

Planning Commission Minutes
November 14, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:43 a.m. on November 12, 2024)

21. (PUD-2034) Application by TB Holdings, LLC to rezone 3333 West Hefner Road from PUD-490 Planned Unit Development, SPUD-558 Simplified Planned Unit Development, SPUD-1046 Simplified Planned Unit Development, CUP-58 Community Unit Plan, R-4 General Residential Districts and LHPSC Lake Hefner Parkway Scenic Corridor to PUD-2034 Planned Unit Development District and LHPSC Lake Hefner Parkway Scenic Corridor. Ward 8.

Technical Evaluation:

1. Remove the following uses as permitted uses: *8300.14 Automotive and Equipment: Cleaning and Repairs, Light Equipment*; and *8300.18 Automotive and Equipment: Automobile Dealerships and Malls*
2. Delete the following from the Master Design Statement: The existing signage shall be permitted to remain and deemed to conform to applicable regulations.
3. Amend Section 9.12 Sidewalk Regulations to include: Any repair or replacement of existing sidewalks, if required, shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this PUD.
4. Amend the regulations in Tract 2 to address the conditions in the existing SPUD-1046.

The applicant was present. There was a protesters present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.

MOVED BY NOBLE, SECONDED BY MEEK

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

ABSENT: PRIVETT



STAFF REPORT
The City of Oklahoma City
Planning Commission
November 14, 2024

Item No. IV. 21.

(PUD-2034) Application by TB Holdings, LLC to rezone 3333 West Hefner Road from PUD-490 Planned Unit Development, SPUD-558 Simplified Planned Unit Development, SPUD-1046 Simplified Planned Unit Development, CUP-58 Community Unit Plan, R-4 General Residential Districts and LHPSC Lake Hefner Parkway Scenic Corridor to PUD-2034 Planned Unit Development District and LHPSC Lake Hefner Parkway Scenic Corridor. Ward 8.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

David Box
Williams, Box, Forshee & Bullard, P.C.
405-232-0080
dmbox@wbflaw.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this application is to allow additional commercial uses including an automotive dealership.

D. Existing Conditions

1. Size of Site: 9.7 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	PUD-490 / SPUD-558 / SPUD-1046 / R-4	R-4	R-4	R-1	R-4
Land Use	Fitness Center	Residential	Residential	Undeveloped	Residential

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 PUD APPLICATION

8.1.....USE AND DEVELOPMENT REGULATIONS

The development regulations of the **C-3 Community Commercial District and Lake Hefner Parkway Scenic Corridor** shall govern this PUD, except as herein modified.

The following uses shall be the only uses permitted by right within this PUD:

- 8300.1 Administrative and Professional Offices
- 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
- 8300.14 Automotive and Equipment: Cleaning and Repairs, Light Equipment
- 8300.18 Automotive and Equipment: Automobile Dealerships and Malls
- 8300.23 Building Maintenance Services
- 8300.24 Business Support Services
- 8300.25 Child Care Centers
- 8250.2 Community Recreation: General
- 8250.3 Community Recreation: Property Owners Association
- 8300.32 Convenience Sales and Personal Services
- 8200.2 Dwelling Units and Mixed Uses
- 8300.37 Eating Establishments: Sitdown
- 8300.38 Eating Establishments: Sitdown, Alcohol Permitted
- 8300.41 Food and Beverage Retail Sales
- 8250.11 Library Services and Community Centers
- 8250.14 Low Impact Institutional: Neighborhood-Related
- 8200.5 Low Impact Institutional: Residential-Oriented
- 8300.52 Medical Services: General
- 8200.12 Multiple-Family Residential
- 8300.55 Participant Recreation and Entertainment: Indoor
- 8300.59 Personal Services: Restricted
- 8300.63 Retail Sales and Services: General
- 8300.69 Spectator Sports and Entertainment: Restricted

In addition to the uses permitted above, the following uses shall also be permitted by right within Tract 2, described in the attached Exhibit A-1, only:

- 8300.54 Outdoor Sales and Display, and Outdoor Storage
[limited to food truck court]
- 8300.56 Participant Recreation and Entertainment: Outdoor

9.0.....SPECIAL CONDITIONS

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

9.1.....FAÇADE REGULATIONS

The existing structures shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, exterior building wall finish on all structures shall consist of a minimum 70% brick veneer, masonry, architectural metal, rock, stone, stucco, or wood, or other similar type finish. No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. Exposed concrete block buildings shall not 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

Per the base zoning district.

