

Planning Commission Minutes
January 23, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:30 a.m. on January 21, 2025)

18. (SPUD-1683) Application by The L & H Family Limited Partnership, China Town, Inc. and Larry Lee to rezone 1229 NW 26th Street from SPUD-913 Simplified Planned Unit Development, UD Urban Design and CBO Classen Boulevard Overlay Districts to SPUD-1683 Simplified Planned Unit Development, and UD Urban Design Overlay Districts. Ward 2.

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL.

MOVED BY POWERS, SECONDED BY MEEK

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



STAFF REPORT
The City of Oklahoma City
Planning Commission
January 23, 2025

Item No. IV. 18.

(SPUD-1683) Application by The L & H Family Limited Partnership, China Town, Inc. and Larry Lee to rezone 1229 NW 26th Street from SPUD-913 Simplified Planned Unit Development, UD Urban Design and CBO Classen Boulevard Overlay Districts to SPUD-1683 Simplified Planned Unit Development, and UD Urban Design Overlay Districts. Ward 2.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name Sam Gresham
Company Sam Gresham Architects
Phone 405-842-2998
Email sam@samgreshamarchitect.com

B. Case History

This application was deferred from the December 12, 2024, Planning Commission hearing date.

C. Reason for Request

The purpose of this application is to permit retail and restaurant development including a grocery store.

D. Existing Conditions

1. Size of Site: 2.3 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	SPUD-913	NB/R-2	NB/R-2	NB	NB
Land Use	Grocery	Retail/Res.	Und./Res.	Retail	Rest./Cleaners

3. Comprehensive Plan Land Use Typology Area: Urban – Medium (UM)

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include “infill” developments on

vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

Comprehensive Plan Land Use Typology Layer: Transit – Orientated (TO)

The TO layer encourages higher density development, higher levels of transportation system connectivity, and concentrations of housing and commercial activity around areas designated as mass transit stops. The intent is to create unique, mixed-use districts with housing and employment opportunities around the City’s future transit network. TO areas are characterized by a walkable environment, close proximity of buildings, and minimal land used for parking. These nodes of high intensity may be located within lower-intensity areas. Construction at higher intensity maximizes efficiency of the current and future transit system and minimizes reliance on private automobiles. The TO layer is applied within 1/4 mile of a node identified on the Land Use Plan.

Comprehensive Plan Land Use Typology Layer: Urban Commercial (UC)

The UC layer encourages the concentration of small-scale retail, office and service businesses in locations that serve as hubs for neighborhood and city-wide consumer activity. The UC designation applies to development within one block of the designated corridor. UC designates strategic areas where the creation or revitalization of a commercial district will drive revitalization and an increase in property value in surrounding neighborhoods. Office and multifamily residential uses are highly desirable uses within UC areas, as they generate market demand for retail, incorporate walkable environments, and create synergies that encourage full utilization of land. Heavy industrial uses are not compatible with the character and purpose of the UC designation.

II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **NB Neighborhood Business District and UD Urban Design Overlay District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

Dwelling Units and Mixed Use (8200.2)
Administrative and Professional Office (8300.1)
Adult Day Care Facilities (8300.2)
Animal Sales and Services: Grooming (8300.8)
Animal Sales and Services: Kennel and Veterinary, Restricted (8300.11)
Child Care Centers (8300.25)
Convenience Sales and Personal Services (8300.32)
Drinking Establishments: Sitdown, Alcohol Permitted (8300.33) subject to Special Permit Approval.
Eating Establishments: Sitdown, Alcohol Permitted (8300.38)
Food and Beverage Retail Sales (8300.41)
Low Impact Institutional: Neighborhood-Related (8250.14)
Medical Services: General (8300.52)
Medical Services: Restricted (8300.53)

Alcoholic Beverage Retail Sales (8300.5)
Personal Services: General (8300.58)
Personal Services: Restricted (8300.59)
Repair Services: Consumer (8300.61)
Retail Sales and Services: General (8300.63)
Automotive: Parking Lots as a Principal Use (8300.13)

- 1.1 Minimum Lot Size:** As per Base Zoning and Urban Design Overlay District.
- 1.2 Minimum Lot Width:** As per Base Zoning and Urban Design Overlay District.
- 2. Maximum Building Height:** As per Base Zoning and Urban Design Overlay District
- 3. Maximum Building Size:** As per Base Zoning and Urban Design Overlay District
- 4. Maximum Number of Buildings:** As per Base Zoning and Urban Design Overlay District
- 5. Building Setback Lines:** As per Base Zoning and Urban Design Overlay District
- 6. Sight-proof Screening:** No less than a six-foot and no greater than an eight-foot fence or wall shall be required along the East property boundary. Said wall shall be constructed of stucco, brick, stone, wood, or iron and/or any combination thereof.
- 7. Landscaping:** The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.
- 8. Signs:**
 - 8.1 Free standing signs:** As per Base Zoning and Urban Design Overlay Districts, except that no pole signs will be permitted.
 - 8.2 Attached signs:** As per Base Zoning and Urban Design Overlay District.
 - 8.3 Off-Premise Signs / Billboards:** As per Base Zoning and Urban Design Overlay District.
 - 8.4 Electronic Message Display signs:** Shall be prohibited within this SPUD.

