

Planning Commission Minutes
March 14, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 8:07 a.m. on March 11, 2024)

7. (SP-586) Application by Freedom Market Place Partners, LLC, for a Special Permit to operate Use Unit 8250.15 Moderate Impact Institutional (Truck Driving School) in the I-2 Moderate Industrial District, located at 701 North Sara Road. Ward 3.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL.

MOVED BY MEEK, SECONDED BY NEWMAN

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



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

Item No. IV. 7.

(SP-586) Application by Freedom Market Place Partners, LLC, for a Special Permit to operate Use Unit 8250.15 Moderate Impact Institutional (Truck Driving School) in the I-2 Moderate Industrial District, located at 701 North Sara Road. Ward 3.

I. GENERAL INFORMATION

A. Contacts

Applicant

Tom Vaught
Freedom Market Place Partners, LLC
(405) 850-6556
tom@victorycre.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this request is to permit a Truck Driving School.

D. Existing Conditions

1. Size of Site (3.91 Acres)

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	I-2	I-2	I-2	I-2	I-2
Land Use	Undeveloped	Undeveloped	Warehouse	Warehouse	Gas Well

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.

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

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors. This designation simultaneously concentrates heavy industrial users away from

existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.

II. APPLICANT'S PROGRAM DESCRIPTION

Not Applicable

III. GENERAL STANDARDS

All special permit uses shall satisfy the following general standards:

- 1) The proposed use shall conform to the policies of the adopted Comprehensive Plan.
- 2) The proposed use shall not adversely affect the use of the neighboring properties.
- 3) Pedestrian and vehicle traffic generated will not be hazardous or in conflict with the existing and anticipated traffic in the neighborhood.
- 4) Adequate utility, drainage, parking, loading, signs, access, and other necessary public facilities to serve the proposed use shall meet the adopted codes of the City.
- 5) The site shall front or have direct access to a street having adequate right-of-way and improvements to support the traffic generated by the proposed use.
- 6) The City Council may impose specific conditions regarding location, design, and operation to assure safety, to prevent a nuisance, and to control the noxious effects of excessive sound, light, odor, dust, or similar conditions. Such conditions may include:
 - a. A requirement that all machinery and facilities be located within an enclosed building; or
 - b. A requirement that certain areas be screened from view of surrounding neighborhoods; or
 - c. A limitation on intensity of lights or hours of operation; or

- d. Similar measures designed to protect the public interest.

IV. ADDITIONAL SPECIFIC STANDARDS

- A. The site shall front, or have direct access to, a street meeting design standards for, at least, a collector street.

The site fronts on North Sara Road, a Minor Arterial Street / Section Line Road.

- B. No off-street parking or loading space shall be located closer than 20 feet to any lot line abutting a residential district.

There are no residential districts adjacent to this site.

- C. Lighted outdoor facilities shall not be located closer than 20 feet to any property line that adjoins a residential use. All lighting shall be arranged so that there will be no annoying glare directed or reflected toward adjacent property.

There are no residential uses adjacent to this site. Site lighting will be reviewed at permitting.

V. REVIEW COMMENTS

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk * indicates that the agency, department, and/or division responded with no adverse comments.

A. Outside Agencies

- 1. Oklahoma City-County Health Department (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Water Resources Board (OWRB)**
- 5. School District (Yukon)**
- 6. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 2. Airports**
- 3. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 4. Fire (OCFD)***
- 5. Information Technology/Geographic Support (IT/GIS)**
- 6. Parks and Recreation**
- 7. Police (OCPD)**
- 8. 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) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- 5) 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.

- 6) 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.
- 7) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 8) Construction within the limits of this SP 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.
- 9) Sidewalks shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 10) All private roads /streets will have private storm sewer systems.
- 11) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

9. Streets, Traffic and Drainage Maintenance

10. Stormwater Quality Management

11. Traffic Management *

12. Utilities

a. Wastewater Comments *

b. Water Comments *

c. Solid Waste Management

No Solid Waste Management services needed.

