

Planning Commission Minutes
April 10, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:58 a.m. on April 7, 2025)

4. (PC-10970) Application by Garrett & Company, LLC and Gulf Exploration, LLC to rezone 7722 North Central Avenue from R-1 Single-Family Residential District to I-2 Moderate Industrial District. Ward 7.

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL.

MOVED BY PENNINGTON, SECONDED BY NOBLE

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

ABSENT: LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
April 10, 2025

Item No. IV. 4.

(PC-10970) Application by Garrett & Company, LLC and Gulf Exploration, LLC to rezone 7722 North Central Avenue from R-1 Single-Family Residential District to I-2 Moderate Industrial District. Ward 7.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

David Box
Box Law Group, PLLC
405-652-0099
david@boxlawgroup.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this request is to allow industrial development.

D. Existing Conditions

1. Size of Site: 3.22 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1	R-1	R-1/R-4	R-1	R/1-PUD-129
Land Use	Undeveloped	Church	Undeveloped/Church	Undeveloped	Utility/Warehouse

3. 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.

II. 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 Water Resources Board (OWRB)**
- 5. School District (Oklahoma City)**
- 6. Oklahoma Department of Transportation (ODOT)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire (OCFD) ***
- 4. Information Technology/Geographic Support (IT/GIS)**
- 5. Parks and Recreation**
- 6. Police (OCPD)**
- 7. Public Works**
 - a. Engineering**

Storm Sewer Availability

- 1) The Public Works Engineering staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to the applicable requirements of the Oklahoma City Municipal Code, as amended.
- 2) Storm sewers, in accordance with the City of Oklahoma City's Drainage Ordinance, will be required. For developments abutting section line roads where rainfall-runoff exceeds the capacity of the City of Oklahoma City's standard ditch detail, the installation of enclosed storm sewers and/or concrete channels will be necessary. These improvements must be positioned to provide a minimum clearance of 35 feet from the centerline of the section line road. Concrete channels must be located entirely outside the public right-of-way.
- 3) A flood/drainage study will be required to establish finished floor elevations, common lot areas, and private drainage easements. This study must be reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within private drainage easements and/or common areas must be submitted for review. Building permits will not be issued until construction is complete. For subdivisions abutting a stream, private drainage easements and/or common areas along the stream must, at a minimum, encompass the entire FEMA-mapped Zone AE and floodway within the limits of the development.
- 5) Place the following note on the plat and construction plans: *Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association and/or the adjacent property owners. 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 drainage related common areas 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 that meets the requirements specified above.*
- 6) Drainage easements shall be clearly designated as either public or private in the owner's dedication, on the plat, and/or in the plat notes.
- 7) Sediment and erosion control measures shall be provided for any construction in accordance with Oklahoma Statutes Title 27A, OAC 606 - OPDES Standards, and the City of Oklahoma City Municipal Code, as amended.

A City of Oklahoma City Land Disturbance Permit and an ODEQ Construction Permit are required for land disturbance activities exceeding one (1) acre, as specified by the above-referenced regulations. Additionally, a City of Oklahoma City Land Disturbance Permit is required for any construction activity, regardless of the amount of land disturbed, unless exempt under the ordinance.

- 8) Sidewalks shall be installed for all new construction in accordance with the Municipal Code. 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.
- 9) All private roads and streets shall have private a storm sewer system.

8. Stormwater Quality Management

9. Traffic Services *

10. Utilities

a. Wastewater Comments

1. An existing 8-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. Depending on development wastewater extension will be required.

b. Water Comments

1. An existing 8-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. Depending on development water extension will be required.

c. Solid Waste Management

No Solid Waste Management services needed.

11. Planning

a. Comprehensive Plan Considerations

1. LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available nearby.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The I-2 District regulations, along with reduced building height and increased setbacks and landscaping due to proximity to residential uses, could provide a floor to area ratio within the Urban Low Intensity LUTA.*

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.
- Limit number of dead-end streets and cul-de-sacs.
- Protect existing traditional street grid and reconnect it where possible.
- Provide vehicular connectivity between adjacent developments.
- Keep existing alleys open and functional.

