

Planning Commission Minutes
September 12, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:28 p.m. on September 6, 2024)

14. (SPUD-1667) Application by Dolese Bros. Co. to rezone 1624 North Broadway Avenue from PUD-1915 Planned Unit Development District and DSHA Downtown Scenic Highway Area to SPUD-1667 Simplified Planned Unit Development District and DSHA Downtown Scenic Highway Area. Ward 6.

Amended Technical Evaluation.

1. ~~Buildings along North Broadway Ave shall be at or within 10 feet of the street right-of-way, and at least 75 percent of the building length on North Broadway shall be 20 feet high.~~
2. Modify the Landscaping Section to specify that any wall along Broadway will be four feet high and if plantings are used to shield parking, they will be evergreens that will reach a height of at least four feet.
3. ~~No driveways shall be permitted onto North Broadway Avenue.~~ There shall be a maximum of one driveway on North Broadway Avenue and two on NW 16th Street.
4. ~~Vehicle and Pedestrian connections shall be provided to the south.~~

The applicant was present. There were supporters present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY POWERS, SECONDED BY MEEK

AYES: POWERS, MEEK, NEWMAN, PENNINGTON, NOBLE, LAFORGE

NAYS: CLAIR, GOVIN

ABSENT: PRIVETT



STAFF REPORT
The City of Oklahoma City
Planning Commission
September 12, 2024

Item No. IV. 14.

(SPUD-1667) Application by Dolese Bros. Co. to rezone 1624 North Broadway Avenue from PUD-1915 Planned Unit Development District and DSHA Downtown Scenic Highway Area to SPUD-1667 Simplified Planned Unit Development District and DSHA Downtown Scenic Highway Area. Ward 6.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name Mark W. Zitzow
Company Johnson & Associates, Inc.
Phone (405) 235-8075
Email mzitzow@jaokc.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this application is to allow commercial uses and development, including a restaurant.

D. Existing Conditions

1. Size of Site: 3.0 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	PUD-1915 / DSHA	C-4 / I-2	R.O.W. / DSHA	PUD-1915 / DSHA	C-4
Land Use	Undeveloped	Office / Warehouse	Railroad / I-235 Highway	Office / Warehouse	Office

3. Comprehensive Plan Land Use Typology Area: Urban – High (UH)

UH applies to densely built urban areas, including regional attractors with major employment concentrations, high density residential living, and related commercial and service uses. UH areas have the highest mixture and intensity of land uses and development activity outside of the Downtown core.

The development intensity of UH supports various types of mass transit, from bus to rail, and is an ideal setting for large and small office buildings due to close proximity to other businesses and transportation networks.

II. SUMMARY OF SPUD APPLICATION

This site will be developed in accordance with the regulation of the **C-3, Community Commercial District and the DSHA Downtown Scenic Highway Area** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

- Dwelling Units and Mixed Use (8200.2)
- Live/Work Units (8200.4)
- Multiple-Family Residential (8200.12)
- Senior Independent Living (8200.2)
- Three- and Four-Family Residential (8200.15)
- Artist Graphics (8250.1)
- Community Garden (8150.6.1)
- Community Recreation: General (8250.2)
- Community Recreation: Property Owners Association (8250.3)
- Community Recreation: Restricted (8250.4)
- Cultural Exhibits (8250.5)
- Library Services and Community Centers (8250.11)
- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Low Impact Institutional: Neighborhood-Related (8250.14)
- Murals (8250.16) subject to applicable reviews
- Administrative and Professional Office (8300.1)
- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales & Services: Grooming (8300.8)
- Animal Sales & Services: Kennel & Veterinary, Restricted (8300.11)
- Automotive: Parking Garages (8300.12)
- Automotive: Parking Lots, as a Principal Use (8300.13)
- Communications Services: Antennas (8300.27)
- Convenience Sales and Personal Services (8300.32)
- Custom Manufacturing (8350.3) further restricted to an active artist/creator in residence or installation(s).
- Drinking Establishments: Sitdown, Alcohol Permitted (8300.33)
- Eating Establishments: Fast Food (8300.35) further restricted to a 'fast-casual' eateries with no drive-thru. 'Fast casual' is defined as a restaurant with a central ordering point rather than wait staff. Pick-up windows for pedestrians are permitted.
- Eating Establishments: Sit-down (8300.37)
- Eating Establishments: Sit-down, Alcohol Permitted (8300.38)
- Eating Establishments: Sit-down, Limited Alcohol Permitted (8300.39)
- Participant Recreation and Entertainment: Indoor (8300.55)
- Participant Recreation and Entertainment: Outdoor (8300.56)

