

Planning Commission Minutes  
May 9, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:56 p.m. on May 3, 2024)

18. PUD-2008) Application by TJK Investments, LLC to rezone 6205 South Post Road from R-1 Single-Family Residential, AE-1 Airport Environs Zone One and AE-2 Airport Environs Zone Two Overlay Districts to PUD-2008 Planned Unit Development, AE-1 Airport Environs Zone One and AE-2 Airport Environs Zone Two Overlay Districts. Ward 4.

**Technical Evaluation:**

1. The *Mining and Processing: Minerals and Raw Materials* use shall not be permitted within 200 feet of a habitable dwelling, provided that a caretaker's or watchman's house shall be exempt from this restriction.
2. No excavation, stockpiling of material, or accessory or incidental use of a mining operation shall be permitted within 70 feet of any property line, street right-of-way line, or drainage or utility easement.
3. Existing, healthy tree cover and native understory will be preserved to the greatest extent possible throughout the site.
4. The *Mining and Processing: Minerals and Raw Materials* use shall require a restoration plan be submitted prior to issuance of building permits and shall include the following: (1) Final proposed topography of the site after all proposed restoration is completed. (2) Proposed depth of topsoil, and a vegetation and landscaping plan. (3) A drainage plan showing the direction of all drainage during excavation and after restoration.

The applicant was present. There were protestors present.

**RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.**

MOVED BY PRIVETT, SECONDED BY NOBLE

AYES: CLAIR, POWERS, MEEK, PRIVETT, GOVIN, PENNINGTON, NOBLE, LAFORGE

ABSENT: NEWMAN



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**May 9, 2024**

**Item No. IV. 18.**

**(PUD-2008) Application by TJK Investments, LLC to rezone 6205 South Post Road from R-1 Single-Family Residential, AE-1 Airport Environs Zone One and AE-2 Airport Environs Zone Two Overlay Districts to PUD-2008 Planned Unit Development, AE-1 Airport Environs Zone One and AE-2 Airport Environs Zone Two Overlay Districts. Ward 4.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Company	Williams, Box, Forshee & Bullard PC
Phone	405-232-0080
Email	dmbox@wbfbllaw.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow commercial, light industrial and soil mining uses and development.

**D. Existing Conditions**

**1. Comprehensive Plan Land Use Typology Area: Urban – Low Intensity (UL)**

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

**Comprehensive Plan Land Use Typology Layer: Heavy Industrial (HI)**

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors. This designation simultaneously concentrates heavy industrial users away from existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.

## STAFF REPORT

The City of Oklahoma City  
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PUD-2008

Item No. IV. 18.

2. **Size of Site:** 89.9 acres

3. **Zoning and Land Use**

	Subject Site	North	East	South	West
<b>Zoning</b>	R-1/AE-1/AE-2	R-1/AE-2	R-1/AE-2	PUD-296/PUD-1184/AE-1	R-1/AE-1/AE-2
<b>Land Use</b>	Residential/Undeveloped	Residential	Government/Undeveloped	Residential/Undeveloped	Government/Undeveloped

## II. SUMMARY OF PUD APPLICATION

The use and development regulations of the I-1 Light Industrial District shall govern this PUD, except as herein modified.

The following uses shall be permitted and shall be subject to all applicable conditional use, special use and specific use standards in Chapter 59 of the Oklahoma City Municipal Code, 2020, as amended:

8300.1	Administrative and Professional Offices
8300.5	Alcoholic Beverage Retail Sales
8300.8	Animal Sales and Services: Grooming
8300.11	Animal Sales and Services: Kennel and Veterinary, Restricted
8300.13	Automotive: Parking Lots, as a Principal Use
8300.21	Automotive and Equipment: Storage
8300.23	Building Maintenance Services
8300.24	Business Support Services
8300.29	Communications Services: Limited
8150.6.2	Composting
8300.32	Convenience Sales and Personal Services
8350.3	Custom Manufacturing
8300.34	Eating Establishments: Drive-In*
8300.35	Eating Establishments: Fast Food*
8300.36	Eating Establishments: Fast Food, With Drive-Thru Order Window*
8300.37	Eating Establishments: Sitdown
8300.38	Eating Establishments: Alcohol Permitted
8300.39	Eating Establishments: Limited Alcohol Permitted
8300.41	Food and Beverage Retail Sales
8300.45	Gasoline Sales, Large*
8300.46	Gasoline Sales, Small: Restricted
8150.6.3	Greenhouse
8150.6.5	Hoop House
8350.8	Industrial, Light

