

Planning Commission Minutes  
January 9, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:30 a.m. on January 6, 2025)

16. (SP-592) Application by 1501 East Reno, LLC and Standard Real Estate Holdings, LLC, for a Special Permit to operate Use Unit 8350.13 Scrap Operations in the I-3 Heavy Industrial District, at 1315 East Reno Avenue. Ward 7.

**Amended Technical Evaluation:**

1. Amend the Program Description to remove “...as well as the existing screening to enclose the Property. “No other screening shall be necessary given the nature of the area.”
2. ~~Amend the Program Description to add a condition that “Mechanical processing of materials shall occur within an enclosed structure.”~~
3. ~~Amend the Program Description to add a condition that “Crushing or milling of complete automobiles, trucks, boats, trailers, and recreational vehicles shall be prohibited.”~~
4. A sight-proof fence shall be installed along the arterial frontage.
5. The operation shall conform to the “Conditions” of the Program Description.
6. The applicant shall work with staff to add mitigation measures regarding operations to the Program Description prior to City Council.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.**

MOVED BY LAFORGE, SECONDED BY PRIVETT

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, LAFORGE

ABSENT: GOVIN, PENNINGTON, NOBLE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**January 09, 2025**

**Item No. IV. 16.**

**(SP-592) Application by 1501 East Reno, LLC and Standard Real Estate Holdings, LLC, for a Special Permit to operate Use Unit 8350.13 Scrap Operations in the I-3 Heavy Industrial District, at 1315 East Reno Avenue. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

David M. Box  
Box Law Group, PLLC  
(405) 652-1699  
David@boxlawgroup.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to allow Scrap Operations.

**D. Existing Conditions**

**1. Size of Site:** 21.86 Acres

**2. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	I-3	I-3	I-3	I-3/R-1	I-3
<b>Land Use</b>	Industrial	Industrial	Industrial	Industrial	Industrial

**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.

## **II. APPLICANT'S PROGRAM DESCRIPTION**

This Special Permit is brought on behalf of the Applicant, Standard Iron & Metal Co., Inc., and Scrap Management Industries, to use the properties located at 1501 E. Reno Ave. and 1315 E. Reno Ave. (collectively referenced as "Property") as a scrap operation, including scrap of recyclable materials and outdoor storage. Metal products will be shredded on site and delivered to a purchaser.

The Property is surrounded by the following zoning districts and uses:

North: I-3 / Railroad  
South: I-3 / Industrial development  
East: I-3 / Undeveloped  
West: I-3 / Industrial development

The existing structure shall remain, as well as the existing screening to enclose the Property. No other screening shall be necessary given the nature of the area. The following conditions shall also be included with this Application:

Hours of Operation:

- The facility shall be open to the public Monday thru Friday from 7:30 a.m. to 4:30 p.m., and Saturday from 7:30 a.m. to 12:00 p.m.
- The mill will continue to operate until 6:00 p.m. on weekdays and until 6:00 p.m. on Saturday, after public hours
- Maintenance of the equipment after public hours may continue after operation of the mill ceases

All other City, County, State, and Federal regulations shall be met and adhered to.

## **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 be at least two acres in size.

*The proposed site is 21.86 Acres.*

- B. Outdoor Storage (59-8300.54) accessory to scrap operations shall only be permitted in the I-3 District.

*The existing zoning is I-3 Heavy Industrial*

- C. A chain-link fence or wall not less than eight feet in height, as measured from finished grade, shall be provided around the use. No scrap or waste material shall be stored in such a manner that it exceeds the height of the fence.

*The existing site is fenced with chain-link.*

- D. In addition to screening requirements in Article XI, Landscaping and Screening Regulations, of this chapter, sight-proof screening shall be erected along all arterial streets, expressways and freeways, unless it is determined

by the City Council that the nature of adjacent land uses makes this requirement unnecessary.

*East Reno Avenue is a Major Arterial. The existing site is not site-proof screened along the arterial.*

- E. All outdoor storage areas for automobile, truck, boat and recreational vehicle salvage yards shall be on a permanent hard-surfaced area meeting the design requirements of Article X, Off-Street Parking, Loading and Access, of this chapter.