9. **Access:** There shall be one (1) access point from North Classen Boulevard, up to four (4) access points from NW 27th Street, and one (1) access point from NW 26th Street, sized and separated in accordance with the City of Oklahoma City Municipal Code and Public Works policy and procedure at the time of development. Unused access must be removed, curbed, and landscaped.
10. **Sidewalks:** Five-foot sidewalks shall be constructed on North Classen Boulevard, NW 26th Street, and NW 27th Street prior to any occupancy certificates being issued. Six-foot sidewalks shall be constructed if the sidewalk is constructed adjacent to the curb, subject to the policies and procedures of the Public Works Department.

II. Other Development Regulations:

1. Architecture:

Shall be subject to the review and approval of a Certificate of Approval by the Urban Design Commission, as per the Base Zoning and Urban Design Overlay District

2. Open Space: Not Applicable.

3. Street Improvements: Not Applicable.

4. Site Lighting: Shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

5. Dumpsters: Dumpsters shall be consolidated and located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public view and shall be placed no closer than 25 feet from all property lines adjacent to residential zoning/use. The existing cardboard box compactor shall be allowed to remain as currently installed location. Any new or replacement compactors shall be in accordance with this section.

6. Parking: The design and number of all off-street parking facilities provided in this SPUD shall be in accordance with Chapter 59, Article X of the Oklahoma City Municipal Code, 2020, as amended. On-street parking is subject to Traffic Commission Approval and Public Works policies, and procedures.

7. Maintenance: Maintenance of all common areas, private drainage easements, and islands/medians in the development and maintenance of all amenities located within the common areas shall be the responsibility of the owner(s) of said property. 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.

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

9. Other: Not Applicable.

III. Supporting Documents

Exhibit A: Legal Description
Exhibit B: Master Development Plan
Exhibit C: Existing Site Plan
Exhibit D: Renderings
Exhibit E: Survey

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 ***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**

6. Police

7. Public Works

a. Engineering

Storm Sewer Availability

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this SPUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 8) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

- 11) Amend Section II.5 Common Areas: Maintenance of all common areas, private drainage easements, and islands/medians in the development and maintenance of all amenities located within the common area shall be the responsibility of the owner(s) of said property. 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 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.
- 12) Add Section II.5 Drainage Regulations: Drainage improvements will be in accordance with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

b. Streets, Traffic and Drainage Maintenance

c. Stormwater Quality Management

d. Traffic Services

All existing and proposed on street angle parking shall require review and approval thru the Oklahoma City Traffic and Transportation Commission. All on street angle parking shall be designed and constructed in accordance with Oklahoma City Municipal Code section 32-303.

8. Utilities

a. Engineering

Paving

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability

- 1) An existing 6" 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.

Wastewater Availability

- 1) An existing 8" 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.

9. Planning

a. Comprehensive Plan Considerations

The site is within the Urban Medium (UM) LUTA and in an area where the Transit Oriented (TO) and Urban Commercial (UC) Layers apply. Policies for each are listed below:

1) LUTA Development Policies:

Site Design and Building Form:

- Maintain historical lot and block sizes where possible and appropriate. (UM)
- Utilize Best Management Practices (BMP) for stormwater. (UM)
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape. (UM)
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest. (UM)
- Building setbacks, access points, and other criteria as defined in the Street Typology section are to be applied as appropriate. (UC)
- Encourage all buildings fronting a designated corridor or node to have ground floor space for retail or service businesses. (UC)
- All signage should be designed to provide visual coherency, which includes a consistent and cohesive pattern of materials, lighting, and height. (UC)
- Project design should accommodate easy travel by walking, biking, and transit to the transit stop. (TO)
- Uses should share parking to minimize land area used for parking. (TO)
- Development should complement the goal of a mixed-use “village” environment around major stops or stations to provide easy access to multiple destinations including jobs, shopping, entertainment, and recreation. (TO)
- Incorporate shallow building setbacks and wide sidewalks to accommodate pedestrian activity. (TO)
- Customer-oriented development that exceeds traffic compatibility ranges may be allowed, provided that the impacts are mitigated using strategies contained in the compatibility matrix. (TO)
- Developments should have direct pedestrian access on each block face that they occupy. (TO)
- Create and maintain small block sizes. (TO)

Location:

- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved. (UM)

Density: The non-residential Floor to Area Ratio (FAR) range for the UM LUTA is 0.4 to 1.2 with a typical FAR of 1, the TO Layer is a minimum of 0.5, and may exceed 1.2, and the UC Layer has a minimum of 0.5, and may exceed 1.2.