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8300.48	Laundry Services
8250.12	Light Public Protection and Utility: General
8250.13	Light Public Protection and Utility: Restricted
8300.52	Medical Services: General
8300.53	Medical Services: Restricted
8450.1	Mining and Processing: Minerals and Raw Materials
8300.55	Participant Recreation and Entertainment: Indoor
8300.58	Personal Services: General
8300.59	Personal Services: Restricted
8300.60	Personal Storage
8300.61	Repair Services: Consumer
8300.62	Research Services: Restricted
8300.63	Retail Sales and Services: General
8300.69	Spectator Sports and Entertainment: Restricted

\*These uses shall be located a minimum of 150 feet from any residential use.

**9.0.....SPECIAL CONDITIONS**

The following special conditions shall be made a part of this PUD:

**9.1.....FAÇADE REGULATIONS**

Exterior building wall finish on all structures shall consist of a minimum 70% brick veneer, architectural metal, masonry, rock, stone, stucco, or wood, or other similar type finish. No more than 30% EIFS shall be permitted.

**9.2 ..... LANDSCAPING REGULATIONS**

The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.

**9.3 ..... LIGHTING REGULATIONS**

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

**9.4 ..... SCREENING REGULATIONS**

No less than a six-foot and no greater than an eight-foot-high wall shall be required along the boundary of this parcel where it is adjacent to any residential use. Said wall shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, with brick columns with footings on 20' centers and shall be solid and opaque.



9.5 ..... PLATTING REGULATIONS

Platting shall be required within this PUD.

9.6 ..... DRAINAGE REGULATIONS

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

9.7 ..... DUMPSTER REGULATIONS

Dumpsters shall be located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public streets and residences and shall be placed no closer than 50 feet from all property lines adjacent to residential zoning district or use.

Trash collection facilities in this PUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

9.8 ..... ACCESS REGULATIONS

Access may be taken from S. Post Rd. and SE 59<sup>th</sup> St. All driveways shall maintain a 200-foot separation.

9.9 ..... PARKING REGULATIONS

The design and number of all parking facilities in this PUD shall be in accordance with Chapter 59, Article X of the Oklahoma City Municipal Code, 2020, as amended.

9.10 ..... SIGNAGE REGULATIONS

9.10.1 ..... FREESTANDING ACCESSORY SIGNS

Freestanding accessory signs will be in accordance with the base zoning district regulations.

9.10.2 ..... ATTACHED SIGNS

Attached signs will be in accordance with the base zoning district regulations.

9.10.3 ..... NON-ACCESSORY SIGNS

Non-Accessory signs shall not be permitted.

9.10.4 ..... ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)

Electronic Message Display signs shall not be permitted.

9.11 ..... ROOFING REGULATIONS

Each structure in this PUD shall have Class C roofing or better.

9.12 ..... SIDEWALK REGULATIONS

Five (5) foot sidewalks shall be constructed on the arterial street with each development parcel, or six (6) foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to the policies and procedures of the Public Works Department. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued.

9.13 ..... HEIGHT REGULATIONS

The base zoning district regulations shall regulate heights of structures in this PUD.

9.14 ..... SETBACK REGULATIONS

Unless modified herein, yard requirements in this PUD shall be the same as the base zoning district.

9.15 ..... PUBLIC IMPROVEMENTS

Public improvements shall be made by the property owner throughout the PUD as required by the City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

9.16 ..... COMMON AREAS

Maintenance of the common areas in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.

9.17 ..... SPECIFIC PLAN

A specific plan shall be required.

**10.0 ..... DEVELOPMENT SEQUENCE**

Developmental phasing shall be allowed as a part of the development of this PUD.

**11.0 ..... EXHIBITS**

The following exhibits are hereby attached and incorporated into this PUD. These exhibits are:

- Exhibit A - Legal Description
- Exhibit B - Conceptual Master Development Plan
- Exhibit C - Topography Plan

**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**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior to excavation for the exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District: Mid-Del 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**
  - b. Streets, Traffic and Drainage Maintenance**
    - 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 PUD 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) Sidewalks 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) Amend Section 9.16 Common Areas: Maintenance of the common areas, private drainage easements, and islands/medians in the development shall be the responsibility of the property owner or Property Owners Association.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Wastewater Availability**

- 1) No public wastewater service is available for the development. A private on-site wastewater disposal system is required in accordance with ODEQ rules and regulations. Applicants is responsible for obtaining all required City and ODEQ Permits. On-site wastewater disposal system must be installed by an ODEQ certified installer and inspected by ODEQ.