## **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: Oklahoma City**
- 6. Oklahoma Department of Transportation (ODOT)**

### **B. City Departments**

- 2. Airports**
- 3. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 4. Fire (OCFD)**

No objection provided operations are in accordance with Fire Code limitations.

- 5. Information Technology/Geographic Support (IT/GIS)**

**6. Parks and Recreation**

**7. Police (OCPD)**

**8. Public Works**

**a. Engineering**

**Storm Sewer Availability \***

**9. Streets, Traffic and Drainage Maintenance**

**10. Stormwater Quality Management**

**11. Traffic Services \***

**12. Utilities**

**a. Engineering**

**Paving**

**b. Solid Waste Management**

- 1) No Solid Waste Management Services needed.

**c. Water/Wastewater Quality**

**Water Availability \***

**Wastewater Availability \***

**13. Planning**

**a. Comprehensive Plan Considerations**

**1) LUTA Development Policies:**

Site Design:

- Utilize Best Management Practices (BMP) for stormwater.

Location:

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

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.

*500-year floodplain, along a stream associated with the North Canadian River, is present on the subject site. The development is required to comply with all*

*City, State, and Federal requirements regarding stormwater management. The purpose of this Special Permit application is to allow extension of a scrap operation, including scrap of recyclable materials and outdoor storage. Metal products will be shredded on site and delivered to a purchaser. The site is currently developed with multiple industrial office / warehouse structures and outdoor storage and operations. The current FAR of the site is below the Urban Medium LUTA FAR range and is expected to remain within or below the range.*

**Automobile Connectivity:**

- Maintain and enhance the connectivity of the street network.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development 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.

*The proposed use is located along the north side of East Reno Avenue, an arterial street in the Urban Medium LUTA. North Lottie Avenue, an industrial neighborhood street, abuts the west side of the subject site. The site is served by multiple improved and unimproved drives along East Reno Avenue.*

- 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 use adjacent to existing industrial uses or zoning, no compatibility issues are typically identified by the comprehensive plan. However, in this situation, noise levels affecting the surrounding area could be produced by the requested uses. A single-family residential neighborhood (JFK) is located on the north side of NE 4th Street, roughly a quarter mile to the north. 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 within building walls, using vertical screening to block any mechanical equipment and service areas, and reducing noise through additional wall insulation, plantings, fences and walls, and strategic placement of doors and windows.

The Program Description for the application proposes allowing the existing structure and screening to remain. The application states hours of operation for the facility to be Monday – Friday from 7:30 a.m. to 4:30 p.m., and Saturday from 7:30 a.m. to 12:00 p.m. and a mill to operate until 6:00 p.m. on weekdays and until 6:00 p.m. on Saturday, after public hours. Maintenance of equipment after public hours may continue after operation of the mill ceases. Plan conformance would be strengthened by implementing measures to ensure noise

levels are more compatible with nearby residential uses. The Special Permit process can be used to specify additional mitigation measures.

**3) Service Efficiency:**

- Water: *Close to Service or 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 subject site in the form of a stream associated with the North Canadian River. The development is required to comply with all City, State, and Federal requirements regarding stormwater management*
- **Upland Forests:** The subject area is within the upland forest ESA. The comprehensive plan directs to preserve the Cross Timbers and upland forests, including native understory, to the maximum extent practical. When new-growth or re-growth upland forest trees are removed during construction, trees and other native plants should be replanted on-site. New trees should be planted in clusters that mimic the original tree canopy. The comprehensive plan defines mitigation hierarchy in the following priority: 1) Avoidance and minimization, 2) Restoration, 3) Offset. *Upland Forest is present on the eastern portion of the site. When 60 percent or less of the site is covered, the plan has a preservation goal of 100%. Plan conformance would be strengthened by preserving of healthy, mature trees, specifically in upland forest areas.*
- **Vulnerable Aquifers:** The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., to promote increased water percolation and infiltration.

**5) Transportation System:** This site is located along the north side of East Reno Avenue, a Major Arterial Street in the Urban Low LUTA. North Lottie Avenue, an Industrial / Neighborhood Street, abuts the site on the west. The nearest transit (bus) service is located north of the subject site along NE 4th Street.

