

Planning Commission Minutes  
February 27, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:58 p.m. on February 21, 2025)

3. (PC-10959) Application by Shyr Company, LLC to rezone 10931 NW 10th Street from I-2 Moderate Industrial District to I-3 Heavy Industrial District. Ward 1.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL.**

MOVED BY NOBLE, SECONDED BY MEEK

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

ABSENT: PENNINGTON, LAFORGE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**February 27, 2025**

**Item No. IV. 3.**

**(PC-10959) Application by Shyr Company, LLC to rezone 10931 NW 10th Street from I-2 Moderate Industrial District to I-3 Heavy Industrial District. Ward 1.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

Mark Grubbs  
Grubbs Consulting, LLC  
406-265-0641  
Mark.grubbs@gc-okc.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to allow industrial use and development.

**D. Existing Conditions**

**1. Size of Site 8.61 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-2	PUD-241	I-2	I-2	I-2/I-3
<b>Land Use</b>	Undeveloped	Undeveloped	Undeveloped	Undeveloped	Manufacturing

**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. 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)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

### **B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire (OCFD) \***
- 4. Information Technology/Geographic Support (IT/GIS)**
- 5. Parks and Recreation**
- 6. Police (OCPD)**

**7. Public Works**

**a. Engineering**

**Storm Sewer Availability**

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to the applicable requirements of the Oklahoma City Municipal Code, as amended.
- 2) Storm sewers in accordance with the City of Oklahoma City's Drainage Ordinance, will be required. For developments abutting section line roads where rainfall-runoff exceeds the capacity of the City of Oklahoma City's standard ditch detail, the installation of enclosed storm sewers and/or concrete channels will be necessary. These improvements must be positioned to provide a minimum clearance of 35 feet from the centerline of the section line road. Concrete channels must be located entirely outside the public right-of-way.
- 3) A flood/drainage study will be required to establish finished floor elevations, common lot areas, and private drainage easements. This study must be reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within private drainage easements and/or common areas must be submitted for review. Building permits will not be issued until construction is complete. For subdivisions abutting a stream, private drainage easements and/or common areas along the stream must, at a minimum, encompass the entire FEMA-mapped Zone AE and floodway within the limits of the development.
- 5) Place the following note on the plat and construction plans: Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association and/or the adjacent property owners. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the drainage related common areas and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner that meets the requirements specified above.

- 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) Sediment and erosion control measures shall be provided for any construction in accordance with Oklahoma Statutes Title 27A, OAC 606 - OPDES Standards, and the City of Oklahoma City Municipal Code, as amended.

A City of Oklahoma City Land Disturbance Permit and an ODEQ Construction Permit are required for land disturbance activities exceeding one (1) acre, as specified by the above-referenced regulations. Additionally, a City of Oklahoma City Land Disturbance Permit is required for any construction activity, regardless of the amount of land disturbed, unless exempt under the ordinance.

- 8) Sidewalks shall be installed for all new construction in accordance with the Municipal Code. Any new sidewalks or repair/replacement of existing sidewalks shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction.

- 9) All private roads /streets will have private storm sewer systems.

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

**9. Stormwater Quality Management**

**10. Traffic Services \***

**11. Utilities**

**a. Wastewater Comments**

1. No public wastewater service is available for the development. A private on-site wastewater disposal system is required in accordance with ODEQ rules and regulations. Applicants is responsible for obtaining all required City and ODEQ Permits. On-site wastewater disposal system must be installed by an ODEQ certified installer and inspected by ODEQ.
2. Wastewater might be able to get to site by extension along Chisholm Trail Dr.

**b. Water Comments**

1. An existing 18" 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.
9. Plat may be revised after review and approval of utility plans.
10. Each unit must have a separate water meter and connection to the main.

**c. Solid Waste Management**

No Solid Waste Management services needed.