**Water Availability**

- 1) No water service is available for proposed development, private on-site water system is required. The developer must provide a water distribution system that is capable of supplying water to each lot or tract within the development in accordance with ODEQ and OWRB. Well permits must be obtained from OWRB and a copy of the permit must be filed with the Utilities Department. No private water source or groundwater source may be connected to any service or system connected to the City water system.

**b. Solid Waste Management**

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

**9. Planning**

**a. Comprehensive Plan Considerations**

*The subject site is within the Urban - Low Intensity (UL) Area and within an area where the Heavy Industrial (HI) Layer applies. Policies for both are listed below.*

**1) LUTA Development Policies:**

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL & HI)
- Developments should be served by urban water and sewer utility systems. (UL)
- Major and Minor Arterial frontages should be heavily landscaped. (HI)
- Buildings along Major and Minor Arterials should be held to a higher design standard. (HI)

*National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are not available on the*

*site. Water services will be provided from private well and sanitary sewer will be provided from septic / aerobic.*

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates. (UL)

*The subject site is located at the southwest corner of South Post Road and SE 59<sup>th</sup> Street, both arterial streets in the Urban Low Intensity LUTA.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The conceptual plan shows a retail strip center at the arterial intersection with a mixture of self, boat, and RV storage units spanning most of the remainder of the site, which could produce a FAR within the Urban Low Intensity LUTA. The current use of the property is soil mining, which has no FAR.*

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system. (UL)
- Limit number of dead-end streets and cul-de-sacs. (UL & HI)
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL & HI)
- Development fronting arterials should take access from intersecting streets where possible. (UL & HI)
- Primary entrance points should be aligned with access points immediately across the street. (UL & HI)
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Provide vehicular connectivity between adjacent developments. (UL)
- Horizontally mixed-use developments should have connectivity between land uses. (UL)

*The subject site currently has multiple unimproved access points. The PUD regulations propose access along South Post Road and SE 59<sup>th</sup> Street. The conceptual plan illustrates two access points along SE 59<sup>th</sup> Street and eight access points along South Post Road. The drives would be required to maintain the preferred 200-foot separation.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development. (UL & HI)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses. (UL)

*Sidewalks are not currently available on the subject site but are required along all streets by the PUD regulations.*

## STAFF REPORT

The City of Oklahoma City

Planning Commission

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- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing Agricultural or Low Intensity Residential uses or zoning, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building’s orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The PUD maintains the base I-1 District requirements for landscaping, building height and setback, all of which would trigger mitigation measures if adjacent to agricultural or residential development. The PUD requires a 6- to 8-foot wall along the PUD boundary if adjacent to a residential use.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. *The subject site is located at the southwest corner of South Post Road and SE 59th Street, both arterial streets. No compatibility issues requiring mitigation measures were identified.*

Operational Impact: The comprehensive plan calls for mitigation measures if new projects propose uses that generate noise levels above those found in typical residential settings, have detectable odors, spill light above that found in typical residential settings, or operate after 10 p.m. within proximity to residential uses. When located near residential uses, the comprehensive plan calls for containing operating effects (including noise and odor) within building walls, using vertical screening to block any mechanical equipment and service areas, and directing light away from adjacent residential areas. *The subject site and the land zoned R-1 to the west are not developed as residential, are in the Heavy Industrial Land Use Typology Layer, and within the AE-1 Overlay for Tinker Air Force Base where residential development is not permitted. No compatibility issues are identified on the west. However, potential operational impacts are identified when locating the mining use near residential uses to the east and south. The mining use is not allowed in the existing R-1 and requires a Special Permit in other districts. The Master Design Statement should incorporate the setback conditions for the use currently required by Code.*

- 3) **Service Efficiency:**
- Water: *Not Served – Potential Connectivity*
  - Sewer: *Not Served – Need for Major Investment*
  - Fire Service: *Rural Response*