**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)
- 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)
- 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)

**b. Plan Conformance Considerations**

The purpose of this Special Permit application is to allow a scrap operation, including scrap of recyclable materials and outdoor storage, on a 21-acre site located north of E Reno Ave and east of Lottie Ave. Metal products will be shredded on site and delivered to a purchaser. The site and all surrounding land are zoned I-3. The subject site is developed with multiple industrial office / warehouse structures and outdoor storage and operations. The site surrounds the east side of SP-217, a special permit was approved for scrap operations in 1988. The remaining area around the subject site is a mixture of industrial office / warehouse structures, outdoor storage, and undeveloped land. A Union Pacific rail line runs along the northern boundary of the subject site. North of the railroad, within a quarter mile of proposed operation, is the JFK Neighborhood.

The proposed use, *Scrap Operations*, requires a Special Permit within the I-3 District. The proposal can meet the Specific Use Standards for the proposed use, given screening requirements are met and certain storage types are located on permanent, hard-surfaced area. 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 within building walls, using vertical screening to block any mechanical equipment and service areas, and reducing noise through additional wall insulation, plantings, fences and walls, and strategic placement of doors and windows.

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#### **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. 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.*

**If approved, the following Technical Evaluations shall apply:**

1. Amend the Program Description to remove "... as well as the existing screening to enclose the Property. No other screening shall be necessary given the nature of the area."
2. Amend the Program Description to add a condition that "Mechanical processing of materials shall occur within an enclosed structure."
3. Amend the Program Description to add a condition that "Crushing or milling of complete automobiles, trucks, boats, trailers, and recreational vehicles shall be prohibited."
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taj