9.5 SUBDIVISION REGULATIONS

Subdivision shall be in accordance with the Subdivision Regulations, as amended.

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 in accordance with the Oklahoma City Municipal Code, 2020, as amended, and shall be placed no closer than 50 feet from all property lines abutting or 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

Existing access, consisting of ingress and egress drives off of W. Hefner Rd. and one (1) access drive off of NW 112th Terr., shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new access drive, said drive shall conform to applicable regulations.

9.9 PARKING REGULATIONS

The existing parking shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, 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

The existing signage shall be permitted to remain and deemed to conform to applicable regulations. In the event of additional signage, the following shall apply:

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 OFF-PREMISE SIGNS

Off-Premise / Billboard signs are prohibited.

9.10.4 ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)

Electronic Message Display signs will be prohibited.

9.11 ROOFING REGULATIONS

Roofing shall conform to the adopted building code at the time of development for Class C roofing or better.

9.12 SIDEWALK REGULATIONS

The existing sidewalk along W. Hefner Rd. shall be permitted to remain and deemed to conform to applicable regulations.

9.13 HEIGHT REGULATIONS

The base zoning district regulations shall regulate height within this PUD.

9.14 SETBACK REGULATIONS

The existing setbacks shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, yard requirements shall conform to 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, private drainage easements, and islands / medians 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 – Overall Legal Description
- Exhibit A-1 – Tract 2 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 (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): Oklahoma City**
- 7. Oklahoma Department of Transportation (ODOT):**

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 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) 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) Amend Section 9.12 Sidewalk Regulations to include: Any repair or replacement of existing sidewalks, if required, shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this PUD.

b. Stormwater Quality Management

c. Traffic Services *

8. Utilities

a. Engineering

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability *

Wastewater Availability*

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways.
- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

Floodway is present on the subject site. The development is required to comply with all City, State, and Federal requirements within the floodway. Public water and sewer are available.

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

The subject site is located along West Hefner 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. UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family, and 15 to 30 dwelling units per acre for multifamily. *The current floor to area ratio of the site is approximately 0.18. The PUD regulations could provide for continued development within or below the Urban Low Intensity LUTA range. The PUD includes the multifamily residential use within the PUD but does not provide details about the proposed use.*

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.
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- 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 PUD requests to maintain the existing access points.

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 required along arterial streets.

- 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 “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 PUD would change the base bulk regulations to C-3 and eliminate the increased setbacks and landscaping approved on at least a portion of the site.*

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 has one driveway onto W Hefner Road, and a driveway in the rear to NW 112th Terrace.*

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 PUD is requested specifically for an automobile dealership and a potential retail/restaurant use. Auto sales are not established on Lake Hefner Parkway. Auto sales and auto repair uses should be removed.*

- 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: Riparian areas are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *Riparian area is present on the west side of the subject site, in the form of floodway for Dry Creek. The development is required to comply with all City, State, and Federal requirements within the floodway. The conceptual plan for the site illustrates that development would remain outside the floodway area.*
 - Upland Forests: N/A
 - Vulnerable Aquifers: N/A
- 5) Transportation System:** This site is located along the north side of West Hefner Road, a Major Arterial Street in the Urban Low LUTA. Transit (bus) service is not available nearby. According to Streetlight data, last collected in 2022, West Hefner Road had 19,081 average daily trips, with a capacity of 22,000.
- 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. 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)
 - Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)

- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- 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)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-11)
- 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)

b. Plan Conformance Considerations

The subject site is located along the north side of West Hefner Road, and on the east side of Lake Hefner Parkway. It is developed as a fitness center, and has an outdoor recreation area in the back. To the north and east are condos/townhomes. To the south across Hefner Road is open land zoned R-1. On the other side of the highway are offices uses. The Lake Hefner Parkway corridor is primary zoned and developed with residential, office, and recreational uses. May Avenue is a little over one-half mile to the east.