13. Planning

a. Comprehensive Plan Considerations

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

1) LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- 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.

Location:

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

The proposed Special Permit would allow the necessary Moderate Impact Institutional use to facilitate a Truck Driving School on the site. The subject site is located along N Sara Road, an arterial street.

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The subject site is currently undeveloped. The I-2 District could provide a FAR within the Urban Low LUTA.*

Automobile Connectivity:

- 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.
- Primary entrance points should be aligned with access points immediately across the street.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

The subject site is located along N Sara Road. The site does not currently have improved access. It was unknown at the time of review how site access would be configured. All access would be per the Code regulations.

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 not currently available on the subject site or in the nearby area. Any changes to access would be per Code.

- 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 industrial uses or zoning, there are no compatibility issues identified by the comprehensive plan.
- 3) **Service Efficiency:**
 - Water: *Served*
 - Sewer: *Fully Served*
 - Fire Service: *Urban Service Level*
- 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.
- 5) **Transportation System:** This site is located off N Sara Road, a Minor Arterial Street in the Urban Low LUTA. Transit (bus) service is not available.
- 6) **Other Development Related Policies**
 - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
 - Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.

- Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
- Reducing block sizes and use of dead-end streets.
- Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- 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)

b. Plan Conformance Considerations

The subject site is located on the west side of North Sara Road, in an area generally located east of the John Kilpatrick Turnpike and south of NW 10th Street. The site is currently undeveloped. The purpose of this Special Permit application is to allow a truck driving school. The proposed use, Moderate Impact Institutional, requires a Special Permit within the I-2 District. The proposal can meet the Specific Use Standards for the proposed use and is located within an area where the comprehensive plan designates as Heavy Industrial.

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.