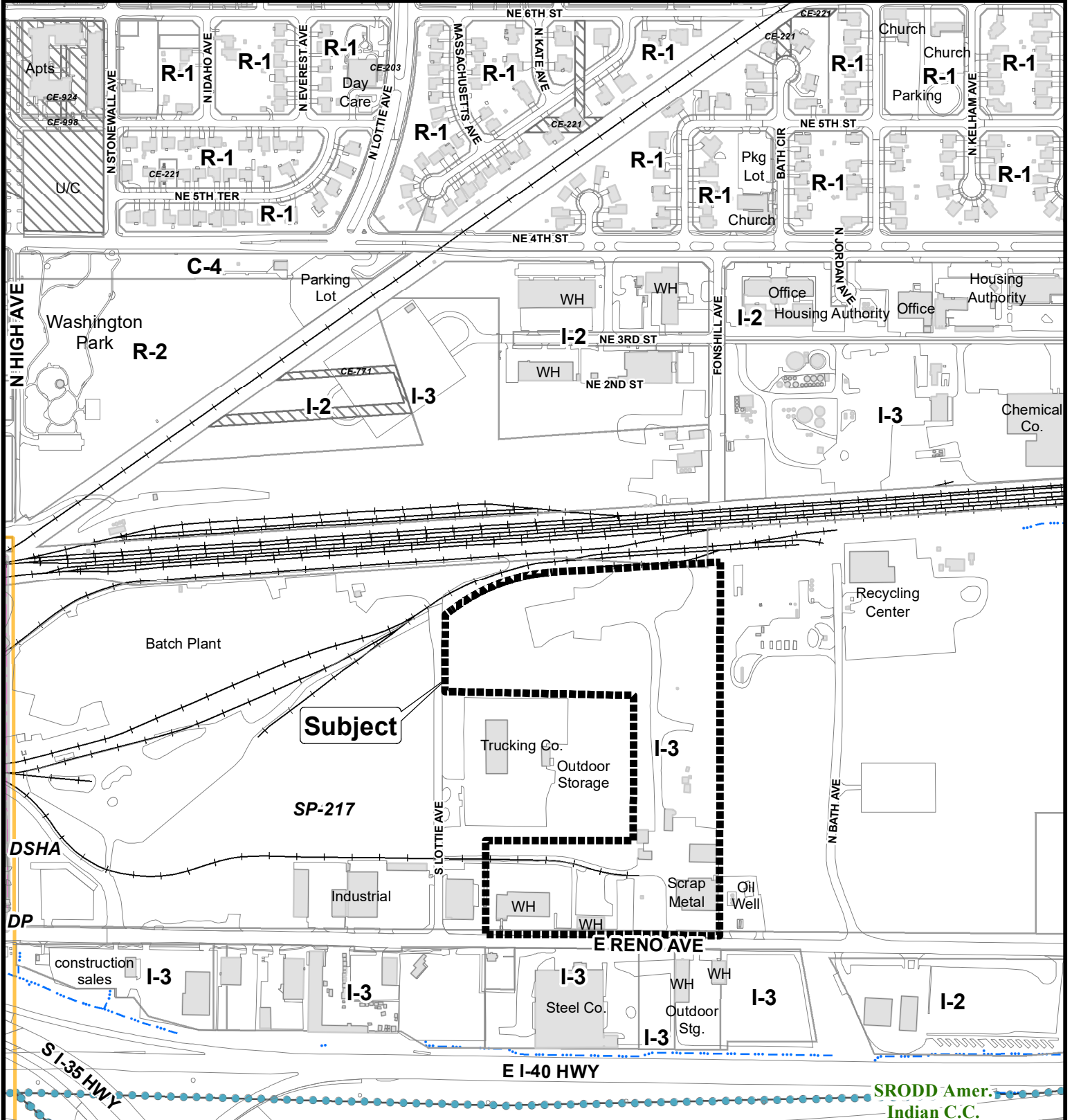
Case No: SP-592

Applicant: 1501 East Reno, LLC and Standard Real Estate Holdings, LLC

Address: 1315 E. Reno Ave.

Present Zoning: I-3

Proposed Use: (8350.13) Scrap operations.



The City of  
OKLAHOMA CITY

## Special Permit Application



0 250 500  
Feet

## **Special Permit Program Description**

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- Maintenance of the equipment after public hours may continue after operation of the mill ceases

All other City, County, State, and Federal regulations shall be met and adhered to.