The subject site is zoned within multiple zoning districts. PUD-490 covers most of the site and includes the two buildings and front parking lot. It was approved in 1995 with an R-4 base with the uses for a fitness center and accessory commercial uses added. A

small residual piece of R-4 land abuts the PUD. Along the Lake Hefner Parkway frontage is a narrow SPUD-558, approved in 2010. That SPUD maintains the R-4 base but limits the uses to only a drive-through restaurant (sno-cones), within a building up to 600 square feet. Walking /jogging trails and ropes courses were also allowed. In 2018, the back (northeast) 0.93 acre of the site was zoned to SPUD-1046 to allow outdoor recreation and a food truck. That SPUD allows a max of two buildings up to 800 square feet, maximum one story and 20 feet tall. The SPUD requires setbacks of 50 feet from the north, south and west property lines, a 20-foot landscape buffer on the east, access to be from the front/main development with limits on when the gate to the north can be open, limits hours of operation, and prohibits generators. Finally, the Lake Hefner Parkway Scenic Corridor was adopted earlier this year and prohibits billboards along a Lake Hefner Parkway, including the subject site. The proposed rezoning would not modify the scenic corridor.

This application would rezone all of the above into a new PUD with a C-3 base, adding many commercial uses not currently permitted. Specifically, the PUD seeks to convert the site, including the eastern building, to an automobile dealership. It was unclear at the time of review what the building would be used for – a showroom, auto repair, offices, etc. The fitness center is planned to stay in the northern building.

While located on an arterial street and near a highway on-ramp, all surrounding uses and zoning are residential. The introduction of some commercial uses may be appropriate on an arterial and near a highway on-ramp, the auto sales and accessory or standalone auto repair is not consistent with the surrounding area. The Master Design Statement has been modified since first submitted to address staff's suggestion that a second tract be created for the existing outdoor recreation area, and the originally negotiated terms of SPUD-1046 be incorporated. The PUD does create a Tract 2 but does not include all terms, and instead of limiting the uses to only those in the SPUD, requests to add all uses in Tract 1, plus those allowing the outdoor recreation and restaurant/bar. The conceptual plan has been updated to indicate the two tracts, and now illustrates a possible retail/restaurant use on the property along with the auto sales and fitness center. Access is limited, so it appears visitors to the restaurant or gym would drive through the auto lot.

Auto sales is normally a Special Permit application in the C-3 District. In this case, the site could not meet the conditions for approval due to the proximity of the R-1 zoning to the south. The auto sales use and auto repair uses should be removed as permitted uses. In addition, a PUD and SPUD cannot be used to get less restrictive signs than would be allowed per Code, so the statement allowing all signs to remain and deemed to conform to applicable regulations also needs to be removed. One of the buildings has a sign painted on the roof and zoning staff is unable to determine if it would be allowed in the new sign code effective in March 2024. The new sign code describes nonconformities.

Finally, the MDS should be modified to address the conditions (uses, setbacks, landscaping, hours, access, generators, etc.) imposed on the current outdoor recreation 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 subject to the following Technical Evaluations:

1. Remove the following uses as permitted uses: 8300.14 *Automotive and Equipment: Cleaning and Repairs, Light Equipment*; and 8300.18 *Automotive and Equipment: Automobile Dealerships and Malls*
2. Delete the following from the Master Design Statement: The existing signage shall be permitted to remain and deemed to conform to applicable regulations.
3. Amend Section 9.12 Sidewalk Regulations to include: Any repair or replacement of existing sidewalks, if required, shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this PUD.
4. Amend the regulations in Tract 2 to address the conditions in the existing SPUD-1046.