- Business Support Services (8300.24)
- Food and Beverage Retail Sales (8300.41)
- Laundry Services (8300.48)
- Lodging Accommodations: Commercial Lodging (8300.51)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Personal Services: General (8300.58)
- Personal Services: Restricted (8300.59)
- Repair Services: Consumer (8300.61)
- Retail Sales and Services: General (8300.63)
- Roof Garden (8150.7.2)
- Spectator Sports and Entertainment: General (8300.67)
- Spectator Sports & Entertainment: High Impact (8300.68)
- Spectator Sports and Entertainment: Restricted (8300.69)
- Light Industrial (8350.8) is further restricted to a small brewery, micro-brewery, distillery, winery, cidery, and associated tap/serving rooms or artists in residence.
- Transportation Facilities: Surface Passenger (8400.3)

All other C-3 conditional, accessory, special or special exception uses not listed shall be permitted subject to the review and approval processes specified in the Zoning Code.

3. Maximum Building Height:

There shall be no maximum building height within this PUD.

4. Maximum Building Size: N/A

5. Maximum Number of Buildings: N/A

6. Building Setback Lines:

No setbacks shall be required, other than those required by building code.

7. Sight-proof Screening:

No screening shall be required except around dumpsters, service areas, loading docks, and mechanical equipment visible from the ground level.

8. Landscaping:

The subject site shall meet all requirements of Oklahoma City's Landscaping Ordinance in place at the time of development. Further, the following shall be incorporated into the final landscape design in similar fashion to the provided Ex. C.

- Street trees shall be planted between the curb and the sidewalk to buffer the pedestrian from the drive lane or the on-street parking as depicted on Ex. C.
- A wall of sufficient height, berm, landscaping or a combination herein shall be required along N. Broadway Ave. where parking is adjacent to the street right of way to create a more pleasant pedestrian experience. This may be achieved through a variety of plantings or methods. Quantities should be similar to that as what is provided in Ex. C.
- The width of the landscaped area between the back of the sidewalk and the edge of parking lot paving shall not be less than 15 feet. The street tree requirement along Broadway Ave. shall be calculated at one tree per 25 feet of linear frontage.
- A landscaped pedestrian access path shall be required to connect the N Broadway Ave., sidewalk to the entrance of the proposed building. Location and design shall be similar to that as provided in Ex. C.

9. Signs:

Per the base zoning district. However, freestanding shall be further limited to:

- One-30-foot tall sign within 20 feet of the east property line.
- One-8-foot tall monument sign along N Broadway Ave. further limited to 100 sf in total sign area.
- Electronic Message Display signage shall not be permitted.
- Off-premise/billboard shall not be permitted.

10. Access:

Access shall be permitted along N Broadway Ave and NW 16th Street, per the subdivision regulations.

11. Sidewalks:

Sidewalks are present along NW 16th Street and N Broadway Avenue frontages. Should these existing sidewalks be removed or damaged during construction they will be replaced.

II. OTHER DEVELOPMENT REGULATIONS:

1. Architecture:

All structures constructed within this SPUD shall comply with the following architectural standards:

Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock, concrete board or stone masonry. No more than 30% EIFS, stucco, wood, or architectural metal shall be permitted.

Exposed metal or exposed concrete block buildings shall not be permitted. Buildings shall be oriented such that the backs of buildings are not facing towards any street.

2. Open Space:

Per the base zoning district.