## ITEMS CORRESPONDING TO SCHEDULE B-II

1. Unrecorded pipe line easement dated March 1, 1932 executed by Missouri-Kansas-Texas Railroad Company in favor of Operators of Oklahoma, as evidenced by Assignment of Right of Right of Way Survey, 08/20/2008 recorded in Book 543, page 201, assigned to Shantish Pipe Line Company by Assignment recorded in Book 493, page 108, Shantish Pipe Line Company, now assigned to Shantish Pipe Line Company, LLC by Certificate recorded in Book 410, page 141, assigned to CME Gas, Inc. by Assignment recorded in Book 1852, page 1075 and correction Certificate No. 1805360002 dated 03/20/2012 in the office of the Oklahoma Secretary of State, as to Tract 1 only, **Not shown, marked in nature over the subject property.**
2. Right of Way Grant Gas Pipeline in favor of General Fuel Corporation in Book 1372, page 81, as amended by Partial Release of Right of Way recorded in Book 1887, page 153, **Shown hereon.**
3. Easement in favor of The City of Oklahoma City recorded in Book 1836, page 21, as to Tract 1 only, **Shown hereon.**
4. Right of Way in favor of Missouri-Kansas-Texas Railroad Company recorded in Book 1358, page 541, **Shown hereon.**
5. Easement in favor of City of Oklahoma City recorded in Book 1532, page 444, as to Tract 1 only, **Shown hereon.**
6. Easement in favor of City of Oklahoma City recorded in Book 1888, page 262, **Shown hereon.**
7. Easement in favor of Oklahoma City recorded in Book 4028, page 1206, as to Tract 1 only, **Shown hereon.**
8. General Commission recorded Book 5429, page 916 Mega Natural Gas Company, as assigned to Missiles Natural Gas Company by General Commission and Bill of Sale recorded in Book 5851, page 1153, as to Tract 1 only, **Not shown, marked in nature over the subject property.**
9. Unrecorded easement identified by 15, 1927, executed by Missouri-Kansas-Texas Railway Company in favor of Midland Cooperative, assigned to John Rankin by Assignment of Rights of Way, Leases, Licenses and Permits recorded in Book 6245, page 1191, in which certain rights were reserved by Phillips Petroleum Company, Assignment of Rights of Way, Leases, Licenses and Permits recorded in Book 6621, page 859 executed by John Rankin in favor of United Groves Soil Value Disposal, Inc., as to Tract 1 only, **Not shown, marked in nature over the subject property.**
10. Unrecorded right of way dated May 20, 1938, executed by Missouri-Kansas-Texas Railroad Company in favor of Phillips Petroleum Company, as assigned to Phillips 66 Company by Assignment and Assumption and Bill of Sale recorded in Book 11933, page 1235, as to Tract 1 only, **Not shown, marked in nature over the subject property.**
11. Roadway Easement between Albert Shidovsky, Trustee of the Estate of Sam Shidovsky and Missouri-Kansas-Texas Railroad Company recorded in Book 1322, page 105, as to Tract 1 only, **Shown hereon.**
12. Right of Way Agreement in favor of Oklahoma Natural Gas Company recorded in Book 4412, page 71, assigned to CME Gas, Inc. by Assignment and Assumption of Real Property Interests recorded in Book 12813, page 1408, as to Tract 1 only, **Shown hereon, executed in part in and within subject property.**
13. Easement in favor of the City of Oklahoma City recorded in Book 4883, page 1488, as to Tract 1 only, **Shown hereon.**
14. Report of Commissioners for Permanent Easement in favor of the City of Oklahoma City recorded in Book 4881, page 438, **Shown hereon.**
15. Easement in favor of the City of Oklahoma City recorded in Book 5448, page 1882, as to Tract 1 only, **Shown hereon.**
16. Easement in favor of the City of Oklahoma City recorded in Book 7458, page 1770, as to Tract 1 only, **Shown hereon.**
17. Contract dated June 6, 1984 between the City of Oklahoma City and Phillips Petroleum Company as evidenced by and assigned to CME Gas Company, LLC by Special Warranty Assignment of Agreements recorded in Book 7634, page 1402, as to Tract 1 only, **Not shown, marked in nature over the subject property.**
18. Notice of Supplemental Final Order and Judgment, which establishes a 16.12 foot wide easement in favor of AT&T Corp. and AT&T Communications-East, Inc., recorded in Book 10695, page 1796, as to Tract 1 only, **Not shown, marked in nature over the subject property.**
19. Easement in favor of Oklahoma Gas and Electric Company recorded in Book 12288, page 1740, as to Tract 1 only, **Shown hereon.**
20. Easement in favor of Oklahoma Gas and Electric Company recorded in Book 12288, page 1740, as to Tract 1 only, **Shown hereon.**
21. Certificate of No Action Necessary and Land Use Disclosure recorded in Book 14888, page 380, as to Tract 1 only, **Not shown, does not affect.**
22. Private Road Crossing Contract between Missouri-Kansas-Texas Railroad Company and The Chief Realty Company dated September 16, 1931, dissolved by the General Release recorded in Book 4338, page 420, as to Tract 2 only, **Not shown, marked in nature over the subject property.**
23. Easement in favor of the City of Oklahoma City recorded in Book 5448, page 1947, as to Tract 2 only, **Shown hereon.**
24. Industrial Lease dated March 17, 2006, as amended, to Advanced Drainage Systems, Inc., dissolved by the Memorandum of Lease recorded in Book 15113, page 534, as to Tract 2 only, **Not shown, marked in nature over the subject property.**

## UTILITY NOTE

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that utilities are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