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

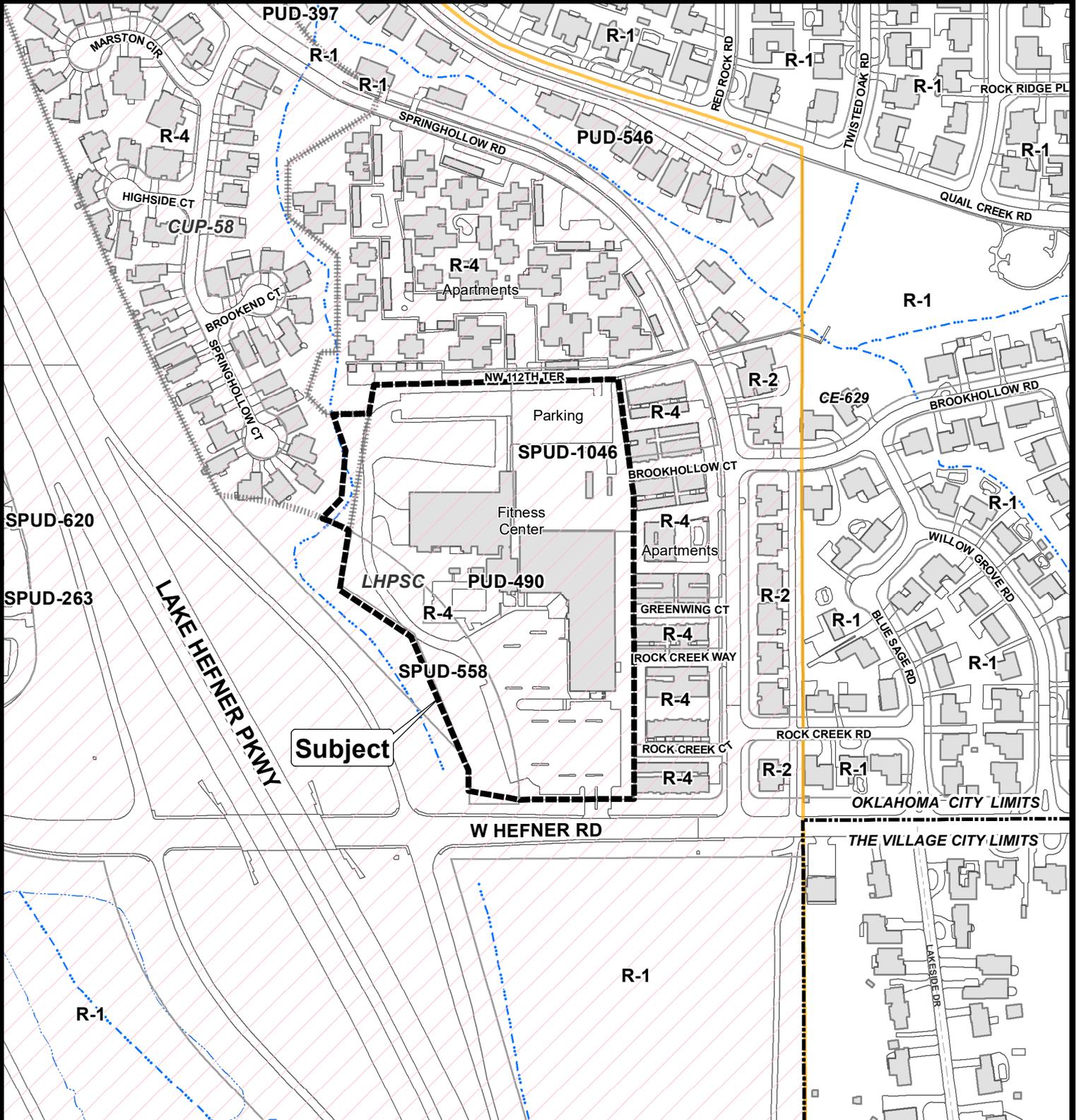
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Case No: PUD-2034

Applicant: TB Holdings, LLC

Existing Zoning: PUD-490 / SPUD-558 / SPUD-1046 / R-4 / CUP-58 / LHPSC

Location: 3333 W. Hefner Rd.



The City of
OKLAHOMA CITY

Planned Unit Development



0 150 300
Feet





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Existing Zoning: PUD-490 / SPUD-558 / SPUD-1046 / R-4 / CUP-58 / LHPSC

Location: 3333 W. Hefner Rd.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Planned Unit Development



0 150 300
Feet