The SPUD is requested for commercial uses, specifically a new grocery store. The SPUD utilizes the base NB and Urban Design Overlay District requirements for setbacks, building and lot size, lot coverage, and maximum building height. Design review will be required. The existing FAR of the site is 0.22. The SPUD regulations could provide a FAR within or below the Urban Medium, Urban Commercial, and Transit Oriented ranges. National, state, and local permitting require basic best management practices for stormwater management.

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network. (UM)
- Protect existing traditional street grid and reconnect it where possible. (UM)
- Keep alleys open and functional. (UM)
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points. (UM / UC / TO)
- Development fronting arterials should take access from intersecting streets where possible. (UM)
- Primary entrance points should be aligned with access points immediately across the street. (UM)
- Reduce the size of private parking lots through shared parking agreements. (UC)
- Customer-oriented uses are encouraged to take access off of Connector and Neighborhood streets that intersect with Major or Minor Arterials. (UC)
- Connect the vehicular and pedestrian networks between individual developments. (TO)

The subject site currently has 2 improved curb cuts and street parking along North Classen Boulevard, additional street parking and two access points for a parking lot from NW 27th Street, and one improved curb cut along NW 26th Street. The SPUD regulations propose one access point from North Classen Boulevard, up to four access points along NW 27th Street, and one access point along NW 26th Street. Unused access will be removed, curbed, and landscaped.

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses. (UM)
- For multi-tenant properties, include an internal pedestrian system that allows customers to park once and conveniently walk to several destinations. (UC)
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails. (UC)
- Multi-building developments should include internal pedestrian systems to encourage customers to park once for several destinations. (TO)
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails. (TO)

Sidewalks are available along North Classen Boulevard and partially available along both NW 26th Street and NW 27th Street. The SPUD requires sidewalks along all 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 or zoning, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan. Projects in higher intensity LUTAs (UM) may be more appropriate for significant transitions of density, scale and mass.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if the 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 SPUD is requested for commercial uses, specifically a new grocery store. The site abuts R-2 zoned, single-family residential and undeveloped NB zoned land on the east. The parking area for the development is located adjacent to the single-family residential uses. The SPUD utilizes the base NB and Urban Design Overlay District requirements for setbacks, building and lot size, lot coverage, and maximum building height. The SPUD regulations require no less than a six-foot and no greater than an eight-foot-high sight proof screen along the eastern boundary, where adjacent to residential uses. Design review will be required.*

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 along the east side of North Classen Boulevard, an arterial street in the Urban Medium LUTA. No triggers requiring mitigation measures related to traffic 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 SPUD is requested for commercial uses, specifically a new grocery store. The site abuts R-2 zoned, single-family residential and undeveloped NB zoned land on the east. The parking area for the development is located adjacent to the single-family residential uses. The SPUD proposes some uses that could generate operational impacts above those found in typical residential settings. The SPUD regulations require no less than a six-foot and no greater than an eight-foot-high sight proof screen along the eastern boundary, where adjacent to residential uses. Design review will be required.*

- 3) Service Efficiency:**
 - Water: *Served*
 - Sewer: *Fully Served*
 - Fire Service: *Urban Response*
- 4) Environmentally Sensitive Areas:** No ESAs were identified on the subject site.
- 5) Transportation System:** This site is located along the east side of North Classen Boulevard, a Major Arterial Street, between NW 26th Street and NW 27th Streets, both Neighborhood Streets, all of which are located in the Urban Low LUTA. The nearest transit (bus) service is located just northwest and southwest of the site, along North Classen Boulevard.
- 6) Other Development Related Policies**
 - Encourage the integration and mixing of land uses in urban areas. (SU-1)
 - 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)
 - Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
 - 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)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- 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)

7) Other Considerations: Retail Nodes and Corridors (Revitalize)

Retail nodes and corridors seek to develop a robust retail sector to generate sales tax levels and growth to fund quality services for the City and to meet needs for goods and services to enhance the quality of surrounding neighborhoods. Corridors targeted for revitalization need help strengthening retail uses through filling vacant space, landscape and beautification efforts, façade programs, business coordination and the introduction of new complementary land uses.