## LEGEND OF SYMBOLS &amp; ABBREVIATIONS

- POWER POLE  
LIGHT POLE  
GUY ANCHOR  
ELECTRIC METER  
ELECTRIC BOX  
ELEC. TRANSFORMER  
ELEC. MANHOLE  
ELEC. PEDestal  
ELEC. PULL BOX  
SPOT LIGHT  
SANITARY SEWER MANHOLE  
SANITARY SEWER CLEANOUT  
STORM SEWER MANHOLE  
TELEPHONE MARKER  
TELEPHONE RISER  
TELEPHONE MANHOLE  
TELEPHONE PULL BOX  
CABLE TV PEDESTAL  
CABLE TV MANHOLE  
CABLE TV PULL BOX  
FIBER OPTIC MARKER  
IRRIGATION CONTROL VALVE  
SPRINKLER HEAD  
BOLLARD  
FIRE DEPARTMENT CONNECT  
PROPANE TANK  
WATER LINE  
GAS LINE  
SANITARY SEWER LINE  
TELEPHONE LINE  
ELECTRIC LINE  
OVERHEAD POWERLINE  
BARBED WIRE FENCE  
IRON FENCE  
S.U.P./SET IRON PIN  
L.P.A./IRON PIN  
H.C.H.A/MANDIPAC  
R.C.H.A/REINFORCED CONCRETE PIPE  
B.C.A/CONCRETE LAMP LINE  
NOTE: ALL NEARPOINTS OF UTILITY CARS (U.P.) IRON PINS OR NEAR PINS NOT INDICATED BY NEARPOINTS CANNOT BE USED TO LOCATE THE UTILITY CARS.
- GAS METER  
GAS VALVE  
GAS MARKER  
OIL PIPELINE MARKER  