- 4) **Environmentally Sensitive Areas:** The following apply to the proposed development site:
- Riparian Areas: N/A
  - Upland Forests: The subject area is within the upland forest ESA. The comprehensive plan directs to preserve the Cross Timbers and upland forests, including native understory, to the maximum extent practical. When new-growth or re-growth upland forest trees are removed during construction, trees and other native plants should be replanted on-site. New trees should be planted in clusters that mimic the original tree canopy. The comprehensive plan defines mitigation hierarchy in the following priority: 1) Avoidance and minimization, 2) Restoration, 3) Offset. *Upland Forest is identified by planokc on approximately 44 percent of the subject site. When less than 60 percent of the site is covered, the plan has a preservation goal of 100% of the forest cover, including native understory. The conceptual plan shows a future retail strip center at the arterial intersection with a mixture of self, boat, and RV storage units spanning most of the remainder of the site. The proposed layout does show a limited area of common area at the southwest corner of the site but appears to remove most of the area designated as Upland Forest. Plan conformance would be strengthened by preserving existing, healthy trees to the greatest extent possible.*
  - Vulnerable Aquifers: The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., in order to promote increased water percolation and infiltration. *Retention of Upland Forest on the site would assist with infiltration of stormwater onsite.*
- 5) **Transportation System:** This site is located at the southwest corner of South Post Road and SE 59th Street, both Minor Arterial Streets in the Urban Low LUTA. Transit (bus) service is not available nearby. Access to the City trail system is available to the south along the Draper Lake Trail.
- 6) **Other Development Related Policies**
- Encourage the integration of different land uses in urban areas [by preventing] large areas of concentration of any particular land use such as multi-family or commercial. (SU-2)
  - Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development. (SU-23)
  - Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over



commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)

- 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. (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)
- Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
- 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)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees)

into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)

- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

**b. Plan Conformance Considerations**

The subject site is located at the southwest corner of South Post Road and SE 59th Street and stretches down Post Road, in an area generally located east of South Douglas Boulevard, between I-240 and I-40. The site is zoned R-1 and currently developed with one single-family residence, located near the northern portion of the site. Land to the north, east, and west are zoned R-1. Across SE 59th, to the north, are rural residential parcels ranging from 1.8- to 4.5-acres. The southeast corner of the arterial intersection is developed with two residences, surrounded by a facility associated with Tinker Air Force Base. East of the site, further south along South Post Road, are rural residential parcels ranging from less than an acre to 3.37 acres. Abutting the site on the south are PUD-296, which is currently undeveloped but zoned for heavy industrial uses, and PUD-1184, which allows and is developed with single-family residential. Abutting the site on the west are two large undeveloped parcels and a Tinker Air Force Base facility fronting SE 59th Street. The subject site is within the Airport Environs 1 (AE-1) and 2 (AE-2) Overlay areas for Tinker Air Force Base. Development should not impact base operations.

The conceptual plan indicates development of a retail strip center and a self storage facility. However, the current use occurring on the site is soil mining. The PUD is requested to allow the existing use. If new development were to occur, the PUD allows commercial, office and light industrial uses with I-1 District base zoning. The proposed I-1 base zone is consistent with the Heavy Industrial Land Use Typology Layer and the Tinker AFB airport environs overlay, but the proposed uses trigger potential operational impacts near the residences to the north, south and across Post Road to the east. The PUD requires screening adjacent to any residential uses and requires certain commercial uses, such as drive-thru restaurants and gas stations, to be located at least 150 feet away from any residential use. The Master Design Statement should specify the standard conditions that require mining activities to be at least 200 feet from a habitable dwelling, and not permitted within 70 feet of any property line, street right-of-way line, or drainage or utility easement. Building permits for this use should include a vegetation and landscaping plan. Plan conformance would be strengthened by preserving the Upland Forest and native understory on the site to the greatest extent possible.

#### **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 Evaluations:**

1. The *Mining and Processing: Minerals and Raw Materials* use shall not be permitted within 200 feet of a habitable dwelling, provided that a caretaker's or watchman's house shall be exempt from this restriction.
2. No excavation, stockpiling of material, or accessory or incidental use of a mining operation shall be permitted within 70 feet of any property line, street right-of-way line, or drainage or utility easement.
3. Existing, healthy tree cover and native understory will be preserved to the greatest extent possible throughout the site.
4. The *Mining and Processing: Minerals and Raw Materials* use shall require a restoration plan be submitted prior to issuance of building permits and shall include the following: (1) Final proposed topography of the site after all proposed restoration is completed. (2) Proposed depth of topsoil, and a vegetation and landscaping plan. (3) A drainage plan showing the direction of all drainage during excavation and after restoration.

