

Multifamily), and PUD-94AA is a request for a Major Amendment to PUD-94, for a proposed 23-acre commercial and multifamily development. This property is generally located south and east of the southeast corner of Omaha Street (51st Street) and Aspen Avenue (145th East Avenue). The property is presently unplatted and undeveloped.

BACP-180, a request to change the Comprehensive Plan designation from Levels 2, 4, and 6 to Levels 3 and 4 on this approximately 23 acres was reviewed and approved by the City Council on May 3, 2022 subject to a PUD being submitted that is similar in context to the draft PUD submitted with the comprehensive plan amendment and the property being platted. The zoning change proposed with BAZ-2114 is considered to be in compliance with the Comprehensive Plan designation proposed with BACP-180.

SURROUNDING LAND USES/ZONING/COMPREHENSIVE PLAN

The surrounding properties contain the following uses, along with the following development guide and zoning designations:

Location	Comprehensive Plan	Zoning	Land Use
North	Level 4 & Level 2	CG, A-CG, & RD	Commercial, Undeveloped & Single-Family Residential
East	Level 2, 3, & Public Recreation	RM & CG/PUD-94	Golf Course, Single-Family Residential, & Multi-Family
South	Level 6	CG & SP-67	Battle Creek Church
West	Level 6	CH/PUD-209 & A-CH	Undeveloped

PUD-94AA

To help make development of the property more compatible with the adjacent land uses, the PUD includes the following:

1. Tracts abutting the arterial streets are proposed to be preserved for commercial development.
2. The multi-family area of the development is proposed on the eastern portion of the site. The golf course acts as a buffer between the proposed multi-family development and the existing single-family development to the east.
3. Development standards for Tracts A, C, and E will meet the regulations of the CG zoning district.
4. Tracts B and F are restricted to Passive and Active Open Space, Dog Park, Stormwater Detention Facilities, Overland Drainage and Utility Easement
5. Tract D contains the multi-family portion of the development and is proposed to be developed in accordance with the RM zoning requirement except as modified below.

	RM Zoning District	PUD Request
Minimum Street Frontage	200-feet	45-feet

Maximum Number of Dwelling Units	311	328 (+17 units increased density comes from areas utilized as open space and required detention)
Maximum Density	19.8 Units per acre	19.8 Units per acre
Livability Open Space	1,200	1,000
Maximum Building Height	No height restriction unless abutting single-family detached residential	50' and 3 Stories
Minimum Building Setbacks		
	From Com Developm	35 unpaved 75 with parking 20-feet
	From Mul Residential	35 unpaved 75 with parking 20-feet
	From Batt Course	35 unpaved 75 with parking 20-feet
	From sout	70-feet if unpaved 150-feet with parking 20-feet
Minimum Distance between buildings	20-feet	20-feet
Maximum Building Length	160-feet	220-feet
Maximum Length of Roofline	50-feet	135-feet
Parking	2 spaces per unit	One bedroom unit- 1.5 spaces Two and Three bedroom unit- 2 spaces
Landscapin g Buffer/Edg e	35-feet	20-feet

Parking Lot Landscaping	Parking spaces in an uncovered parking area shall extend no more than ten (10) parking spaces without an intervening interior landscaped island	In the multi-family portion of the project, landscape islands required by Section 5.2.B.c.ii may extend no more than twenty (20) parking spaces without an intervening interior landscape island
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An informational letter was sent to surrounding residents by the applicant on May 27, 2022. The letter outlined the proposed rezoning and PUD and gave an overview of the development plan. The applicant stated that if there were any questions concerning the project, residents could contact him directly.

Aspen Avenue where it abuts this property currently has four traffic lanes and a center turn lane. Omaha Street is currently two lanes and does not have a center turn lane. There are no funded projects to widen either of these roads at this time. The Engineering Design Criteria Manual states that a traffic impact analysis shall be performed by a proposed development if the development meets the criteria established in the Oklahoma Department of Transportation Policy on Driveway Regulations of Oklahoma Highways. A Traffic Impact Analysis will determine if deceleration lanes are required based upon the anticipated proposed turning movements for the development.

- Attachments:** Case Map
Aerial Photo
PUD Design Statement
Conceptual Elevations
Letter to Residents 5-27-2022

Recommendation:

Based on the location of the property, surrounding land uses, Staff recommends PUD-94AA and BAZ-2114 be approved, subject to the property being platted and a traffic study being submitted with the engineering review.

Reviewed by: Jill Ferenc

Approved by: Larry R. Curtis

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