

Planning Commission Minutes  
October 24, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:35 a.m. on October 21, 2024)

11. (SPUD-1678) Application by Oklahoma City Urban Renewal Authority to rezone 515 NE 1st Street from PUD-1132 Planned Unit Development District and DSHA Downtown Scenic Highway Area to SPUD-1678 Simplified Planned Unit Development District and DSHA Downtown Scenic Highway Area. Ward 7.

The applicant was present. There were no protestors present.

**RECOMMENDED APPROVAL.**

MOVED BY GOVIN, SECONDED BY PRIVETT

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

ABSENT: PENNINGTON, NOBLE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**October 24, 2024**

**Item No. IV. 11.**

**(SPUD-1678) Application by Oklahoma City Urban Renewal Authority to rezone 515 NE 1<sup>st</sup> Street from PUD-1132 Planned Unit Development District and DSHA Downtown Scenic Highway Area to SPUD-1678 Simplified Planned Unit Development District and DSHA Downtown Scenic Highway Area. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant Representative**

Name        Mark Zitzow  
Company    Johnson & Associates  
Phone       405-235-8075  
Email        mzitzow@jaokc.com

**B. Case History**

This is a new application. This application is associated with the proposed Final Plat of The Hill at Bricktown, Section 4 (C-7691).

**C. Reason for Request**

The purpose of this application is to allow attached and detached single-family residential development.

**D. Existing Conditions**

- 1. Size of Site:** 2.8 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>   | PUD-1132            | PUD-1132     | PUD-1132    | BC                   | PUD-1132    |
| <b>Land Use</b> | Undeveloped         | I-235 ROW    | I-235 ROW   | Parking/Fire Station | Residential |

**3. Comprehensive Plan Land Use Typology Area: Downtown (DT)**

DT applies to the city center, Oklahoma City’s most intense development area, envisioned as a regional center for commerce and tourism. Urban experience, interaction, creativity and knowledge exchange, and economic dynamism are guiding objectives that necessitate high intensity and extremely close proximity among businesses, residents, destinations, and amenities.

**II. SUMMARY OF SPUD APPLICATION**

1. This site will be developed in accordance with the regulation of the **R-1, Single-Family District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) shall be the only uses permitted within this SPUD:

- Community Recreation: Property Owners Association (8250.3)
- Family Day Care Homes (8300.40)
- Model Home (8200.8)
- Single-Family Residential (8200.14) homes may be attached or detached
- Live/Work Units (8200.4)

2. **Maximum Building Height:**

The maximum height of any building shall be 60 feet.

3. **Maximum Building Size:**

N/A

4. **Maximum Number of Buildings:**

N/A

5. **Maximum Building Coverage:**

The maximum building coverage within this SPUD shall be 100%. Parking lots, driveways, sidewalks and other site-related hardscape elements are excluded from coverage calculations.

6. **Minimum Lot Size:**

There shall be no minimum lot size within this SPUD.

7. **Minimum Lot Width:**

The minimum lot width within this SPUD shall be 15 feet.

**8. Building Setback Lines:**

|                   |      |
|-------------------|------|
| Front Yard:       | None |
| Side Yard:        | None |
| Rear Yard:        | None |
| Corner Side Yard: | None |

Setbacks between internally divided parcel shall be zero (0) feet, except as required by building and fire codes.

**9. Sight-proof Screening:**

Sight-proof fencing shall not be required for this SPUD.

**10. Landscaping:**

The subject site shall meet all requirements of Oklahoma City's Landscaping Ordinance in place at the time of development.

Landscaping required for each lot may be placed within the common areas.

Other than building entrance hardscape and sidewalk, open areas shall be landscaped with grass and shrubbery next to the building. Hardscape includes pavers, walls and decorative stone finishes.

Required landscaping shall be permitted in the right-of-way subject to Public Works approval.

**11. Signs:**

All signage within this SPUD shall be in accordance with the Oklahoma City Municipal Code, 2020, as amended. Any signage placed within, or encroaching into public right-of-way shall be subject to Public Works approval.

**11.1 Off-Premise Signs:**

Off-Premise signs shall not be permitted within this SPUD.

**12. Vehicular Access:**

Access to this SPUD shall be provided via NE 1<sup>st</sup> St., NE 2<sup>nd</sup> St., NE 1<sup>st</sup> Ter., N Ellison Ave. and E Main St. Shared access via adjacent tracts may occur with recorded cross access agreements.

Vehicular access to each building is allowed from dedicated alleys. Controlled access gates at each building or block drive entrance are allowed.

Primary access to individual units by common areas and private drives shall be allowed.

Individual lots shall be allowed cross-access for the purpose of parking, access and maneuvering via a platted common area.

Each lot shall not be required to have access or be adjacent to public rights-of-way.

**13. Sidewalks:**

Five-foot sidewalks shall be constructed on all public streets or 6-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to the policies and procedures of the Public Works Department. All sidewalks shall be in place prior to any occupancy certificates being issued.

