conditional Final Plat, Three Oaks, approximately 12.34 acres, 41 proposed lot, RS-4/PUD-0001503-2024 located approximately one-eighth mile north of East Washington Street (East 91st Street South) and approximately one-quarter mile east of 23rd Street (193rd E Ave/County Line Road)

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

C. 25-249 Approval of PT-001984-2025|PR-000157-2023, Conditional Final Plat, Spring Creek Crossing, approximately 36.99 acres, 131 Lots, RS-4(Single-Family Residential)/PUD-001360-2024 (Planned Unit Development), located north of Tucson Street (121st Street) and approximately one-quarter mile west of 9th Street (Lynn Lane Road/177th Avenue)

Joel Hensley, Senior Planner, presented Item C. 25-249. The conditional final plat for Spring Creek Crossing, covering 36.99 acres with 132 lots, has been approved for rezoning from A-1 to RS-4 under PUD 1360 (2024), contingent on platting. Located north of Tucson Street and west of 9th Street, the development consists primarily of single-family lots meeting RS-4 standards with specific variances. Reserve areas within the plat will accommodate stormwater detention and neighborhood amenities. Access will be via Tucson Street, with Raleigh Street connecting to South Ridge Park. No part of the property falls within the 100-year floodplain, and city water and sewer services are available. The Technical Advisory Committee reviewed the preliminary plat on June 4, 2024, and staff recommends approval subject to the attached comments. The buffer concern relates to Reserve Area B, which, per covenants, allows for stormwater drainage, detention, open space, sidewalks, landscaping, and trails.

The discussion covers infrastructure, traffic control, and resident access within the Spring Creek Crossing development. It confirms that street access and restrictions decisions fall under the homeowners' association's (HOA) discretion. Mr. Enyart clarifies that the original developer determines what is built within the reserve areas.

The commission discussed concerns about traffic management, noting that a traffic calming circle will be added at Raleigh Street and the infrastructure timeline. Erik Enyart responds that they are in the civil engineering and permitting phase, with the conditional final plat submitted to advance the process. It was noted the PUD requires a traffic signal at 3rd and Tucson and emphasizes the need for a coordinated agreement to ensure activation before home construction. Mr. Enyart confirms that the team is addressing this requirement.

The commission discussed the optimal timing for the traffic signal activation, suggesting late May to avoid disrupting school schedules and driver habits, and is expecting the signal to be installed as soon as roads are built, ideally before housing construction begins.

Dustin Fletcher yields his time to Jason Langley, the HOA president, but first attempts to show a picture of the buffer zone in his backyard, expressing concerns about its condition. Mr. Fletcher explained that his development was one of the first under new city ordinances requiring a 50-foot buffer, which he was initially assured would remain untouched. However, the buffer has been cleared beyond what was promised, impacting his property and neighbor, particularly with increased erosion and flooding.

The commission acknowledged the issue but stated that engineers and inspectors must assess the situation. The discussion is cut off due to procedural rules on speaking time, but Mr. Fletcher suggests continuing the conversation outside the meeting to explore solutions.

Jason Langley discussed the issue behind lots two and three in South Fork involved an eight-foot elevation difference between the original and built-up elevations of the homes. Drainage was designed to concentrate water flow at lot three, affecting the first seven houses. Water from the backyards flowed into the yard and Mr. Langley's driveway. Although the developers met legal requirements by reducing water flow by 57% per hydrology reports, the absence of sod

in the final conditional plat raised concerns about erosion. The cleared area, necessary for drainage, resulted in an exposed eight-foot dirt slope with a three-to-one maximum gradient, posing a potential mudslide risk before natural regrowth could stabilize it.

Construction had already progressed under at-risk permits, with finished elevations taking shape. The speaker requested sod installation in the affected area to mitigate erosion. Additionally, they asked for a fence similar to those in other Ralph Coleman neighborhoods to improve aesthetics. If a wall was not feasible, they suggested reconsidering a previous city council decision that exempted perimeter homes from requiring complete brick exteriors. Contrary to prior expectations, visibility issues arose, making the speaker advocate for an all-brick requirement on perimeter homes, except those abutting 121st Street, as a conditional approval measure. They acknowledged the complexity of their concerns and appreciated the council's attention.