The subject site does not currently have improved access. The site abuts N Central Ave and unimproved right-of-way for NW 71st Street, NW 72nd

Street, and an unimproved alley. Access cannot be specified in a base zoning request and is per Code and Subdivision Regulations.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Within parking lots, provide pedestrian access ways separated from vehicle aisles.

Sidewalks are not currently available on the subject site. Sidewalk requirements would be per Code and cannot be stipulated in a base zoning request.

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 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 proposed I-2 District would require a 25-foot side yard setback adjacent to residential uses, where the base I-2 District would typically have no side yard setback. The I-2 District would limit the height of buildings to 35 feet within 75 feet of the residential districts and require landscaping buffers and screening. The lot coverage in I-2 (100%) differs from the adjacent R-1 District (50%). Mitigation measures beyond Code requirements cannot be defined within base zoning requests. The adjacent residentially zoned property is undeveloped.*

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 proposed industrial uses would be located on a neighborhood street. This street type primarily serves residential uses, but in this area North Central Avenue serves a church and industrial uses.*

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 proposed I-2 District allows uses that could have operational impacts near residential uses or zones, including most C-3 uses except hotels, as well as light industrial, moderate industrial, manufacturing, outdoor work and storage. The proposed I-2 District would require landscaping buffers and screening adjacent to residential districts. Mitigation measures beyond Code requirements cannot be defined within base zoning requests. The adjacent residentially zoned property is undeveloped.*

3. Service Efficiency:

- Water: *Close to Service or Served*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Response*

4. Environmentally Sensitive Areas: No ESAs were identified on the site.

5. Transportation System: This site is located along the east side of North Central Avenue, a Neighborhood Street in the Urban Low LUTA. The nearest transit (bus) service is located east of the site, along North Kelley Avenue.

6. 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)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)

b. Plan Conformance Considerations

The subject site is located along the east side of North Central Avenue, generally south of East Wilshire Boulevard between North Santa Fe Avenue and North Kelley Avenue. The site is zoned R-1 and undeveloped. The site abuts unimproved right-of-way for NW 71st Street, NW 72nd Street, and an unimproved alley. Land to the north and northeast is zoned R-1 / R-4 and developed with churches. Abutting land to the east is zoned R-1 and utilized for agricultural purposes. To the southeast is a 9.7-acre parcel primarily utilized for

agricultural purposes with a single-family residence fronting NE 73rd Street. South of the site is a 4.4-acre undeveloped parcel zoned R-1. Further south, along North Central Avenue, is R-1 zoned land which is included in a separate application to rezone to the I-2 District. Across North Central Avenue, to the west, is an OG&E facility zoned PUD-129 which was approved in 1983 with O-2 and I-2 bases in order to develop the facility, and an R-1 parcel developed with a small grouping of oil storage tanks.

The proposed I-2 District allows uses that could have operational impacts near residential uses or zones. In this case, the adjacent residential zoned properties are undeveloped, but the I-2 District would require landscaping buffers and screening adjacent to them. The proposed zoning is consistent with the facility to the west.

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.