taj

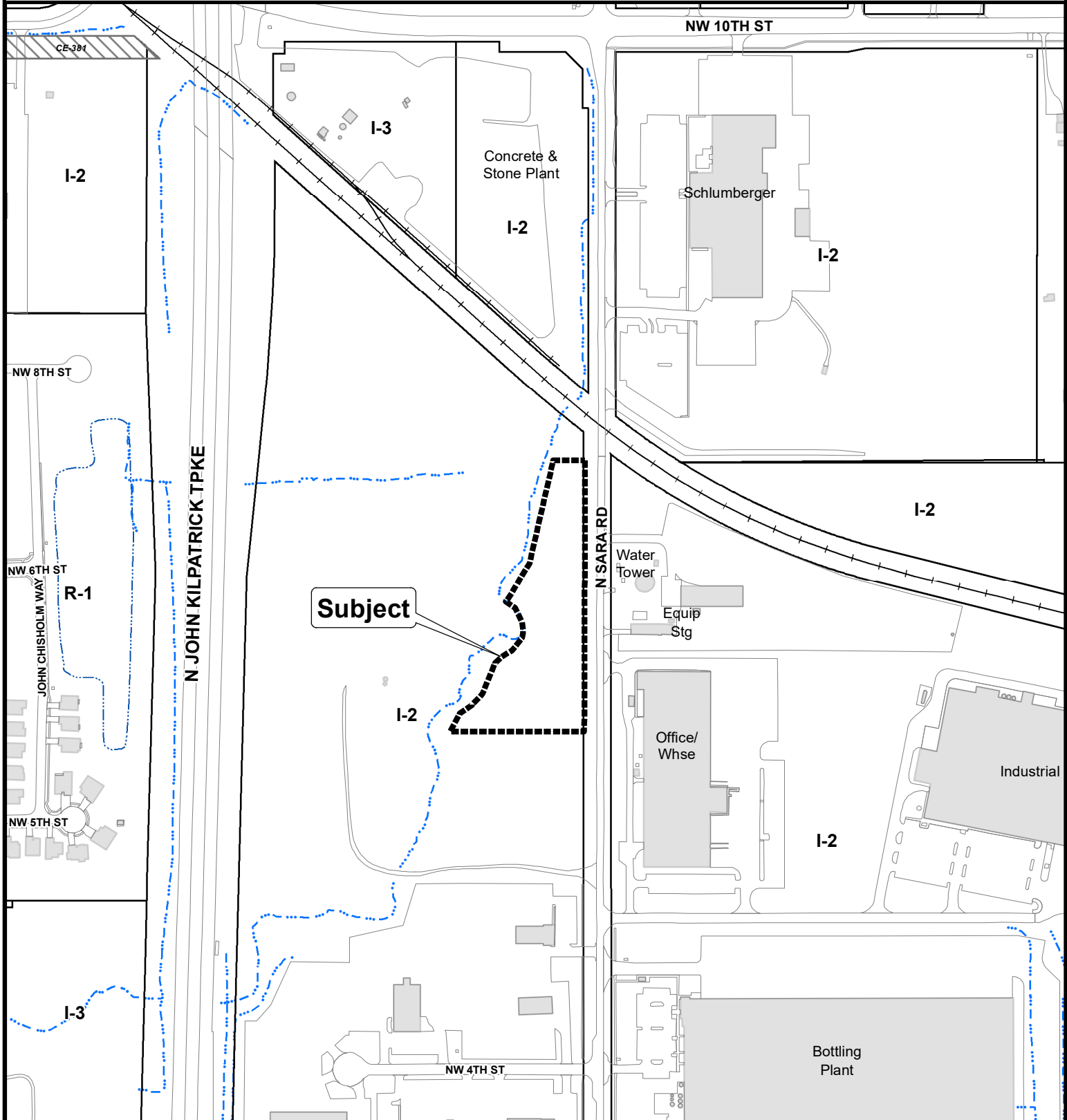
Case No: SP-586

Applicant: Freedom Market Place Partners, LLC

Address: 701 N. Sara Rd.

Present Zoning: I-2

Proposed Use: 8250.15 Moderate Impact Institutional (Truck Driving School)



The City of
OKLAHOMA CITY

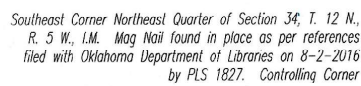
Special Permit Application



0 200 400
Feet

— — — N.W. — 10th — Street

SCALE: 1" = 100'



James S. Yager
 Licensed Professional Land Surveyor Number 1006
 Certificate of Authorization Number 2778
 1212 South Air Depot * Number 19 Suite 102
 Midwest City, Oklahoma 73110 Telephone: 405-737-3412/Fax: 405-737-4215

CERTIFICATE OF SURVEY

I, James S. Yager, Licensed Professional Land Surveyor, did perform a careful survey of the following described tracts:

TRACT 1

A part of the Northeast Quarter of Section 34, T. 12 N., R. 5 W., I.M., Canadian County, Oklahoma, being more particularly described as follows:

Commencing at the Southeast Corner of the Northeast Quarter of said Section 34, thence N.00°11'31"E., along the East Line of the Northeast Quarter of said Section 34 and being the basis for the bearings in the following described tract, prepared by James S. Yager, Licensed Professional Land Surveyor, a distance of 510.16 feet to THE POINT OR PLACE OF BEGINNING; thence S.89°59'31"W., a distance of 453.57 feet; thence N.28°00'03"E., a distance of 61.48 feet; thence N.54°22'42"E., a distance of 44.64 feet; thence N.44°10'08"E., a distance of 45.68 feet; thence N.21°44'40"E., a distance of 52.22 feet; thence N.23°04'05"E., a distance of 49.23 feet; thence N.46°41'49"E., a distance of 26.05 feet; thence N.58°34'59"E., a distance of 36.32 feet; thence N.38°30'27"E., a distance of 33.52 feet; thence N.89°59'31"E., a distance of 248.04 feet to the East Line of the Northeast Quarter of said Section 34; thence S.00°11'31"W., along the East Line of the Northeast Quarter of said Section 34, a distance of 269.85 feet to the point or place of beginning. Said described tract contains 96,024.860 Square Feet or 2.204 Acres, more or less.