The site is part of a larger area identified in **planokc** as a Retail Priority Area under the “Revitalize” Framework. The retail area extends from NW 23rd Street to NW 35th Street along North Classen Boulevard. Applicable policies under this framework include:

- Integrate complementary uses such as office and multifamily housing.
- Reinforce, change, or create branding as appropriate.
- Maintain community scale retail in nodes rather than allowing linear expansion.
- Upgrade streetscapes for visual coherency and place quality.
- Re-tenant viable, vacant space.
- Ensure good street connectivity between and within existing and future centers and retrofit for connectivity as appropriate.

- Create or enhance pedestrian connections between buildings and centers.
- Undertake landscaping and beautification efforts to enhance the customer experience.
- Improve facades and design quality.
- Create or enhance visual coherency through signage.
- Seek redevelopment of non-viable space.
- Limit or reduce curb cuts by encouraging shared entrances.

b. Plan Conformance Considerations

The subject site is located along the east side of North Classen Boulevard, between NW 26th Street and NW 27th Street. The site is currently developed with the Golden Phoenix restaurant and a surface parking lot, both located on the north side of the site. The southern portion of the site is currently undeveloped. The subject site is located within the Classen Boulevard Overlay District and Urban Design Overlay District. Across NW 27th Street, to the north, is a retail center zoned NB fronting North Classen Boulevard and R-2 zoned single-family residential to its east. The site abuts R-2 zoned, single-family residential and undeveloped NB zoned land on the east. Land to the south, across NW 26th Street, and to the west, across North Classen Boulevard, to the west, are NB zoned properties with a mixture of retail, restaurant, and office uses.

The purpose of this SPUD is to allow retail and restaurant development including a grocery store.

The subject area is within an Urban Design (UD) District and the rezoning application is subject to review by the Urban Design Commission (UDC). The UDC is scheduled to make a recommendation on the application on January 22nd, 2025. Their recommendation and any proposed conditions will be conveyed to the Planning Commission at their meeting. The SPUD proposes to maintain the requirements of the Urban Design District, including the requirement for design review. The CBO will not be retained as the development will be subject to Design District review.

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.

STAFF REPORT
The City of Oklahoma City
Planning Commission
January 23, 2025
SPUD-1683

Item No. 18.

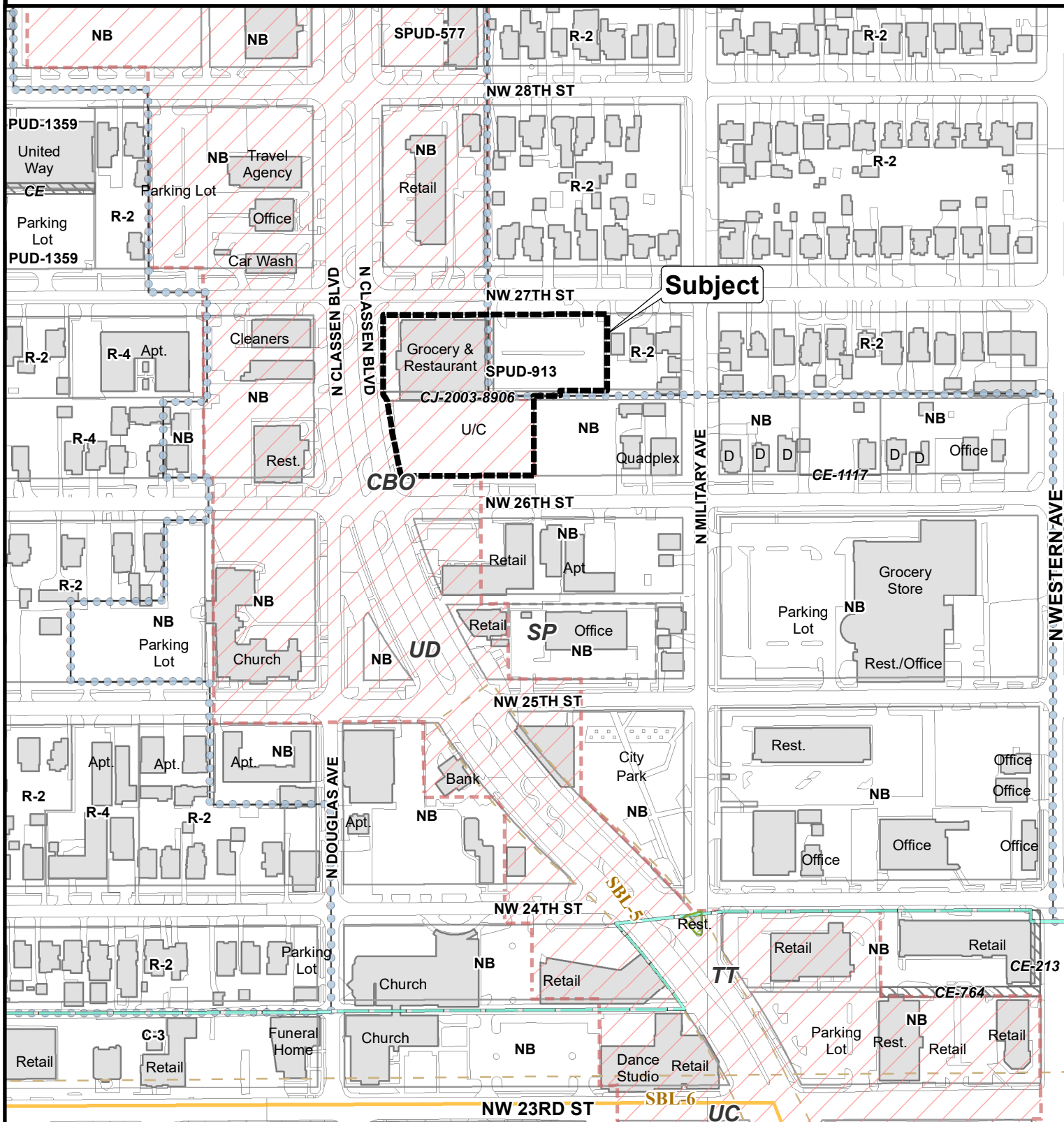
All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Divisions review of construction plans and prior to City Council approval.