The discussion identified two main issues: drainage and building requirements. Since the development was a Planned Unit Development (PUD), prior approvals meant that changes, such as requiring brick exteriors, could not be made at this stage. Regarding drainage, the stormwater pollution prevention plan was already in place, with silt fences installed and city staff overseeing inspections and permits. Concerns were raised about erosion due to the extent of clearing within the 50-foot buffer, as no sod was planned beyond individual lot installations, potentially leaving exposed dirt slopes vulnerable to rain. However, it was clarified that the developer was responsible for maintaining erosion control and would need to address any issues. Final grading and potential sod or seeding would happen later, under city oversight, making it a municipal rather than a planning commission matter.

MOTION: A motion was made by Robert Goranson, seconded by Jaylee Klempa Move to approve Item C.25-249 PT-001984-2025|PR-000157-2023, Conditional Final Plat, Spring Creek Crossing, approximately 36.99 acres, 131 Lots, RS-4(Single-Family Residential)/PUD-001360-2024 (Planned Unit Development), located north of Tucson Street (121st Street) and approximately one-quarter mile west of 9th Street (Lynn Lane Road/177th Avenue)

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

E. 25-255 Approval of PT-001954-2025|PR-000222-2023, Conditional Final Plat for East Quik Trip on Kenosha, 10.2 acres, 2 lots, A-1 (Agricultural), R-2 (Single Family Residential) & SP (Specific Use Permit) 53 to CN (Commercial Neighborhood), A-1 and R-2, & SP-53 via BAZ-001225-2023, on the northeast corner of Kenosha Street (71st Street) and Evans Road (225th E. Avenue)

Henry Bibelheimer, Planner II, presented Item E. 25-255 Plat 1954, covering 10.2 acres with two lots, was proposed for approval with zoning classifications A1, R2, and Specific Use Permit 53 for Commercial Neighborhood (C-N) under BAZ 1222. Located at the northeast corner of Kenosha Street and Evans Road, the property was unplatted and partially developed, with a church on its eastern side. A rezoning request (BAZ 1225) for the western lot to C-N was recommended for approval by the Planning Commission on January 11, 2024, and approved by the City Council on February 6, 2024, contingent on platting.

The project planned access points on Kenosha and Evans, meeting separation requirements. Due to Oklahoma regulations prohibiting fuel storage tanks within 50 feet of water transmission lines, Quick Trip had to relocate its tanks and adjust detention easements, which were updated in the conditional final plat checklist. The Planning Commission reviewed Plat 1954 on February 13, 2025, and continued it to February 27, 2025, for a complete document review. The Technical Advisory Committee reviewed it on February 25, 2025, with no stakeholder concerns. The property was not within a 100-year floodplain, and staff recommended approval of Plat 1954, subject to the attached checklist.

Mr. Bibelheimer clarified that the fuel storage tanks were not depicted on the plat. Instead, the relocation of the tanks affected the detention easements, which were updated and reflected as Area A and Area B for stormwater detention. The applicant was present to provide further details if needed. Concerns were raised about whether the changes had been thoroughly reviewed, as the updated document was received late before the previous Planning Commission meeting. However, a complete review has since been conducted, resulting in fewer comments on the checklist. Staff confirmed their approval of the revisions, and no further discussion was required.

MOTION: A motion was made by Jason Coan, seconded by Mindy Payne Move to approve Item 25-255 PT-001954-2025|PR-000222-2023, Conditional Final Plat for East Quik Trip on Kenosha, 10.2 acres, 2 lots, A-1 (Agricultural), R-2 (Single Family Residential) & SP (Specific Use Permit) 53 to CN (Commercial Neighborhood), A-1 and

R-2, & SP-53 via BAZ-001225-2023, on the northeast corner of Kenosha Street (71st Street) and Evans Road (225th E. Avenue)

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

6. Public Hearings

A. 25-240 Public hearing, consideration, and possible action regarding SP-001966-2025 (Specific Use Permit), Church of St. Benedict Signage, 4.84 acres, R-2 (Single Family Residential) and RD (Residential Duplex)/SP (Specific Use Permit) 27, one-quarter mile north of New Orleans Street (101st Street), west of Aspen Avenue (145th E. Avenue)

Mackenzie Hackett, Staff Planner, presented Item 25-240. A specific use permit (SP 1966) was requested for a digital monument sign at the Church of St. Benedict, located on 4.84 acres zoned R-2 and RD, one-quarter mile north of New Orleans Street and west of Aspen Avenue. The proposed sign would be 13 feet tall with an 80-square-foot display area, including a 46-square-foot digital display, a masonry base, and architectural details. It would be placed on the east side of the property along Aspen Avenue.