TRACT 2

A part of the Northeast Quarter of Section 34, T. 12 N., R. 5 W., I.M., Canadian County, Oklahoma, being more particularly described as follows:

Commencing at the Southeast Corner of the Northeast Quarter of said Section 34, thence N.00°11'31"E., along the East Line of the Northeast Quarter of said Section 34 and being the basis for the bearings in the following described tract, prepared by James S. Yager, Licensed Professional Land Surveyor, a distance of 780.01 feet to THE POINT OR PLACE OF BEGINNING; thence S.89°59'31"W., a distance of 248.04 feet; thence N.38°30'27"E., a distance of 16.45 feet; thence N.12°06'02"E., a distance of 14.02 feet; thence N.06°09'25"W., a distance of 33.75 feet; thence N.26°05'30"W., a distance of 48.19 feet; thence N.56°47'50"W., a distance of 32.79 feet; thence N.36°39'58"E., a distance of 10.98 feet; thence N.31°16'25"E., a distance of 124.53 feet; thence N.13°01'29"E., a distance of 318.33 feet; thence N.89°55'51"E., a distance of 145.99 feet to the East Line of the Northeast Quarter of said Section 34; thence S.00°11'31"W., along the East Line of the Northeast Quarter of said Section 34, a distance of 546.90 feet to the point or place of beginning. Said described tract contains 102,206.421 Square Feet or 2.346 Acres, more or less.

50 FOOT LEGAL DESCRIPTION

A part of the Northeast Quarter of Section 34, T. 12 N., R. 5 W., I.M., Canadian County, Oklahoma, being more particularly described as follows:


Commencing at the Southeast Corner of the Northeast Quarter of said Section 34, thence N.00°11'31"E., along the East Line of the Northeast Quarter of said Section 34 and being the basis for the bearings in the following described tract, prepared by James S. Yager, Licensed Professional Land Surveyor, a distance of 510.16 feet to THE POINT OR PLACE OF BEGINNING; thence S.89°59'31"W., a distance of 50.00 feet; thence N.00°11'31"E. and parallel with the East Line of the Northeast Quarter of said Section 34, a distance of 816.71 feet; thence N.89°55'51"E., a distance of 50.00 feet to the East Line of the Northeast Quarter of said Section 34; thence S.00°11'31"W., along the East Line of the Northeast Quarter of said Section 34, a distance of 816.76 feet to the point or place of beginning. Said described tract contains 40,836.585 Square Feet or 0.938 Acres, more or less.

The basis for the bearings in the above description, are based upon the East Line of the Northeast Quarter of Section 34, T. 12 N., R. 5 W., I.M., Canadian County, Oklahoma. This Plat of Survey meets the Minimum Technical Standards as adopted by The Board of Licensure for Professional Engineers and Land Surveyors for the State of Oklahoma.

Date of Survey: 25 October 2023

Date Revised: 2 November 2023; 7 November 2023

Date Signed: 11-7-23


James S. Yager,
Licensed Professional Land Surveyor Number 1006
Certificate of Authorization Number 2778
1212 S. Air Depot Number 19 Suite 102
Midwest City, Oklahoma 73110
405-737-3412



Date Revised: 11-2-2023; 11-7-2023

Page 2 of 2

File Name: C:\SURVEYS\701 SARA ROAD\LEGALS.DWG

James S. Yager

Licensed Professional Land Surveyor Number 1006

Certificate of Authorization Number 2778

1212 South Air Depot * Number 19 Suite 102

Midwest City, Oklahoma 73110 Telephone: 405-737-3412/Fax: 405-737-4215

Case No: SP-586

Applicant: Freedom Market Place Partners, LLC

Address: 701 N. Sara Rd.

Present Zoning: I-2

Proposed Use: 8250.15 Moderate Impact Institutional (Truck Driving School)



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Special Permit Application



0 200 400
Feet