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Case No: SPUD-1683 Applicant: The L&H Family Limited Partnership and China Town, Inc. and Larry Lee and Chinatown, Inc.

Existing Zoning: SPUD-913 / UD / CBO

Location: 1229 NW 26th St.

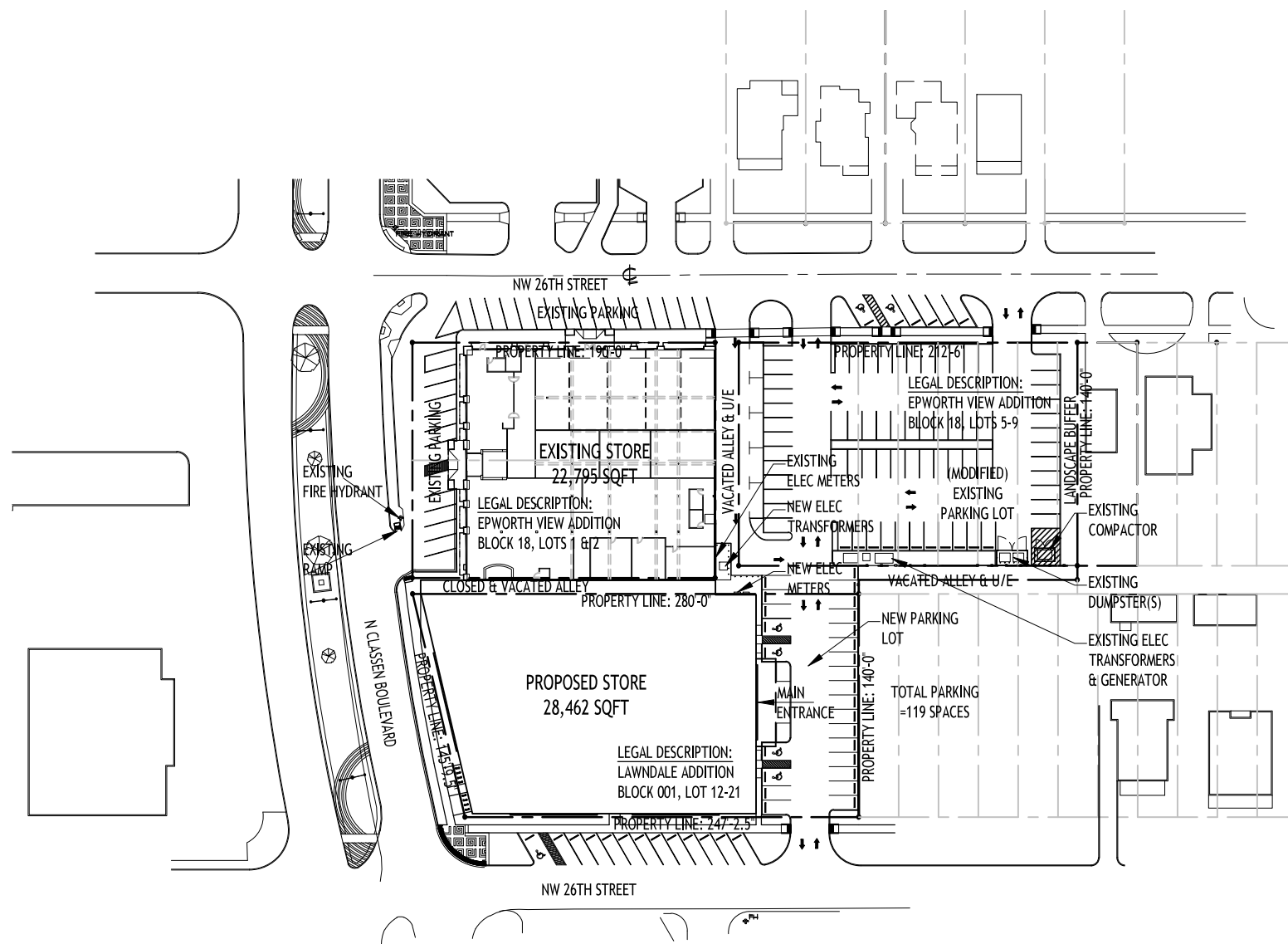


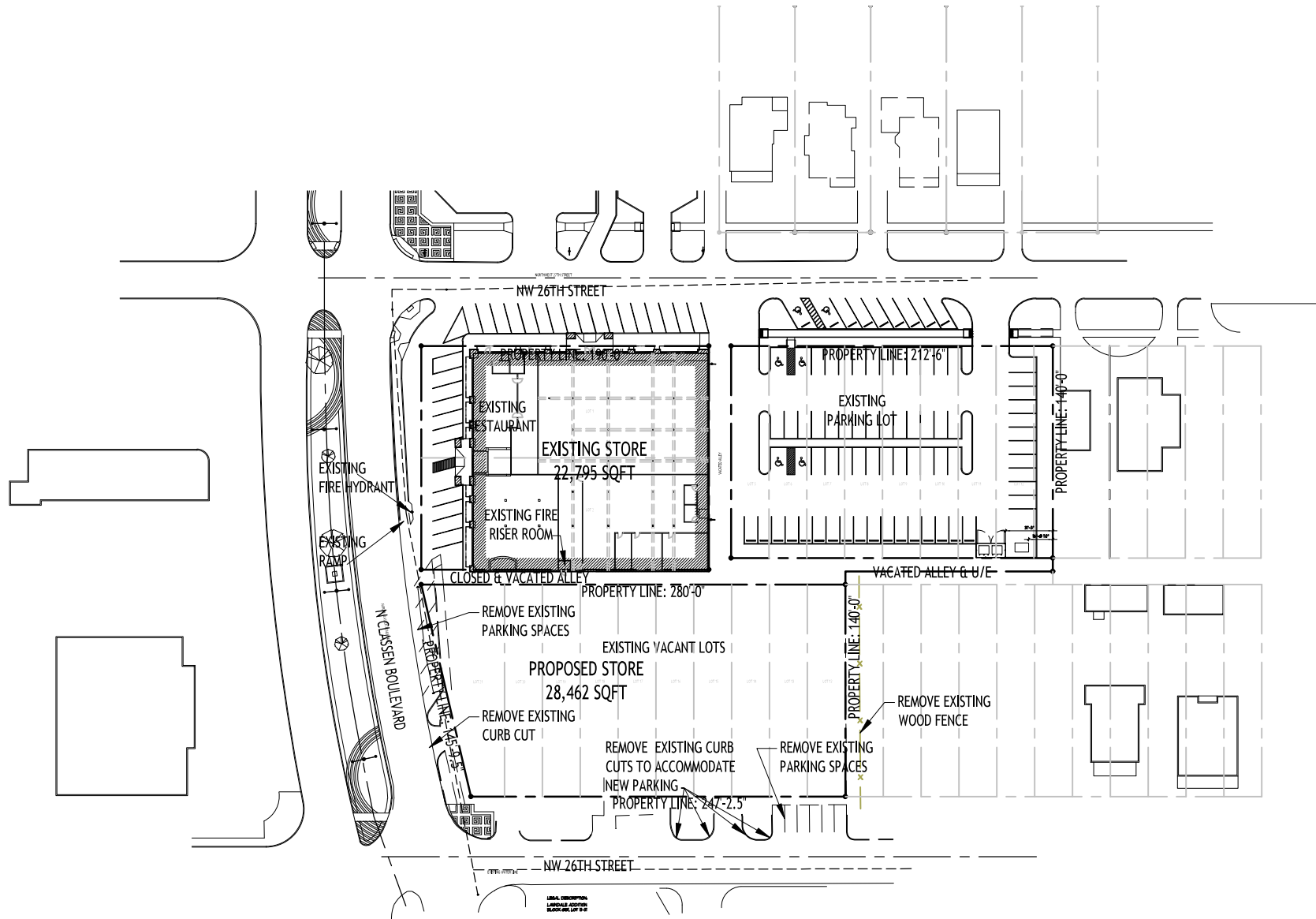
The City of
OKLAHOMA CITY

Simplified Planned Unit Development



0 125 250 Feet





CHINATOWN MARKET
EXISTING SITE PLAN
SCALE: 1" = 100'-0"