Should existing sidewalks be damaged or removed during construction, the developer shall be required to make the necessary repairs and/or replace if necessary.

Sidewalks on both sides of the streets shall not be required if connectivity is achieved through crosswalks and connective corridor.

**II. OTHER DEVELOPMENT REGULATIONS:**

**1. Architecture:**

Exterior building wall finish on all main structures (excluding the accessory structures), exclusive of windows and doors, shall consist of 100% brick, dressed stone, painted stucco of a consistent nature, cast stone design or similar materials. A maximum of 30% Cementitious materials and architectural metal shall be permitted.

**2. Open Space: N/A**

**3. Street Improvements: N/A**

**4. Site Lighting:**

The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended. Lighting will be arranged so that lights will not project directly onto adjacent property.

**5. Dumpsters:** N/A

**6. Parking:**

The design of all parking facilities in this SPUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended.

Parking requirements shall be met by the attached garages. On-street parking may be constructed within The Hill at Bricktown Phase 4 SPUD, subject to Traffic Commission approval. On-street Parking shall meet the dimensional requirements of the Zoning Regulations of the City of Oklahoma City.

Driveways shall be separated to the greatest extent possible.

**7. Maintenance:**

Maintenance of Common Areas, private drainage easements, and islands / medians shall be the responsibility of the homeowner's association.

**8. Drainage:**

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

**9. Subdivision:**

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

Lot lines may be adjusted to realign the location of homes prior to the platting stage.

**10. Other:**

**10.1 Common Areas:** All common areas shall be areas within the SPUD which are not public right-of-way or private building lots. These common areas may be used for common access to units, landscaped areas, utility corridors or easements, parking, common use buildings and structures and private drives.

**10.2 Artwork:** Architectural Icons, statues and artwork of historical significance to this area shall be allowed throughout the SPUD. If placed within the rights-of-way, each will require a revocable permit from the City of Oklahoma City.

- 10.3 Fencing:** Front yard fencing shall be permitted to be up to 5 feet in height. However, in between side yards, fencing shall be permitted to taper up to 6 feet in height to increase front yard privacy.

**III. SUPPORTING DOCUMENTS**

- Exhibit A: Legal Description  
Exhibit B: Conceptual Site Plan

**III. REVIEW COMMENTS**

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

**A. Outside Agencies**

- 1. Oklahoma City-County Health Department (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas (ONG)**
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District: 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.7 Maintenance: Maintenance of Common Areas, private drainage easements, private streets, and islands/medians in the development shall be the responsibility of the homeowner's association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the

storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner that meets the requirements specified above.

- 12) Add to Section I.13 Sidewalks: Any 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 of this SPUD.

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

**c. Stormwater Quality Management**

**d. Traffic Services \***

**8. Utilities**

**a. Engineering**

**Paving**

**b. Solid Waste Management**

- 1) The City can provide service, providing there is sufficient space for the truck to maneuver to service the addition.

**c. Water/Wastewater Quality**

**Water Availability**

- 1) Wastewater services and main have been installed. Existing services will need to be abandoned and possible new services installed to ensure services are within the lot lines of new proposed development.

**Wastewater Availability**

- 1) Wastewater services and main have been installed. Existing services will need to be abandoned and possible new services installed to ensure services are within the lot lines of new proposed development.

**9. Planning**

**a. Comprehensive Plan Considerations**

**1) LUTA Development Policies:**

Site Design, Building Form, and Location

- Utilize Best Management Practices (BMP) for stormwater.
- Align walls of new construction with prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.
- Avoid unbroken stretches of blank walls.

Density: The non-residential Floor to Area Ratio (FAR) range for the Downtown LUTA is 0.1+, with a typical FAR in excess of 2. The Downtown LUTA outlines a density range of 50 to 125+ dwelling units per acre.

Automobile Connectivity

- Protect existing traditional street grid and reconnect it where possible.
- Keep alleys open and functional.

Pedestrian Connectivity

- Preserve and expand the pedestrian and bicycle networks.
- Provide sidewalk connections between all uses.
- Provide public connectivity through blocks via alley or internal access for large-scale, block sized developments.

*The SPUD is proposed allow residential development in a new section of the Hill at Bricktown. Streets are already installed. The SPUD is requested to allow a reduced lot size, lot width, change architectural standards. The SPUD is associated with the Final Plat of The Hill at Bricktown, Section 4 (C-7691) which proposes a density of 18.21 du/acre.*

- 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 similar residential uses, no new compatibility issues were identified by the comprehensive plan. Projects in higher intensity LUTAs (DT) may be more appropriate for significant transitions of density, scale and mass.
- 3) Service Efficiency:**
  - Water: *Served*
  - Sewer: *Fully Served*
  - Fire Service: *Urban Response*
- 4) Transportation System:** Access to this development will be taken from existing streets and alleys constructed with The Hill at Bricktown, west of the site. The subject site abuts NE 1st Street, NE 1st Terrace, NE 2nd Street, and Byers Avenue, all Neighborhood Streets in the Downtown LUTA. The downtown street typologies are based on the Downtown Development Framework (DDF). Transit (bus and streetcar) service is available Downtown.
- 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)
- Share parking between contiguous developments. (C-31)
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestions at arterial intersections. (C-32)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)