## 12. 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.*

#### 1. LUTA Development Policies:

##### Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL & HI)
- Developments should be served by urban water and sewer utility systems. (UL)
- Major and Minor Arterial frontages should be heavily landscaped. (HI)
- Buildings along Major and Minor Arterials should be held to a higher design standard. (HI)

*National, state, and local permitting require basic best management practices for stormwater management. Public water is available along NW 10th Street. Sewer may be available south of the site. The subject site is located along the north side of NW 10th Street, an arterial street.*

##### Location:

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

*The subject site is located along the north side of NW 10th Street, an arterial street in the Urban Low Intensity LUTA.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The subject site is currently undeveloped. The I-3 District regulations could provide a FAR within the Urban Low Intensity LUTA.*

##### Automobile Connectivity:

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL & HI)
- Development fronting arterials should take access from intersecting streets where possible. (UL & HI)
- Primary entrance points should be aligned with access points immediately across the street. (UL & HI)
- Provide vehicular connectivity between adjacent developments. (UL)

*The subject site is located along the north side of NW 10th Street, an arterial street. The site does not currently have improved access. The site abuts a Union Pacific rail line on the north. NW 10th Street primarily serves industrial uses at this location. Chisholm Trails Drive provides an alignment opportunity to the south; however, access cannot be specified in a base zoning request and is per Code requirements.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development. (UL & HI)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)

*Sidewalks are not currently available on the subject site. Sidewalk requirements 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 adjacent to existing industrial uses or zoning, there are no compatibility issues identified by the comprehensive plan.
- 3. Service Efficiency:**
  - Water: *Served*
  - Sewer: *Open Sewer Sheds*
  - Fire Service: *Urban Response*
- 4. Transportation System:** This site is located along the north side of NW 10th Street, a Major Arterial Street in the Urban Low LUTA. Transit (bus) service is not available nearby.
- 5. 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)
  - 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 subject site is located along the north side of NW 10th Street, in an area generally located west of Interstate 344 (John Kilpatrick Turnpike) and south of Old Highway 4. A Union Pacific rail line runs along the northern boundary. The subject site, along with land to the east and a portion of land to the west, is zoned I-2 and undeveloped. The site abuts I-3 zoned land to the west that is developed with industrial office / warehouse and outdoor storage uses. Across NW 10th Street, to the south, are I-2 zoned office / warehouse and outdoor storage uses.

The proposed development site is within an area where the Heavy Industrial Land Use Typology layer applies. The proposed I-3 District allows moderate and heavy industrial uses, consistent with the land use layer and surrounding uses and zoning.

The existing I-2 District and proposed I-3 District uses are similar except for the following:

- Uses permitted in I-2 but not in I-3: *Convenience Sales and Personal Services; Cultural Exhibits; and Medical Services, General and Restricted.*
- Uses permitted by right in I-3 but not in I-2: *Animal Sales and Services, Auctioning; Animal Waste Processing; Commercial Blood Centers; Heavy Industrial; Transportation Facilities, Surface Goods (General); and Wholesaling Storage and Distribution (General).*