The city council had previously approved SP 27 for the church in 1982, subject to platting, which was recorded in Tulsa County later that year. According to the zoning ordinance, institutional-use freestanding signs in residential districts must not exceed 32 square feet in display area and eight feet in height. However, increases in size and height could be granted through a PUD or specific use permit. Since illuminated signs for institutional uses, such as places of assembly, were permitted with a specific use permit, the request aligned with zoning regulations and the comprehensive plan. Staff recommended approval of SP 1966 based on the location, zoning, and surrounding land uses.

Given the higher elevation, the discussion raised concerns about the digital sign's illumination and its potential impact on residents across the street on Aspen. While zoning regulations required that images remain static for at least eight seconds with no moving or flashing elements, the issue of nighttime brightness had not been previously addressed. Participants acknowledged that the sign's size complemented the adjacent building but questioned whether the digital display was too large for the area.

Concerns were voiced about the potential for the bright light to project into backyards, especially in winter when trees lose their foliage. It was noted that a lighting ordinance was in place to prevent excessive spillover, but some members remained skeptical about its effectiveness, particularly regarding glare. Henry mentioned that the code required shielding to limit light exposure to neighboring properties and suggested that a photometric plan could be necessary to ensure compliance.

Despite these safeguards, there were reservations that even if the sign met all technical requirements, residents might still experience disruptive illumination in their bedrooms at night.

Dan O'Brien, the applicant, acknowledged the higher elevation of the road but had not initially considered its impact on nearby houses, as the sign was positioned perpendicular to the road. They suggested exploring color limitations in the evening or nighttime, noting that white emits stronger lumens, while other colors might reduce brightness. While they were open to discussing restrictions after 10:00 or 11:00 p.m., they expressed concern that blocking the sign from the houses could undermine its purpose by limiting visibility for passing drivers.

The discussion focused on the size, brightness, and operational hours of the proposed digital sign at the Church of St. Benedict. The applicant acknowledged the higher elevation of the road but emphasized that the sign would be set back approximately 65 feet from the roadway due to utility placements. They expressed willingness to implement measures such as limiting colors at night to reduce brightness, using a "dark mode" display after certain hours, or turning off the sign by midnight or 11:00 p.m.

Concerns were raised about the potential impact on nearby residences, particularly in winter when foliage would not provide natural shielding. While the sign met commercial sign standards, it exceeded the 32-square-foot limit for residential areas, necessitating a specific use permit. City staff confirmed that zoning regulations required LED signs to reduce brightness from half an hour after sunset to half an hour before sunrise, ensuring lower light intensity overnight.

It was noted that while the sign met commercial standards, the Planning Commission had the authority to impose additional restrictions, including size, brightness, and display limitations, as part of the specific use permit. The conversation concluded with a general acknowledgment that while the sign was visually well-designed, some members still felt it might be too large for

the area.

The discussion further centered on modifying the specific use permit for the Church of St. Benedict's digital monument sign. Commissioners debated the appropriate size for the digital display, with some expressing concern that the proposed 46-square-foot digital portion was too large for the area. While the 80-square-foot monument sign was deemed proportional to the building, the commissioners suggested reducing the digital display to 32 square feet to align with the zoning code's baseline for residential areas.

The applicant acknowledged the concerns and indicated that reducing the digital portion to 32 square feet would be acceptable, pending approval from the church. Commissioners considered denying the request, requiring a new application and fee, or modifying it with conditions. Ultimately, they opted to table the item, allowing the applicant time to adjust without additional costs.