CHINATOWN MARKET
1229 NW 26TH ST.
OKC, OK 73106

A2.2



OVERALL VIEW
FROM CLASSEN
LOOKING
NORTHEAST

CHINATOWN MARKET
GROCERY STORE
1229 NW 26TH STREET
OKLAHOMA CITY, OK
ASIAN DISTRICT



SOUTH FACADE



**ENTRANCE
VIEW LOOKING
SOUTH WEST**

**CHINATOWN MARKET
GROCERY STORE
1229 NW 26TH STREET
OKLAHOMA CITY, OK
ASIAN DISTRICT**



VIEW FROM CLASSEN LOOKING NORTHEAST



EXISTING & PROPOSED
BUILDINGS
VIEW FROM CLASSEN

CHINATOWN MARKET
GROCERY STORE
1229 NW 26TH STREET
OKLAHOMA CITY, OK
ASIAN DISTRICT



VIEW FROM CLASSEN LOOKING NORTHEAST



**MAIN ENTRANCE
VIEW LOOKING
SOUTH WEST**

**CHINATOWN MARKET
GROCERY STORE
1229 NW 26TH STREET
OKLAHOMA CITY, OK
ASIAN DISTRICT**



STAFF REPORT

Urban Design Commission

January 22, 2025

Case No. SPUD-1683
Property Address 1229 NW 26th St
Applicant Name Hollie Hunt, Sam Gresham Architects for Chris Fleming, Chinatown, Inc.
400 NW 23rd St
Oklahoma City, OK 73103

District SPUD-913

A. ITEMS FOR CONSIDERATION

1. Recommendation

To provide a recommendation to the Planning Commission for a request to rezone from SPUD-913 to Simplified Planned Unit Development (SPUD-1683) that will develop in accordance with the NB Neighborhood Business District and the UD Urban Design Overlay District.

B. BACKGROUND

1. Location

The subject site is located at the northeast corner of N Classen Blvd and NW 26th St.

2. Site History/Existing Conditions

This site is presently vacant. The site has been fenced off for nearly six years and has been used intermittently for parking, outdoor storage and vehicle storage.

3. Surrounding Environment

To the north, is the existing Golden Phoenix restaurant (which is proposed to be connected to the development that this SPUD will allow) with its surface parking lot located to the east of that building. To the south, across NW 26th St, is a one-story commercial strip center with a parking lot in front.

To the east, there is a combination of vacant lots and a mix of single- and two-story residential structures including single-family and multi-family uses (and one structure that has been converted to an office use). To the west, across N Classen Blvd, is the Grand House Asian Bistro along with two single-story commercial buildings.

4. Intended Use

8300.63, Retail Sales and Services

5. Previous Actions

On May 23, 2018, the Urban Design Commission approved UDCA-18-00017 which allowed for the 1a) Demolition of two single-story commercial structures,

one single-story industrial structure, and one two-story apartment building; 1b) Removal of three billboards; 1c) Removal of the existing freestanding sign; 1d) Removal of existing on-street parking on N Classen Blvd; 1e) Demolition of the existing parking lot and all on-site improvements; 2) Construction of a new building; 3a) Construction of a new parking lot; 3b) Construction of on-street parking stalls along NW 26th St; 3c) Construction of two new driveways; 4) Construction of sidewalks; 5) Installation of four attached accessory signs; 6a) Installation of light sconces on the building; 6b) Installation ground mounted spot lights; and 7) Installation of landscaping. This development was approved subject to the standards of SPUD-913.

On August 24, 2016, the Urban Design Commission recommended approval of SPUD-913 to the Planning Commission. SPUD-913 allowed for the development of a three-story commercial building anchored by an events center and included a 34-stall surface parking lot at the corner of NW 26th St and N Classen Blvd. It also provided for the development of angled on-street parking stalls along the north side of NW 26th St and a new driveway on N Classen Blvd providing access to the on-site surface parking lot. While the four on-site structures were demolished and UDCA-18-00017 was approved, that development was never pursued beyond that point and the Certificate of Approval expired.

6. Submittal of a Certificate of Approval

The applicant submitted an application for a Certificate of Approval for a new grocery store development on this site on April 17, 2024. During review of that application, it was discovered that the proposed development was inconsistent with various development standards specified in SPUD-913. As described in Section B.7 of this report below, it was determined that the only way to proceed with the project without reducing its size was to apply for a new SPUD designation.