3. Street Improvements: N/A

4. Site Lighting:

All site lighting utilized within this SPUD shall be directed away from any adjacent properties. To accomplish this, lights shall utilize shields, shades or other appropriate methods of directing light beams. The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

5. Dumpsters:

Dumpsters shall be consolidated where practical and located within an area screened by a fence or masonry wall of sufficient height to screen the dumpster from view.

6. Parking:

Given the proximity to downtown, existing transit, and passenger rail, a minimum number of off-street parking spaces shall not be required. The design of all parking facilities in this PUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended. All efforts will be made to accommodate visitors and employees by providing parking; however, this shall not be a requirement during the building permit stage.

The proposed on-street angled parking shown on N Broadway Avenue and the required parking for the physically disabled are subject to review and action by the Traffic and Transportation Commission and the City Council.

7. Drainage:

Development of this parcel will comply with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

8. Platting:

Platting shall be per the Subdivision Regulations.

III. SUPPORTING DOCUMENTS

Exhibit A:	Legal Description
Exhibit B:	Boundary Exhibit
Exhibit C:	Conceptual Site/Landscape Plan
Exhibit D:	Conceptual Landscape Renderings

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 (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas (ONG)**
- 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

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) 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.
- 5) 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.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) 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.
- 8) 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.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Section I.10 Sidewalks: Add the following;

Any new sidewalks or repair/replacement of existing sidewalks shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.

b. Stormwater Quality Management

c. Traffic Management *

- 1) On street angled parking is not subject to Planning Commission Consideration. Per OCMC 2012 State Statute 32-302 requires all on-street angled parking to be approved by the Traffic and Transportation Commission and designated by ordinance passed by the Oklahoma City Council.

8. Utilities

a. Engineering

Paving

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability

- 1) An existing 12-inch water main(s) is located adjacent to the subject site(s).
- 2) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 3) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 4) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 5) 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 or fire protection systems which require water pressure in excess of 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
- 6) All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.

- 7) All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
- 8) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
- 9) Plat may be revised after review and approval of utility plans.
- 10) Will be considered commercial and mastered metered.

Wastewater Availability

- 1) An existing 8-inch & 10-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.
- 8) Will be considered commercial and internal system will be considered private.

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design & Location:

- Maintain historical lot and block sizes where possible and appropriate.

- Provide parking in structured garages, decks, or parking lots set to the side or rear of a property.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Design buildings to include façades, storefront windows, and attractive signage and lighting to create pedestrian-scale interest.
- The comprehensive plan calls for locating higher intensity developments adjacent to major public amenities (parks, waterways, etc.).

Density: The typical non-residential Floor to Area Ratio (FAR) range for the Urban High LUTA is 1.5, with a minimum of 0.80. The Urban High LUTA outlines a density range of 40 to 100 dwelling units (du) per acre.

National, state, and local permitting require basic best management practices for stormwater management. The SPUD regulations would allow a FAR within this range; however, the conceptual plan indicates a single-story building surrounded by a surface parking lot, well below the UH FAR range.

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points.

The PUD requests access from N Broadway Ave and from NW 16th Street, but does not specify a number of driveways from either street. The subject site was previously included in a larger PUD that contemplated a large mixed-use development and interior circulation for the entire site. The new SPUD would separate the corner from the existing PUD, cordon off the proposed development from the south to develop a structure surrounded by surface parking, and requests its own access onto Broadway. Access should be limited to NW 16th Street and shared with the proposed development to the south.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Preserve and expand the pedestrian and bicycle networks.
- For large-scale, block sized development, provide public connectivity via alley or internal sidewalks and streets.

Sidewalks are required along both street frontages, and the SPUD requires a landscaped pedestrian path from N Broadway Ave to the entrance of the proposed building. Pedestrian access should also be provided to the planned development to the south.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. The new SPUD is similar to the existing PUD except that it requests to eliminate the requirement for buildings along Broadway to be within 10 feet of the street. Projects

in higher intensity LUTAs (UH) may be more appropriate for significant transitions of density, scale and mass.