MOTION: A motion was made by Jaylee Klempa, seconded by Mindy Payne
Move to continue Item A. 25-240 to the March 13, 2025 meeting

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

B. 25-244 Public hearing, consideration, and possible action regarding PUD-001983-2025 (Planned Unit Development) Bintree Lift Station, 9.60 acres, located approximately one-third mile east of 23rd Street (County Line Road), south of Albany Street (61st Street)

Henry Bibelheimer, Planner II, presented Item B. 25-244, PUD 1983-2025, proposed the development of a sanitary sewer lift station on a 9.6-acre unplatted and undeveloped property located one-third of a mile east of 23rd Street, south of Albany Street. The northern portion (Development Area A) would remain zoned agricultural, while the southern portion (Development Area B) would accommodate the lift station. The minimum lot size for agricultural zoning was five acres, but the northern tract would be reduced to 3.33 acres while maintaining agricultural zoning. Development Area B, designated for the lift station, would have no frontage but would be accessed through a 25-foot mutual access agreement with the owner of Lot 21, Block 1, in the Bintree Subdivision.

Screening requirements included a six-foot opaque fence around the utility facility without a perimeter fence along the property lines. Landscaping standards were modified, increasing the landscape buffer to 15 feet but decreasing the tree requirement to one per 50 linear feet. Access to Development Area A would be from Albany Street. In contrast, Development Area B's access would be limited after the lift station's construction due to an existing creek crossing that made direct arterial street access unfeasible without significant investment.

The proposal aligned with planning provisions by enabling the construction of a necessary utility facility on land otherwise challenging to develop; the lift station was deemed essential to support existing and future growth in the area, and its large tract would minimize obstruction to surrounding land uses. While A-1 zoning did not fully align with the comprehensive plan's Level 2 urban residential designation, utility facilities were permitted within A-1 zoning. The property was outside the 100-year floodplain, and city water and sewer services were available. Staff recommended PUD 1983-2025 approval based on the property's location and surrounding land uses.

Emily Roland, the Environmental Division Manager, explained that while the lift station's construction would involve frequent traffic, its long-term operations would require only occasional maintenance visits by small utility vehicles, likely a few times a week. The PUD was primarily necessary due to the mutual access agreement, ensuring access to the southern lot, which had no direct street frontage. The agreement would remain with the property regardless of ownership.

The site was chosen because a previous lift station in the nearby Bintree neighborhood had been decommissioned due to capacity issues, floodplain concerns, and poor accessibility. The selected location allowed for a setback that minimized its impact on neighbors while remaining close to the gravity sewer line for efficient integration into the system.

A phase one environmental assessment was conducted, and no significant environmental concerns were found, eliminating the need for a more in-depth study. Regarding noise concerns, Roland noted that similar lift stations are often behind residential fences without generating complaints. The station was designed to be set farther back to reduce any potential sound impact.

The previous Bintree lift station had been decommissioned approximately 8-10 years ago, and there was no longer city traffic to that location. The decision to place the new station at this site was practical, avoiding the cost of constructing a bridge over the nearby creek and aligning

with the landowner's development plans. The mutual access agreement had already been secured, ensuring city access to the facility.

Jeremy Brown, an interested party in the northern lot, sought clarification on how the PUD would impact his plans to develop a small family compound with one to three homes. City staff assured him that the PUD would not affect his ability to divide the land into three properties for single-family homes, as the zoning for his property would remain unchanged. The designation of "future development" in the staff report referred to broader planning considerations rather than his specific project, and the work being discussed would not complicate his purchase or building plans.

Mr. Brown also asked about building an auxiliary structure larger than 1,000 square feet under the existing A-1 zoning. He was informed that since the zoning would remain the same, he would still need to comply with the zoning ordinance unless he applied for a separate PUD to modify the requirements. The main change in the PUD pertained to frontage adjustments on the southern end near the Bintree cul-de-sac, which did not impact his property. Satisfied with these clarifications, Mr. Brown thanked the commission for their time.

Bill Kaiser, a resident south of the proposed lift station site, raised concerns about access, screening, and the station's size. He was initially unaware of any access agreement involving his property but was assured that access would be through a neighboring lot to the west. Mr. Kaiser inquired about adding a natural barrier of trees between the lift station and his house. It was explained that the PUD required one tree every 50 feet along the site's perimeter and that a six-foot opaque fence would enclose the lift station itself, though no perimeter fencing around the entire property was planned.