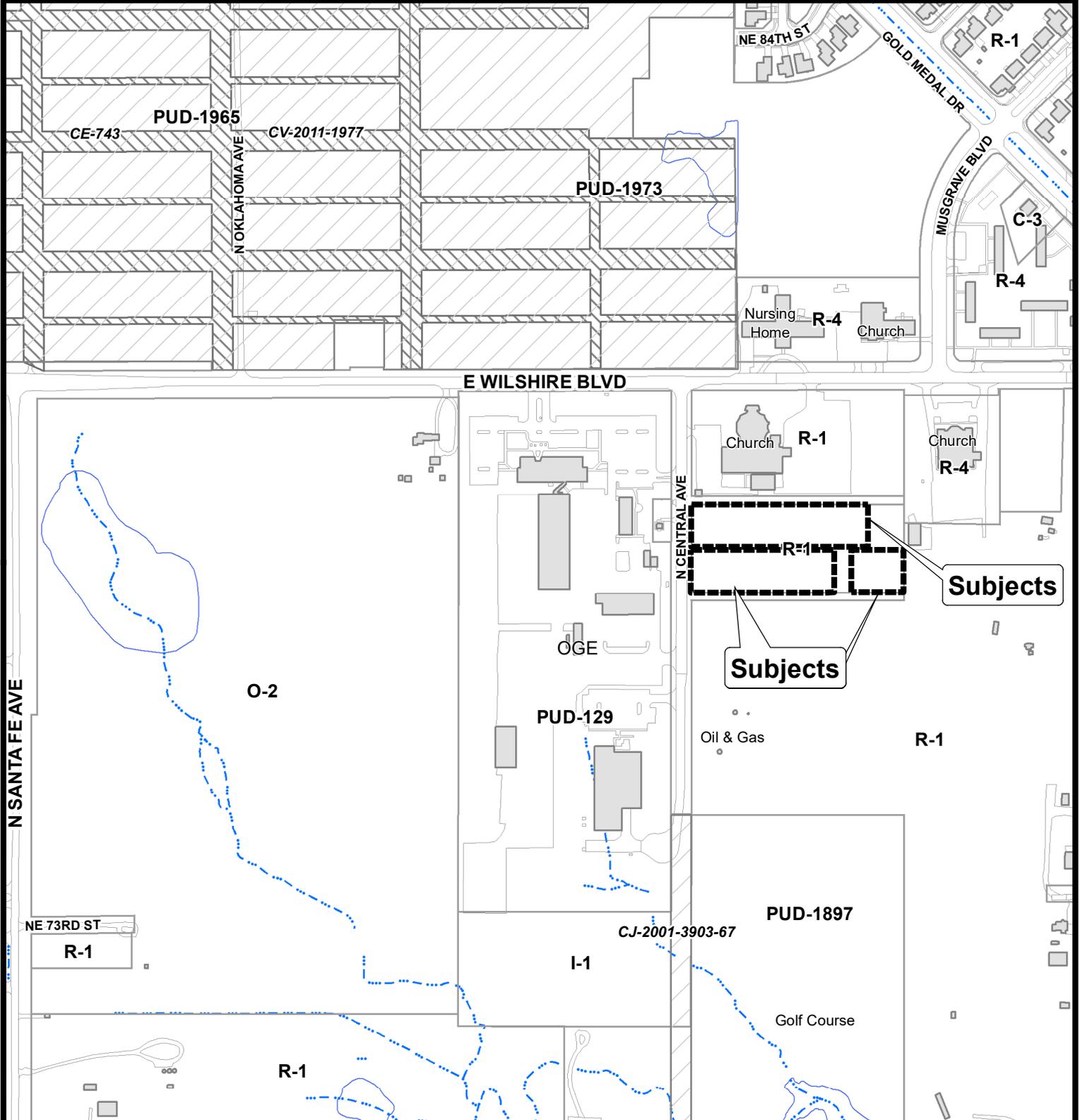
gjh

Case No: PC-10970

Applicant: Garrett & Company, LLC and Gulf Exploration, LLC

Existing Zoning: R-1 Proposed zoning: I-2

Location: 7722 N. Central Ave.



The City of OKLAHOMA CITY

Rezoning Application



0 200 400 Feet

Case No: PC-10970

Applicant: Garrett & Company, LLC and Gulf Exploration, LLC

Existing Zoning: R-1 Proposed zoning: I-2

Location: 7722 N. Central Ave.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Rezoning Application



0 200 400
Feet