SIGN  
FIRE HYDRANT  
WATER MANHOLE  
WATER VALVE  
WATER METER  
DOWN SPOUT  
AIR CONDITIONER  
TRAFFIC SIGNAL  
TRAFFIC SIGNAL BOX  
PEDESTRIAN CROSSING SIGNAL  
CROSSING TRAP  
RAIL BOX  
FLAG POLE  
SECTION CORNER  
QUARTER SECTION CORNER  
SET IRON PIN W/FLAG  
SET IRON PIN W/FLAG  
FOUND MONUMENT  
POINT OF BEGINNING  
TREE  
BUSH  
YARD HYDRANT/SPOCKET  
BENCHMARK  
FIRE OPTIC LINE  
PROPERTY LINE  
LOT LINE  
EASEMENT LINE  
SECTION LINE  
CHAIN LINK FENCE  
WOOD PANEL FENCE  
MASONRY FENCE

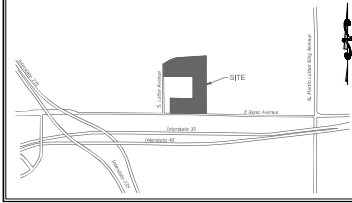
## FLOOD NOTE

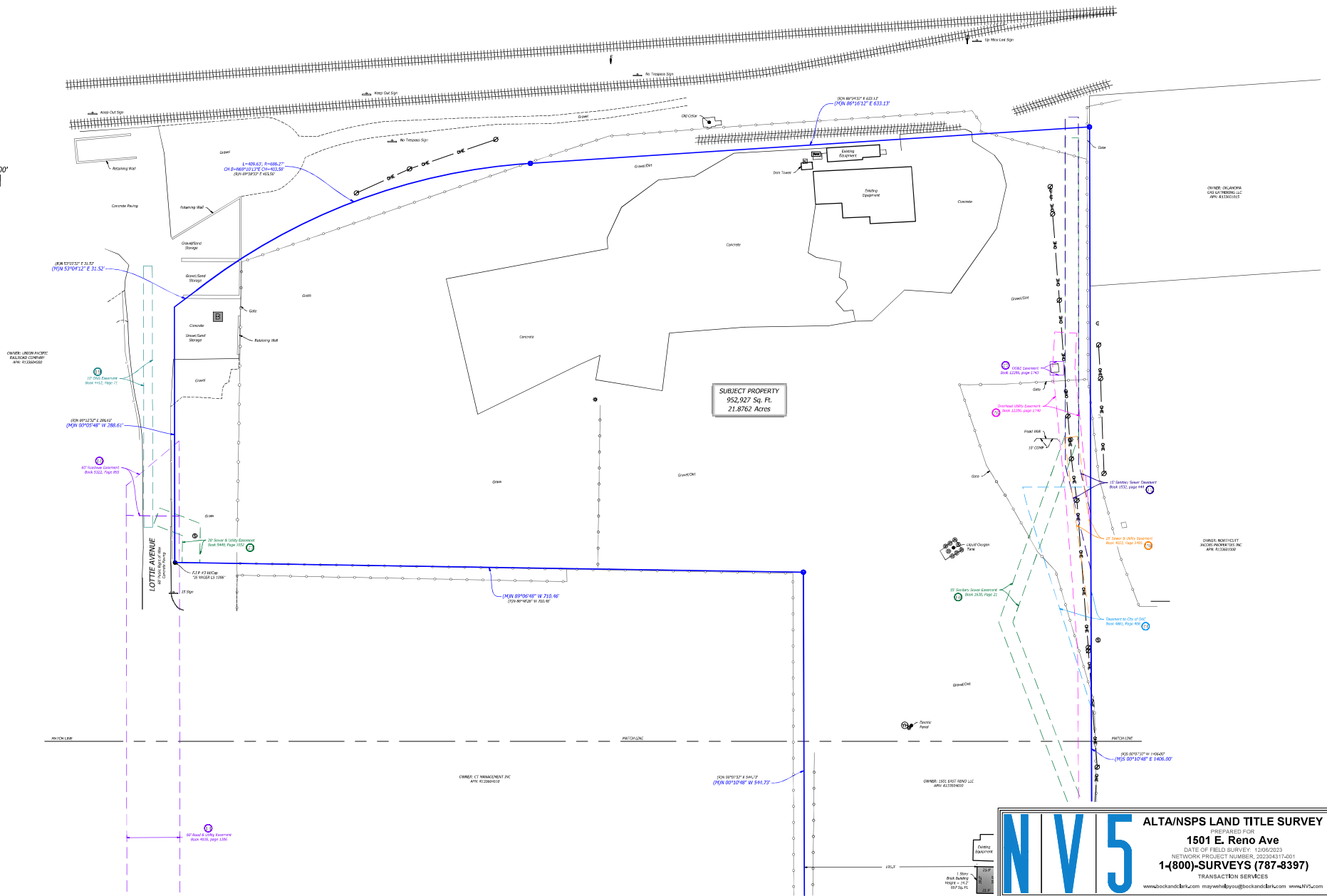
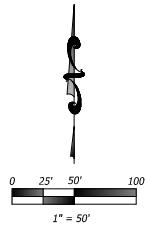
Pursuant to Table A Item 3, said described property is, by graphical dating only, located entirely within an area having a Zone Designation "X", Channel by FEMA, on Flood Insurance Rate Map No. 1805360002, dated 03/20/2008, and is in a special flood hazard area. No field surveying was performed to determine this zone.