Regarding the lift station's size, city representatives estimated that the fenced area would cover approximately one acre for vehicle access. The structure's height would depend on the final design but was expected to resemble the lift station on 37th Street near 61st. Mr. Kaiser also asked how the city would access the facility. While construction traffic would be frequent, long-term maintenance would be minimal, involving occasional utility visits.

There were additional questions about the access road's surface material. Although no final decision has been made, the road must be an all-weather surface to ensure accessibility during rain. The city confirmed that a gated entrance would be installed to restrict public access and that the mutual access agreement was with the neighboring property, not Mr. Kaiser's. With these clarifications, Mr. Kaiser thanked the city for the information.

Gary Miller, a resident at 2105 North 28th Street and neighbor to Bill Kaiser, sought clarification on the exact location of the lift station within the designated tract. City staff explained that the final design had not yet been determined, but the station would likely be positioned closer to the creek as the existing sewer line ran through that area. The city was still in the early planning stages since construction was not planned for the immediate future.

Mr. Miller expressed concerns about potential odor issues, citing a friend's experience with a lift station near the Broken Arrow Athletic Club. Staff acknowledged that while specific details were unavailable, odor control would be considered, if necessary, particularly for a larger facility. It was noted that technological advances had helped mitigate odor problems at other locations.

He also inquired about construction traffic, confirming that access to the site would be through the Bintree cul-de-sac, increasing temporary traffic flow in the otherwise residential area. Staff reiterated that a gate would be installed at the access point to restrict unauthorized entry once construction was complete. The city displayed a comprehensive plan map to provide a more precise visual reference of the property layout. Satisfied with the information provided, Mr. Miller concluded his questions.

Michael Adsit, a resident at 2104 North 28th Street, expressed concerns about the proposed lift station's visibility, odor, and the impact of construction traffic on the neighborhood, particularly given its proximity to his home. He worried about how the station would look from his front window and how often he would smell it when the north wind blew. He also questioned why construction traffic would have to pass through the residential area rather than accessing the site from 61st Street.

City officials responded that construction projects in residential neighborhoods typically include safety measures such as flaggers to manage traffic. They reassured Mr. Adsit that an opaque six-foot fence and shrubbery would screen the lift station and that its location closer to the creek would help minimize visibility from nearby homes.

Charlie Bright, Director of Engineering and Construction, further clarified that this project was part of long-term regional planning. While there were no immediate plans to design or construct

the lift station, the city was securing land and access for future development. He noted that the new station would be farther from homes than the decommissioned lift station in the area. The facility's placement would also prevent further development behind residents' homes, preserving green space.

The commission acknowledged the concerns about construction traffic but pointed out that prevailing southwest winds would likely help reduce odor issues. City officials assured residents that maintenance traffic would be minimal once construction was completed, typically limited to one or two weekly visits by small utility vehicles. Mr. Bright also confirmed that the city would notify residents through public meetings and official letters when construction eventually began.

Regarding the PUD timeline, the commission confirmed that the project must be initiated within two years, with the possibility of two one-year extensions, making four years the maximum timeframe before a new approval would be required. Mr. Adsit, reassured by the lift station's location near the creek and below the grade of his property, concluded his remarks with no further objections.

MOTION: A motion was made by Jaylee Klempa, seconded by Mindy Payne
Move to approve Item B.25-244 PUD-001983-2025 (Planned Unit Development) Bentree Lift Station, 9.60 acres, located approximately one-third mile east of 23rd Street (County Line Road), south of Albany Street (61st Street)

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

C. 25-252 **Public hearing, consideration, and possible action regarding BAZ-001974- 2025 (Rezoning), Brook Chase IV-V, approximately 33.11 acres, A-1 (Agricultural) to RS-4 (Single-Family Residential), located approximately one-eighth mile west of 23rd Street (193rd Avenue/County Line Road) and one-quarter mile north of Washington Street (91st Street)**

Joel Hensley, Senior Planner, presented Item C. 25-252. BAZ 1974-2025 requests to rezone approximately 33.11 acres from A-1 to RS-4 for phases four and five of the Brookchase single-family detached development, located west of 23rd Street and north of Washington Street. The property is currently undeveloped and unplatted. The rezoning is intended to facilitate the creation of single-family homes on individual lots, with all RS-4 dimensional standards being required upon plat submission.