3) Service Efficiency:

- Water: *Served*
- Sewer: *Fully Served*
- Fire Service: *Urban Response*

4) Transportation System: This site is located at the southeast corner of North Broadway Avenue, a Major Arterial Street, and NW 16th Street, a Major Connector Street in the Urban High LUTA. The nearest transit (bus) service is located within a quarter mile of the site, to the south, along NW 13th Street.

5) 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)
- 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)

b. Plan Conformance Considerations

The subject site is located at the southeast corner of North Broadway Avenue and NW 16th Street, north of Automobile Alley and within the Urban High Intensity LUTA. The subject site, along with land to the south, was rezoned from a mixture of R-4, C-4, and I-2 zoning to PUD-1915 in 2022 for a mixed-use development that includes hotel, retail, office, and residential uses with a modified C-3 base zoning. The subject site is currently undeveloped. Land to the south would remain zoned PUD-1915. Across NW 16th Street, to the north, are commercial/light industrial buildings. To the east side is the railroad and I-235. Across North Broadway Avenue, to the west, are office / warehouse uses within the C-4 District. Land on the west side of North Broadway Avenue is also within the Heritage Hills East Urban Conservation District (UCD), whereas the properties behind (west) of them are within the Historic Landmark Overlay (HL).

The subject site was previously included in a larger PUD that contemplated a large mixed-use development and interior circulation for the entire site. The new SPUD would separate the corner from the existing PUD, cordon off the proposed development from the south to develop a structure surrounded by surface parking, and requests its own access onto Broadway. The conceptual plan illustrates on-street angled parking which must be approved by the Traffic and Transportation Commission and designated by ordinance passed by the Oklahoma City Council.

The SPUD's proposed uses and no maximum building height mirror the regulations in the existing PUD. Plan conformance would be strengthened by also maintaining the existing PUD's requirement for a 10-foot maximum setback and establishing a minimum building height along Broadway Ave. No new driveways should be allowed on Broadway Ave, and a connection to future development to the south should be provided. If the building is allowed to be set back from the street and surrounded by parking, more detail about fencing and landscaping to screen cars should be provided.

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.

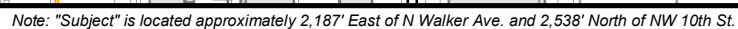
Approval of the application subject to the following Technical Evaluation:

1. Buildings along North Broadway Ave shall be at or within 10 feet of the street right-of-way, and at least 75 percent of the building length on North Broadway shall be 20 feet high.
2. Modify the Landscaping Section to specify that any wall along Broadway will be four feet high and if plantings are used to shield parking, they will be evergreens that will reach a height of at least four feet.
3. No driveways shall be permitted onto North Broadway Ave.
4. Vehicular and pedestrian connections shall be provided to the south.

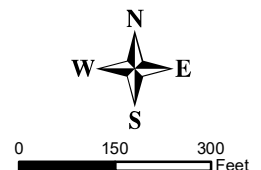
All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Divisions review of construction plans and prior to City Council approval.

taj

Location: 1624 N. Broadway Ave.



Simplified Planned Unit Development





SPUD-1667 **Ready Mix North**

Exhibit B
Boundary Exhibit

+/-3.00 acres



Johnson & Associates
1 E. Sheridan Ave., Suite 200
Oklahoma City, OK 73104

PLANNING SURVEYORS
8/1/94



**SPUD-1667
Ready Mix North**

Exhibit C
Conceptual Site/Landscape Plan

+/-3.00 acres



Johnson & Associates
11 E. Sheridan Ave., Suite 200
Oklahoma City, OK 73104
p:405.234.1111 f:405.234.1112

ENGINEER SURVEYOR PLANNING

9/3/24

Conceptual site plan showing feasible cotton
perm use under proposed rezoning



SPUD-1667



Exhibit D
Conceptual Landscape
Renderings

Case No: SPUD-1667 Applicant: Dolese Bros., Co.
Existing Zoning: PUD-1915 / DSHA
Location: 1624 N. Broadway Ave.



Note: "Subject" is located approximately 2,187' East of N Walker Ave. and 2,538' North of NW 10th St.

Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