## ZONING INFORMATION

Pursuant to Table A Items 6(a) and 6(b), the surveyor was not provided with a zoning report or letter and is therefore unable to address this item.

## VICINITY MAP - NOT TO SCALE

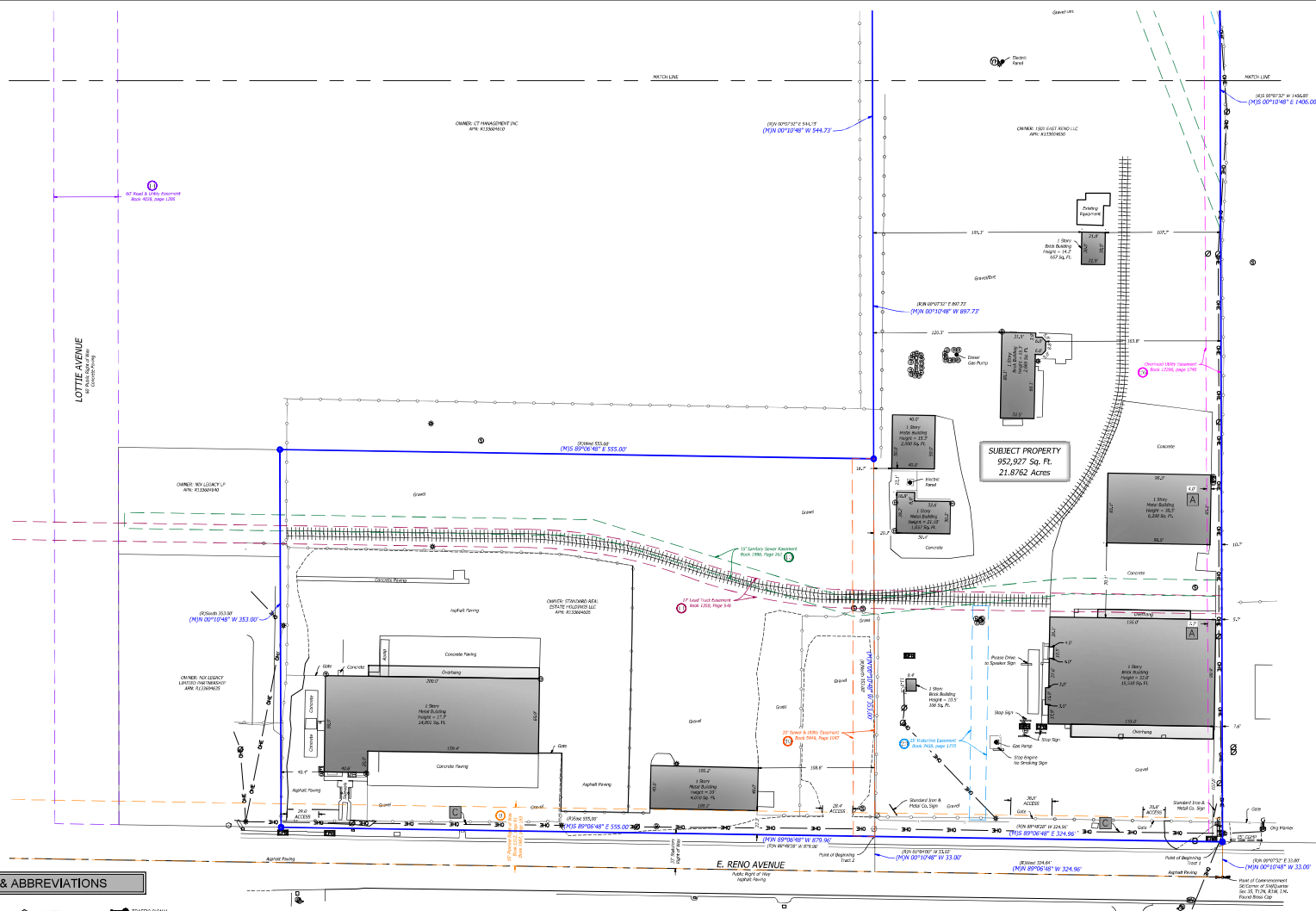




**NV5**

ALTA/NSPS LAND TITLE SURVEY  
PREPARED FOR  
**1501 E. Reno Ave**  
DATE OF FIELD SURVEY: 12/06/2023  
NETWORK PROJECT NUMBER: 2023040317.001  
**1-(800)-SURVEYS (787-8397)**  
TRANSACTION SERVICES  
www.bockandberk.com mayweb@bocandberk.com www.nv5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT



	POWER POLE		TELEPHONE RINGING		GAS METER		TIEBACK SIGNAL
	LIGHT POLE		TELEPHONE MANHOLE		GAS VALVE		TRAFFIC SIGNAL
	POLE HATCH		TELEPHONE MANHOLE		GAS WARDEN		PRESSURE CONTROL SIGNAL
	ELECTRIC POLE		TELEPHONE PULL BOX		FIRE ALARM SOUNDER		GATE VALVE
	ELECTRIC POLE		TELEPHONE PULL BOX		MAIL BOX		COLUMAN
	ELECTRIC POLE		TELEPHONE PULL BOX		MAIL BOX		SECTION ON
	ELECTRIC POLE		TELEPHONE PULL BOX		MAIL BOX		SECTION ON
	ELECTRIC POLE		TELEPHONE PULL BOX		MAIL BOX		SECTION ON
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NOTE: ALL MOUNTING SET ARE CARVED 1/2" BROWN PINE OR MAGNOLIA  
BATH BARBERS WITH BRASS STAMPED "2001 DEN CA 2051" (ALL PINS NOTED OTHERWISE)

**N V 5** **ALTA/NSPS LAND TITLE SURVEY**  
 PREPARED FOR  
**1501 E. Reno Ave**  
 DATE OF FIELD SURVEY: 1/20/2023  
 NETWORK PROJECT NUMBER: 202304311-001  
**1-(800)-SURVEYS (787-8397)**  
 TRANSACTION SERVICES  
[www.boeckandco.com](http://www.boeckandco.com) [mayweh@you@boeckandco.com](mailto:mayweh@you@boeckandco.com) [www.NV5.com](http://www.NV5.com)



Case No: SP-592

Applicant: 1501 East Reno, LLC and Standard Real Estate Holdings, LLC

Address: 1315 E. Reno Ave. Present Zoning: I-3

Proposed Use: (8350.13) Scrap operations.



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

## Special Permit Application



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Feet