Access to Washington Street and Stub Streets will be mandated, and all streets must meet Broken Arrow's construction standards. The eastern portion of the property falls within the 100-year floodplain per FEMA maps, but city water and sanitary sewer services are available. RS-4 zoning aligns with the comprehensive plan's level three designation for the area. Staff recommended approval of the rezoning, contingent on providing updated legal descriptions and completing the platting process. Updated legal descriptions were received for the rezoning request.

Dave Cocolin, Eagle I Investments, the applicant, confirmed that all floodplain regulations would be followed, as this development was a continuation of the Brookchase project to the south, where similar guidelines had already been adhered to. They stated they had previously developed near the floodplain and would comply with all requirements. There were no plans to pursue a Conditional Letter of Map Revision (CLOMR) to modify the floodplain boundaries.

The discussion addressed concerns about Nashville Street, which was initially constructed to serve businesses in the area. A question was raised about whether those businesses had been notified about potential residential development and the possibility of using Nashville Street for access.

City staff confirmed that businesses within the required 300-foot radius, including Alpha Laval, had been included in the public notice as part of the comprehensive plan amendment process. It was acknowledged that the topic had been discussed at a prior City Council meeting and would likely come up again during further deliberations. Officials emphasized the importance of ensuring businesses were aware of the upcoming residential development and its potential impact on Nashville Street before final approval.

MOTION: A motion was made by Jason Coan, seconded by Jonathan Townsend
Move to

The motion carried by the following vote:

Aye: 4 -

Jonathan Townsend, Jaylee Klemopa, Jason Coan, Robert Goranson

Nay: 1 -

Mindy Payne

D. 25-253 Public hearing, consideration, and possible action regarding PUD-001972- 2025 (Planned Unit Development) Major Amendment, Ferguson Superstore, 28.78 acres, & BAZ-001971-2025 (Rezoning) 1.63 acres RD (Residential Duplex) to CH (Commercial Heavy), generally located at the southeast corner of Elm Place and the Broken Arrow Expressway and one-third mile south of Albany Street (61st Street)

Joel Hensley, Senior Planner, presented Item D. 25-253 PUD 1972-2025 for the applicant, Lou Reynolds, Eller & Detrich, as a significant amendment to PUD 236, covering 28 acres for the Ferguson Superstore expansion at the southeast corner of Elm Place and the Broken Arrow Expressway, one-third mile south of Albany Street. BAZ 1971-2025 is a request to rezone 1.63 acres from RD to CH as part of the development. While most of the property is platted and developed, the eastern section remains undeveloped.

The amendment includes expanding Development Area E from 9.5 to 13.44 acres, increasing the maximum building height from 35 to 40 feet, and modifying access by replacing a cul-de-sac with a hammerhead turnaround. It revises signage regulations to allow a new key sign. It removes a landscaping compliance footnote, eliminates screening requirements along the stormwater facility boundary, and incorporates architectural design standards from the highway design overlay.

The property is designated as Level 6 in the comprehensive plan, allowing CH zoning. It is within the 100-year floodplain and contains a blue line stream, but city water and sanitary sewer services are available. Staff determined that while the amendment is a significant departure from the original plan, it aligns with its intent and recommended approval of both PUD 1972-2025 and BAZ 1971-2025, contingent on platting.

MOTION: A motion was made by Jonathan Townsend, seconded by Jaylee Klempa. Move to approve Item D.25-253 PUD-001972- 2025 (Planned Unit Development) Major Amendment, Ferguson Superstore, 28.78 acres, & BAZ-001971-2025 (Rezoning) 1.63 acres RD (Residential Duplex) to CH (Commercial Heavy), generally located at the southeast corner of Elm Place and the Broken Arrow Expressway and one-third mile south of Albany Street (61st Street)

The motion carried by the following vote:

Aye: 5 - Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

7. Appeals - NONE

8. General Commission Business

A. 25-248 Consideration, discussion, and possible approval regarding SITE-001975-2025 (Site Plan), The Enclave at Southern Trails, 20.49 acres, BAZ-00012-2022 CG (Commercial General), RM (Residential Multifamily), CM (Community Mixed-Use) and PUD-000126-2022, generally located at the southeast corner of Olive Avenue (129th East Avenue) and New Orleans Street (101st Street)

Joel Hensley, Senior Planner, presented Item A. 25-248. The preliminary site plan for the Enclave at Southern Trails, a 20.49-acre commercial mixed-use and multifamily development at the southeast corner of Olive Avenue and New Orleans Street, was submitted for review as part of PUD 1815-2024. The City Council approved this significant amendment to PUD 126-2022 on December 17, 2024. The proposed layout has been reviewed by staff and aligns with the requirements of PUD 1815-2024, though further evaluation is needed for specific dimensional requirements and site calculations.

The applicant, Erik Enyart, Tanner Consulting, seeks confirmation from the Planning Commission and City Council that the conceptual layout meets their expectations before proceeding with complete engineering and building plans. The site plan outlines commercial and multifamily development distribution across three designated areas, and proposed building elevations for the multifamily units are included. Staff recommends approval of the conceptual layout, contingent on a full site plan review to ensure compliance with all applicable codes and ordinances.

Eric Enyart of Tanner Consulting reaffirmed that the current site plan for the Enclave at Southern Trails closely aligns with the previously approved significant amendment to the PUD, with only minor adjustments being made during the engineering design process. He stated that the building elevations presented were consistent with earlier proposals and requested approval of the conceptual site plan to ensure alignment with the Planning Commission and City Council's expectations. This approval would provide confidence as they proceed with engineering design and permitting while maintaining the intended aesthetics of the development. Mr. Enyart agreed with the staff's recommendations.

The discussion highlighted the significant improvements made to the Enclave at Southern

Trails project since its initial proposal two years ago when it faced strong opposition from residents of Rabbit Run Estates and The Lakes. Acknowledging the changes, officials noted that the development had evolved with adjustments such as rotating the buildings 90 degrees, improving landscaping, and incorporating a decorative street fence to screen portions of the property from neighboring residential areas.

The development renderings were praised, with particular appreciation for design elements such as hidden air conditioning units, well-planned building elevations, and the quality of materials used for fencing. The development team, including owner Mark Perkins, architect Tim Homburg, and representatives from NSPJ in Kansas City, was present to address questions.

It was confirmed that communication had occurred with neighboring residents, particularly regarding shared detention facilities. Officials noted the project's improvements, including green spaces, fountains, designated dog parks, and pickleball courts, emphasizing that the final design differed significantly from initial concerns and would result in a well-planned and attractive development.

MOTION: A motion was made by Mindy Payne, seconded by Jaylee Klempa **Move to approve Item A.25-248 SITE-001975-2025 (Site Plan), The Enclave at Southern Trails, 20.49 acres, BAZ-00012-2022 CG (Commercial General), RM (Residential Multifamily), CM (Community Mixed-Use) and PUD-000126-2022, generally located at the southeast corner of Olive Avenue (129th East Avenue) and New Orleans Street (101st Street)**

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson

9. Remarks, Inquiries, and Comments by Planning Commission and Staff (No Action)

Rocky Henkel brought up the joint special meeting with the Planning Commission and City Council on March 4, 2025.

Jonathan Townsend shouted out Jason Coan for his care about lighting and not disturbing residents.

Robert Goranson discussed Timber Ridge Residential, which the City Council sent back to the Planning Commission due to inconsistencies with neighboring Albany 40 development. He asked for aerials comparing the sites/plans of the two developments.

Jason Coan praised City staff for their dedication and hard work during the winter weather the previous week.

Farhad Daroga, Special Projects Manager, discussed the Housing Study to be voted on at the meeting on March 4th.

10. Adjournment

The meeting adjourned at 7:16 p.m.

MOTION: A motion was made by Mindy Payne, seconded by Robert Goranson **Move to adjourn**

The motion carried by the following vote:

Aye: 5 -

Mindy Payne, Jonathan Townsend, Jaylee Klempa, Jason Coan, Robert Goranson