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

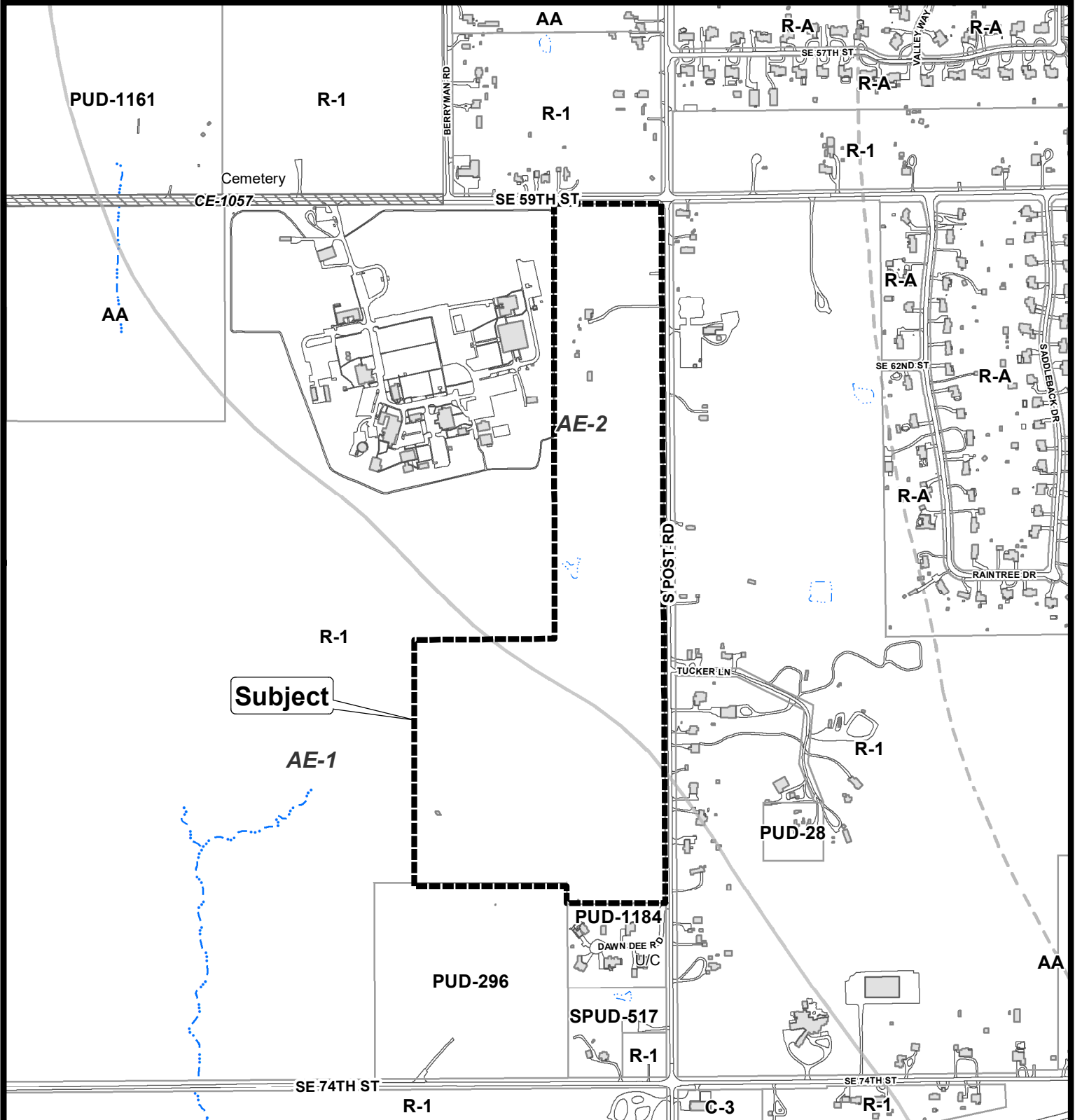
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Case No: PUD-2008

Applicant: TJK Investments, LLC

Existing Zoning: R-1/ AE-2 / AE-1

Location: 6205 S. Post Rd.



