



City of Broken Arrow

Request for Action

File #: 18-880, Version: 1

**Broken Arrow Planning Commission
08-09-2018**

To: Chairman and Commission Members
From: Development Services Department
Title: Public hearing, consideration, and possible action regarding PUD-282 (Planned Unit Development), Chase Bank, 1.35 acres, CH, located one-quarter mile south of Albany Street, east of 9th Street

Background:

Applicant: Cumulus Design
Owner: Adams Creek Company LLC
Developer: Chase Bank
Engineer: Cumulus Design
Location: One-quarter mile south of Albany Street, east of 9th Street
Size of Tract 1.35 acres
Present Zoning: CH
Proposed Zoning: CH
Comp Plan: Level 6

Planned Unit Development (PUD)-282 involves a 1.35-acre parcel located one-quarter mile south of Albany Street, east of 9th Street. With PUD-282, applicant is proposing to develop the property for use as a financial institution.

On December 20, 1999, the City Council approved BAZ-1396, a request to rezone the site from A-1 to C-5 (now converted to CH), subject to the property being platted. The project site was platted as Lot 1, Block 1, Hillcrest Lynn Lane recorded in Tulsa County on February 15, 2006 (PT05-129).

As part of the 9th Street widening project, Reno Street was rerouted to the south and became 10th Street. The right-of-way for 10th Street was dedicated by separate instrument and was recorded in Book 7149, Page 2104 in Tulsa County on October 7, 2003. The pavement for Reno Street was removed west of 10th Street but the right-of-way remains.

The property is surrounded by public right-of-way and is located at an arterial intersection. The applicant is requesting approval to use the Reno Street right-of-way for driveway access to 9th Street. This request is being processed concurrently as a Change of Access (CA18-100). A second driveway is proposed along the east side of the site at 10th Street. The Zoning Ordinance requires a screening fence when nonresidential uses abut residential uses. Through the PUD, the applicant requests a waiver of the screening requirement as the Reno

Street right-of-way provides a buffer between the project site and the residential neighborhood to the north, and there is an existing masonry wall along the perimeter of the residences. Additionally, the existing easements, power poles, and access driveway would make it difficult to construct a screen fence at this location.

SUMMARY OF DEVIATION FROM ZONING ORDINANCE

PUD-282 is proposed to be developed in accordance with the Zoning Ordinance and the use and development regulations of the CH district, except as summarized below:

Item	Zoning Ordinance Requirement	PUD-282 Request
Use Permitted	As allowed in the CH district.	As allowed in the CH district.
Building Setbacks	50 feet from street frontages along the south, west, and east property lines. 30 feet along the north boundary.	Per Zoning Ordinance
Exterior Building Materials	Masonry materials. The use of metal or wood requires the approval of the Planning Commission	Per Zoning Ordinance
Landscaping	One tree per 50 lineal feet, plus one tree per 15 parking spaces. Thirteen trees required along street frontage along with 38 shrubs. Interior parking lot landscaping requires an additional 4 trees resulting in a total of 17 trees.	Nineteen large trees and 32 ornamental trees will be provided. In addition, 88 shrubs will be provided. 444 shrubs and 280 ornamental grasses are proposed. Applicant proposes to maintain landscape in Reno Street ROW.
Dumpster location	Dumpster has to be located behind the front building setback line.	Dumpster will be located at the rear of the building in the northeast corner of the site.
Access	Access drive required to be 250 feet from the centerline of the intersecting arterial street. On collector streets, the access points are to be 150 feet apart, centerline to centerline.	No access is allowed to Hillside Drive. The N. 10 th Street driveway is proposed to be 190 feet from the intersection of Hillside Drive and N. 10 th Street. With a change of access and use agreement with the City, driveway along N. 9 th Street will be 300 feet from the intersection of Hillside Drive and N. 9 th Street.

Parking Spaces	For financial institutions with a drive-thru, one space per 300 square feet amounting to a minimum of 12 spaces and a maximum of 15 spaces, plus four stacking spaces for at the drive-thru.	A total of 40 parking spaces are proposed, and eight stacking spaces for the drive-thru.
Signage	One freestanding sign per 150 feet of frontage. For lots with multiple street frontages, the street frontage is not cumulative. Sign height is limited to 20 feet. The height of the sign can be increased one foot in height for every two feet of setback to a maximum of 30 feet.	Two (2) 20-foot-high pylon signs with 75-square-feet each is proposed near the southwest and southeast corners of the site.
Screening Requirements	Section 5.2.E.2.c requires nonresidential development to install and maintain fences to when abutting residential uses.	Request waiver of screening requirement.

SURROUNDING LAND USES/ZONING/COMPREHENSIVE PLAN

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

Location	Development Guide	Zoning	Land Use
North	Level 2	R-2	Single-family residential
East	Level 6	PUD 223/CH	Regional retail center
South	Level 6	CH	Medical office
West	Level 6	PUD-186/CH	9 th Street, service station, and retail

None of the property is located in a 100-year floodplain area.

The property associated with PUD-282 is shown in the Comprehensive Plan as Level 6. The development proposed with PUD-282 is considered to be in compliance with the Comprehensive Plan in Level 6.

Attachments: Case map
Aerial
PUD-282 Development Standards
Hillcrest Lynn Lane recorded plat

Recommendation:

Based on the Comprehensive Plan, the location of the property, and the surrounding land uses, Staff recommends that PUD-282 be approved, subject to the following conditions of approval.

1. Applicant to amend the Limits of No Access along the north boundary to allow driveway access through the Reno Street right-of-way.

Reviewed By: **Larry R. Curtis**

Approved By: **Michael W. Skates**

JMW