7. SPUD Overview

Per Section 59-4250.5.H., “The Urban Design Commission shall have the opportunity to comment upon and make recommendations on actions undertaken by other City boards, committees, and commissions with respect to the effect of such actions upon the District.” For this reason, staff has placed this item on the agenda to allow the Commission the opportunity to consider the proposal and provide a recommendation to the Planning Commission on the Simplified Planned Unit Development (SPUD) application.

The SPUD is necessary because of some of the development standards written into the existing SPUD on the site, SPUD-913. Specifically, SPUD-913 includes a standard for maximum building size. This standard limits the size of any building on site to 3-stories and 27,500 square feet per floor. The applicant’s proposed grocery store building is 28,462 square feet. So, while the proposed project is under the maximum 82,500 square maximum overall size allowed, it exceeds the maximum square footage per floor by 1,142 square feet. SPUD-913 was written and adopted with language that prevents the administrative amendment of the SPUD as a means to address such relatively minor deviations. Under those circumstances, the only alternative was for the applicant to apply for a new SPUD to allow for the proposed development of this site.

There are other standards in SPUD-913 that are incompatible with the applicant's proposed development, such as some setback requirements, standards for the siting and screening of dumpster enclosures, access standards, and sign standards. However, through the Master Design Statement (or MDS) that is part of this SPUD request, the applicant has made corrections to those standards along with a change to the maximum building size.

Staff has coordinated with the applicant on the content and direction of the SPUD document. The attached draft is the SPUD document that the Commission is making a recommendation on to the Planning Commission. Staff and the applicant have collaborated on the content and direction of the MDS for this SPUD. Through that collaboration Planning staff and the applicant have come to agreement on the document and there are no outstanding issues or concerns with the proposed SPUD document.

It should be noted here, that in referencing "As per Base Zoning and Urban Design Overlay District" for several of the development standards in the MDS, the base zoning being referred to is the NB Neighborhood Business District, not the previously approved SPUD-913.

Perhaps most significant for Urban Design Commission's review, the MDS for the proposed SPUD maintains the design review requirements of the Urban Design Overlay District. Accordingly, any and all exterior modifications at the subject site for new development will remain under the purview of the Urban Design Commission and subject to the applicable Certificate of Approval provisions. Certificate of Approval applications for future development within the boundary of this SPUD area will remain subject to administrative or Commission level reviews and approvals pursuant to the standard UD thresholds for those reviews.

Related to the requirement for Commission review, the applicant has included Exhibit D as part of this SPUD proposal. Exhibit D is a series of architectural elevations for the proposed building. Documents included as attachments to SPUDs, including renderings, elevation drawings, and site plans, are conceptual and are not binding. The applicant is not required to construct what is shown in conceptual illustrations, and the Urban Design Commission is not required to approve what is shown in the conceptual illustrations. Some aspects of the conceptual illustrations, including building orientation, may not be consistent with the guidelines and regulations of the Urban Design Overlay District, but will be addressed per the standard design review process once the SPUD is effective and review of a Certificate of Approval application commences.

C. ITEMS IN COMPLIANCE

1. Unless noted below in Section D. Issues and Considerations, all other case items of this proposal comply with the Development Regulations and Guidelines of the Urban Design Overlay District zoning ordinance as referenced below:
 - a. **RE:** §13700.5.B.(1), Maximum Building Height
 - b. **RE:** §13700.5.B.(2), Front Building Line

- c. **RE:** §13700.5.B.(3), Side-yard Setbacks
- d. **RE:** §13700.5.B.(4), Rear-yard Setbacks

Note: All other Regulations and Guidelines of the Urban Design Overlay zoning ordinance not listed above are either not applicable to this case or apply to elements of this project to be considered as a separate case at a later date.

D. ISSUES AND CONSIDERATIONS

None

E. STAFF RECOMMENDATION

1. Recommend **approval** of the application to the Planning Commission for a request to rezone from SPUD-913 to Simplified Planned Unit Development (SPUD-1683) that will develop in accordance with the NB Neighborhood Business District and the UD Urban Design Overlay District.

Note: Staff recommendations do not constitute Commission decisions.

Attachments: Zoning Map, Application, Design Statement, Drawings, Photos, Comments.

Case No: SPUD-1683 Applicant: The L&H Family Limited Partnership and China Town, Inc. and Larry Lee and Chinatown, Inc.
Existing Zoning: SPUD-913 / UD / CBO Location: 1229 NW 26th St.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Simplified Planned Unit Development



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Feet