



STAFF REPORT
The City of Oklahoma City
Planning Commission
June 12, 2025

Item No. IV. 25.

(SPUD-1739) Application by Cedars Group, LLC to rezone 1701 South Mustang Road from PUD-1117 Planned Unit Development District to SPUD-1739 Simplified Planned Unit Development District. Ward 3.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name William T Jester Jr
Company Jester Built Homes LLC
Phone 405-371-9066
Email bjesterhomesinc@gmail.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this request is to allow commercial uses, specifically a winery and uses accessory to a winery, including bottling and tasting/on-site consumption of wine bottled on site.

D. Existing Conditions

1. Size of Site: 1.88 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	PUD-1117	PUD-1117	PUD-1117	PUD-1117	PUD-770
Land Use	Mixed-Use	Mixed-Use	Retail	Undeveloped	Storage

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. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the use and development regulations of the **C-3 Community Commercial District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

In addition to all C-3 District uses, the following uses will also be permitted on this site:

(8350.8) Light Industrial, limited to a winery and uses accessory to a winery, including bottling and tasting/on-site consumption.

The following uses are prohibited:

(8250.12) Light Public Protection and Utility: Restricted
(8250.14) Low Impact Institutional: Neighborhood Related
(8250.15) Moderate Impact Institutional
(8250.5) Cultural Exhibits
(8250.4) Community Recreation: Restricted
(8250.2) Community Recreation: General
(8250.18) Residential Facility for Drug or Alcohol Treatment Centers
(8300.13) Automotive: Parking Lot
(8300.12) Automotive: Parking Garage
(8300.30) Communications Services: Towers
(8300.42) Funeral and Interment Services: Cremating
(8300.43) Funeral and Interment Services: Interring
(8300.6) Animal Interment Services
(8300.48) Laundry Services
(8300.56) Participant Recreation and Entertainment: Outdoor
(8300.67) Spectator Sport and Entertainment: General
(8300.3) Adult Entertainment

2. **Maximum Building Height:** 35 feet and two (2) stories
3. **Maximum Building Size:** Per Code
4. **Maximum Number of Buildings:** Per Code

5. Building Setback Lines

Front Yard: Per Code.

Rear Yard: Per Code.

Side Yard: Per Code.

Corner Side Yard: Per Code.

6. Sight-proof Screening:

Sight proof screening will be required along the west property line if adjacent to residential uses.

7. Landscaping:

Per Code.

8. Signs:

Signage within this SPUD shall be per Code except that Off-Premise / Billboard signs and EMD signs shall be prohibited.

9. Access:

Shall be from the existing drive from S. Mustang Road.

II. Other Development Regulations:

1. Architecture:

Exterior building wall finish on all structures shall consist of a minimum 70% brick veneer, masonry, rock, stone, stucco, or wood, or other similar type finish. A maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

2. Open Space:

Per Code.

3. Street Improvements:

Not required.

4. Site Lighting: Per Code.

5. Dumpsters:

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 SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

6. Parking:

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

7. Maintenance:

Maintenance of the common areas, private drainage easements, private drives, and islands/medians in the development shall be the responsibility of the property owner.

8. Drainage:

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

III. Supporting Documents

Exhibit A: Legal Description

Exhibit B: Site 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 (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(s): Mustang**
- 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 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. A flood study will be required to demonstrate that there is no rise in the 100-year rainfall runoff, as established by the Federal Emergency Management Agency (FEMA) and the City of Oklahoma City, when comparing pre-development and post-development conditions.
5. The subject property is located within a FEMA-designated Zones A and AE (100-year floodplain). As a result, minimum finished floor elevations must be established for each lot within or adjacent to the floodplain. These elevations must be based on the 100-year water surface elevation, as determined by either the City of Oklahoma

City urbanized study or the FEMA study—whichever is more restrictive or imposes higher standards—plus one (1) foot. The Public Works Department’s Engineering staff must review and approve these elevations prior to any development.

6. A Floodplain Activity Permit must be submitted along with plans for any work proposed within 200 feet of a mapped FEMA Zone AE floodplain.
7. 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.
8. 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.*
9. 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.
10. 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.

11. 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.
12. All private roads and streets shall have a private storm sewer system.

b. Stormwater Quality Management

c. Traffic Services *

8. Utilities

a. Solid Waste Management

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

b. Water Availability

1. An existing 6-inch/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 more than 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.

c. Wastewater Availability

1. An existing 24-inch wastewater main(s) is located adjacent to the subject site(s).
2. Line capacity is not guarantee 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.

9. 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 on or near the site.

Location:

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

The subject site is located off South Mustang Road, an arterial street 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 current FAR of the site is 0.183. No changes are proposed to the site except to allow a winery in an existing suite.*

Automobile Connectivity:

- 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.
- Horizontally mixed-use developments should have connectivity between land uses.

The subject site is part of a existing commercial center and access is not proposed to change.

Pedestrian Connectivity:

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

Sidewalks are currently available adjacent to the existing structure and along the west side of South Mustang Road. No changes to the pedestrian network are proposed or required.

- 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 office or retail uses or zoning, there are no potential compatibility issues identified by the comprehensive plan.
- 3) **Service Efficiency:**
 - Water: *Served*
 - Sewer: *Fully Served*
 - Fire Service: *Urban Response*
- 4) **Environmentally Sensitive Areas:** The following apply to the proposed development site:
 - Riparian Areas: N/A
 - Upland Forests: N/A
 - 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., to promote increased water percolation and infiltration.

5) Transportation System: This site is located off South Mustang Road, a Major Arterial Street in the Urban Low LUTA. Transit (bus) service is not available nearby.

6) Other Development Related Policies

- 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)
- Limit driveways on arterials and collectors and increase connections between
- Share parking between contiguous developments. (C-31)

b. Plan Conformance Considerations

The subject site is located off South Mustang Road, south of SW 15th Street. The site is developed with a retail center and zoned as part of PUD-1117. The existing PUD was approved in 2005 for office and commercial use. Land to the north has been developed as office / retail and a gas station and would remain zoned as part of PUD-1117. Land to the east, between the site and South Mustang Road, is developed with an auto parts store, with additional undeveloped land to the southeast and south, which would also remain zoned as part of PUD-1117. Abutting to the west are PUD-770 (2000) and PUD-1214 (2007) which are developed as self and RV / boat storage.

The SPUD is requested to modify the existing PUD to allow a suite within the retail center to add a winery and taproom to the site. The SPUD regulations add the Light Industrial use, limited to a winery and uses accessory to a winery, including bottling and tasting / on-site consumption. The SPUD includes uses and regulations from the existing PUD as applicable to maintain consistency with the original intent of the development.

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.

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