The City of  
OKLAHOMA CITY

## Planned Unit Development



0 400 800  
Feet

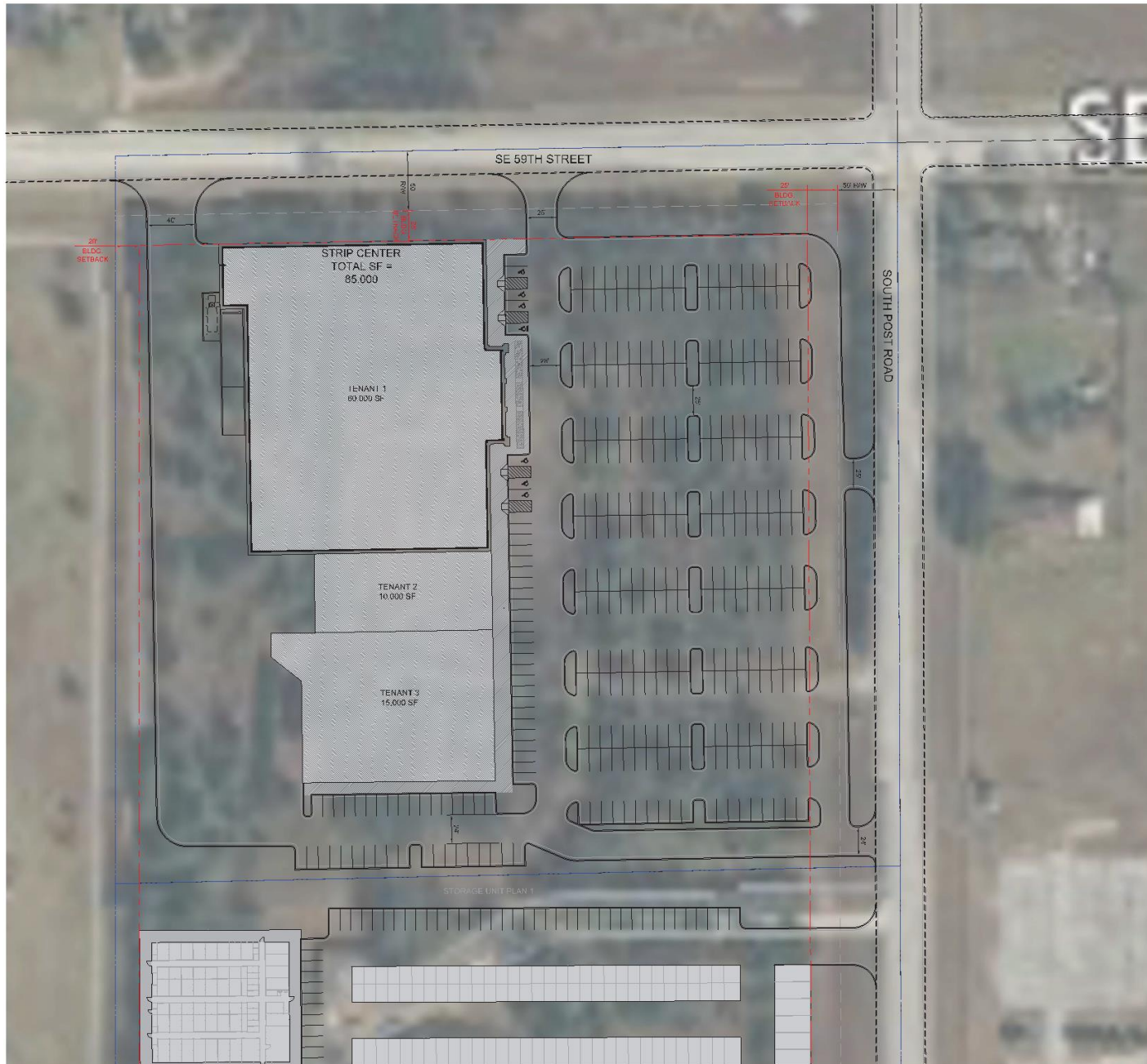
## STRIP CENTER

## OVERALL SITE CONCEPT

SE 59TH STREET & S. POST RD  
OKLAHOMA CITY, OK

PUD-2008

Exhibit B



DRAWING PREPARED MARCH 20, 2024

ORIGINAL PAPER SIZE 24X36



ENGINEERING • PLANNING • CONSULTING  
P.O. Box 14534 Oklahoma City, OK 73113  
405-778-3385  
[www.cedarcreekinc.com](http://www.cedarcreekinc.com)