#### **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.**

**gjh**

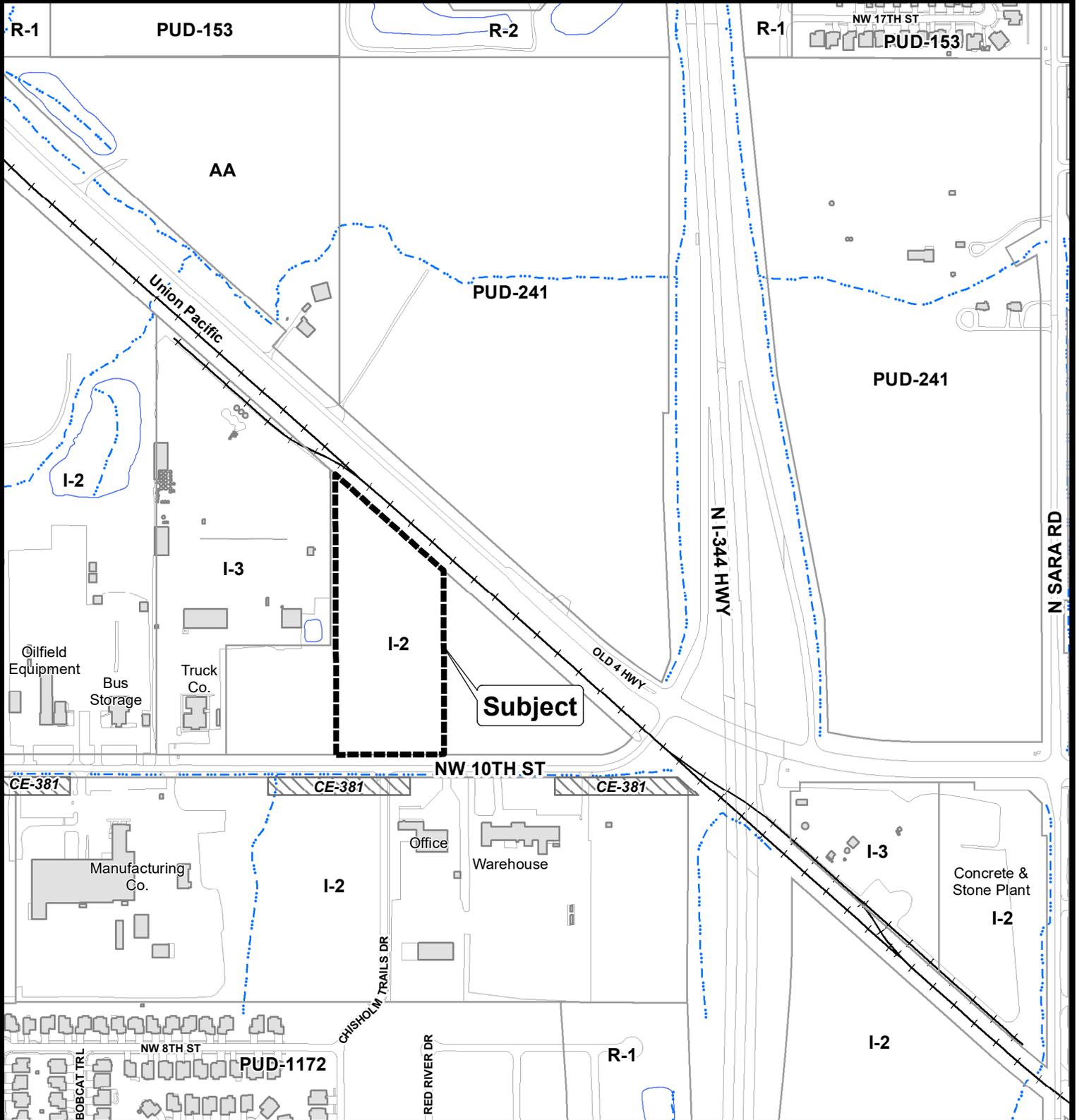
Case No: PC-10959

Applicant: SHYR Company, LLC

Existing Zoning: I-2

Proposed zoning: I-3

Location: 10931 NW 10th St.

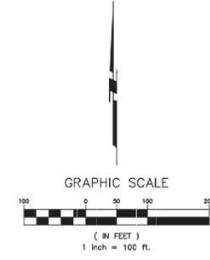


The City of  
OKLAHOMA CITY

# Rezoning Application



0 250 500  
Feet



**RUBBS CONSULTING, LLC**  
 CIVIL ENGINEERING & LAND PLANNING

1800 S. Shaw Road  
 Yukon, OK 73182-9441  
 Phone: (405) 265-0441  
 Fax: (405) 265-0449



**GENESIS**  
 NW 10TH & KILPATRICK TURNPIKE  
 OKLAHOMA CITY, OKLAHOMA

**SITE MAP**

NO.	REVISIONS	DESCRIPTION	DATE

Proj. No.: 24-078  
 Date: 1/15/2025  
 Scale: (As Shown)  
 Drawn: [Signature]  
 Checked By: [Signature]  
 Approved By: [Signature]

SHEET NUMBER  
**SM**

Case No: PC-10959

Applicant: SHYR Company, LLC

Existing Zoning: I-2

Proposed zoning: I-3

Location: 10931 NW 10th St.



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

# Rezoning Application



0 250 500  
Feet