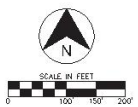




# STORAGE UNIT PLAN 1

OVERALL SITE CONCEPT  
SE 59TH STREET & S. POST RD  
OKLAHOMA CITY, OK

PUD-2008  
Exhibit B



DRAWING PREPARED MARCH 20, 2024  
ORIGINAL PAPER SIZE 24X36



# STORAGE UNIT PLAN 2

OVERALL SITE CONCEPT  
SE 59TH STREET & S. POST RD  
OKLAHOMA CITY, OK

PUD-2008  
Exhibit B



DRAWING PREPARED MARCH 20, 2024  
ORIGINAL PAPER SIZE 24X36





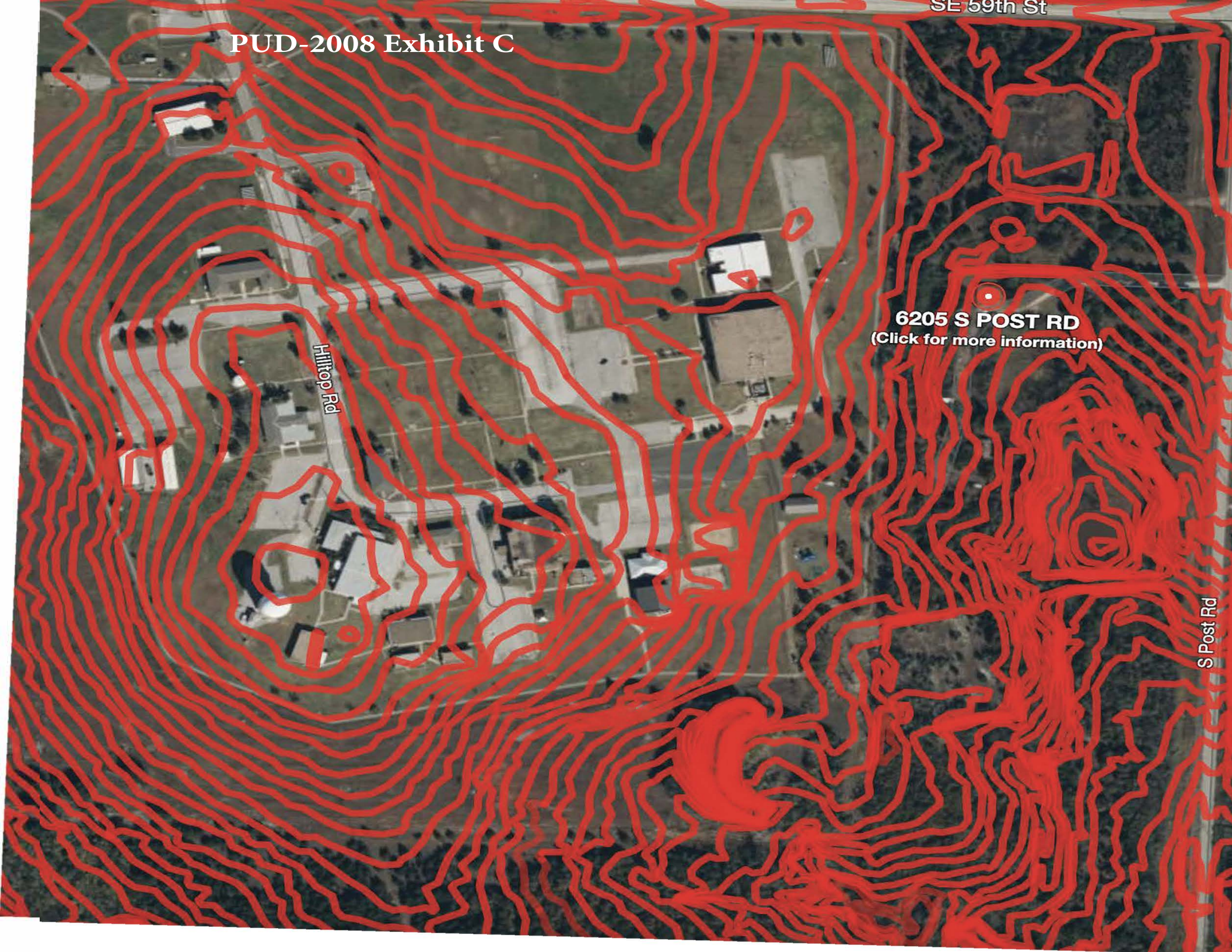
**PUD-2008 Exhibit C**

SE 59th St

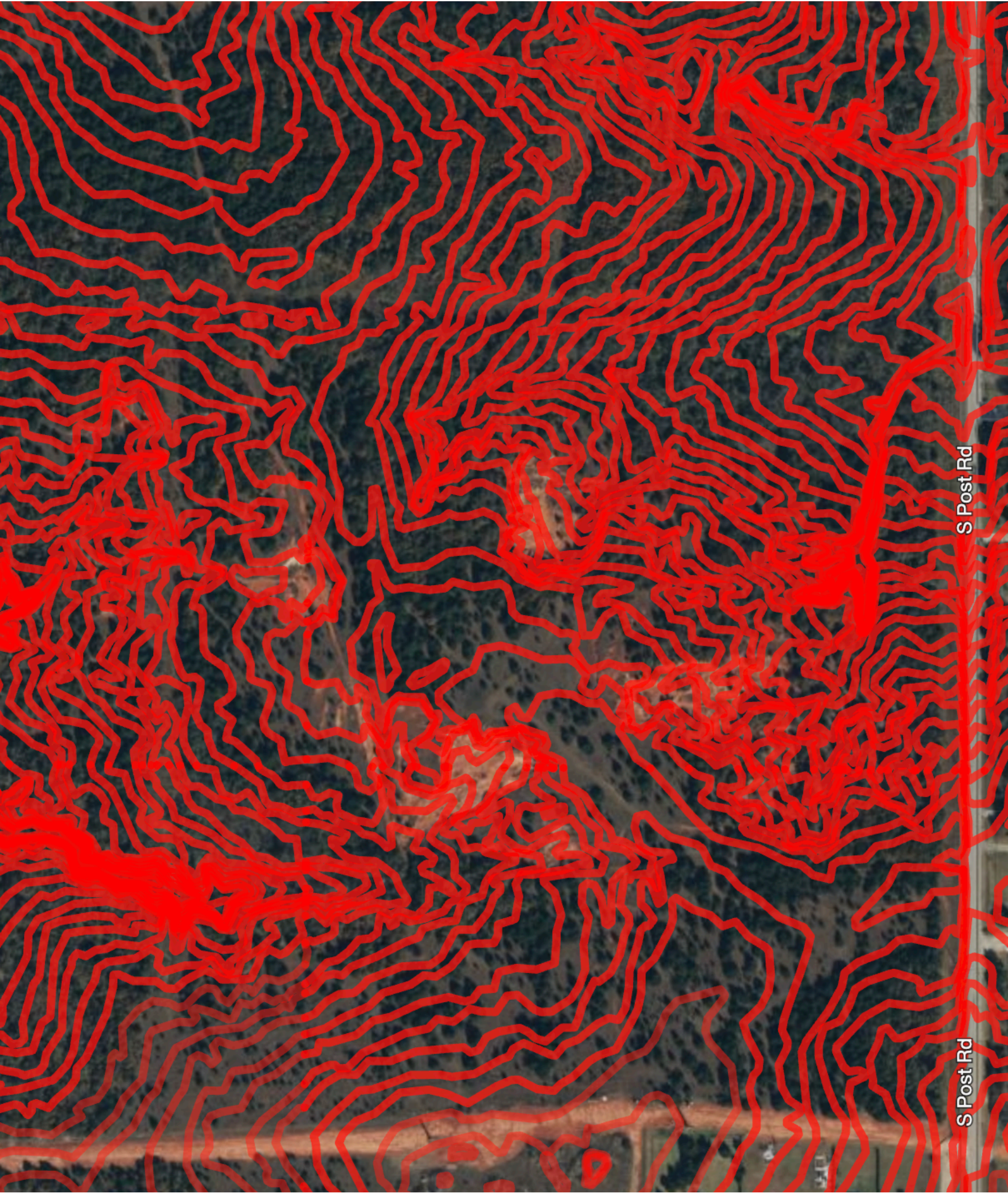
Hilltop Rd

**6205 S POST RD**  
(Click for more information)

S Post Rd







S Post Rd

S Post Rd



Case No: PUD-2008

Applicant: TJK Investments, LLC

Existing Zoning: R-1/ AE-2 / AE-1

Location: 6205 S. Post Rd.



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

## Planned Unit Development



0 400 800  
Feet