**b. Plan Conformance Considerations**

The SPUD is proposed allow residential development at the Hill at Bricktown. Streets are already installed. The SPUD is requested to allow a reduced lot size, lot width, and change the architectural standards for new single-family attached or detached development. The SPUD is associated with the Final Plat of The Hill at Bricktown, Section 4 (C-7691). While not in a City design district, the proposed development is subject to the Oklahoma City Urban Renewal Authority's design specifications. No new compatibility issues were identified with this request. The site is within the Downtown Scenic Highway Area (DSHA) which prohibits billboards. No changes to the DSHA would occur with this application.

**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.**

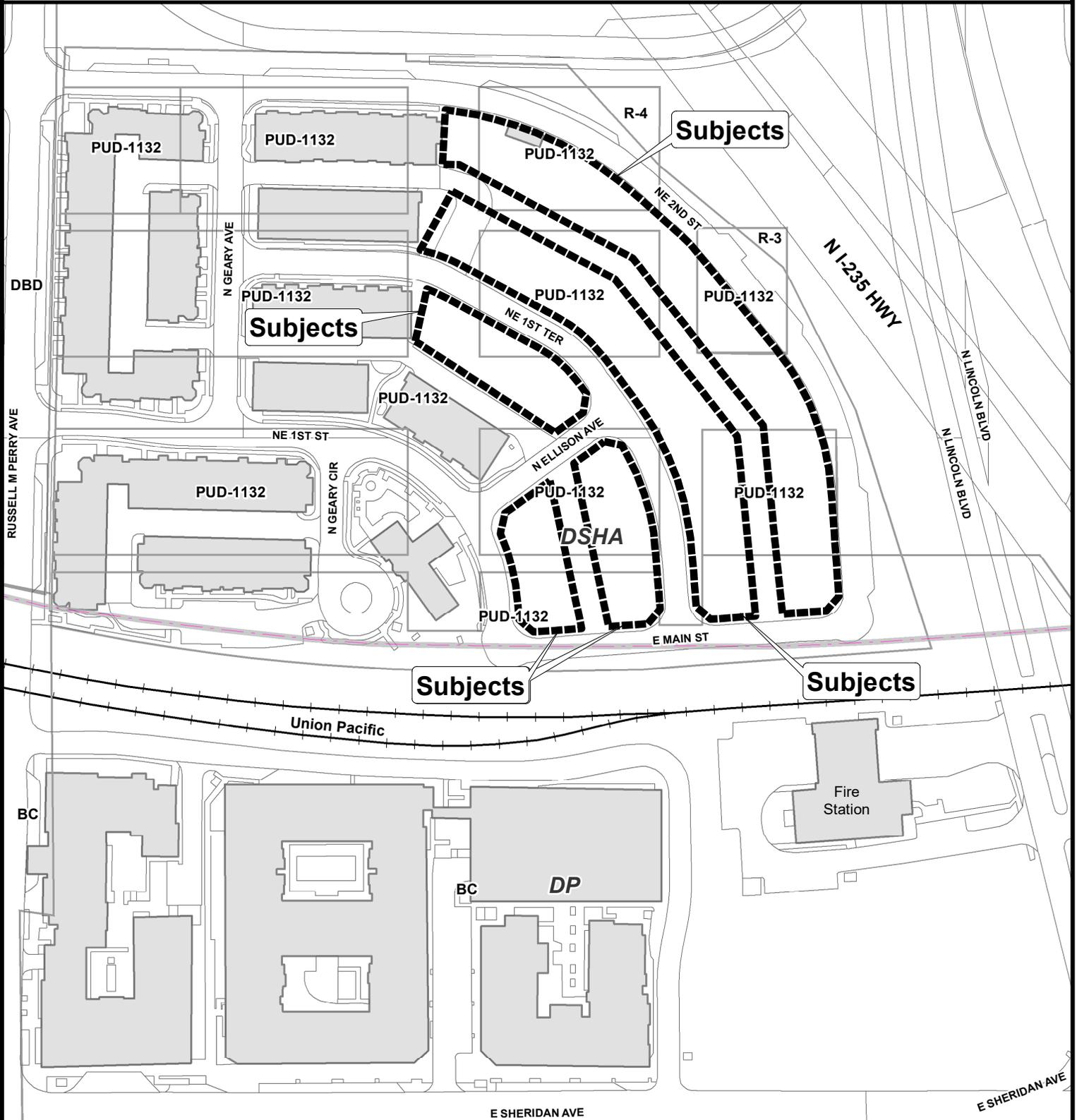
All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Divisions review of construction plans and prior to City Council approval.

Case No: SPUD-1678

Applicant: Oklahoma City Urban Renewal Authority

Existing Zoning: PUD-1132 / DSHA

Location: 515 NE 1st St.

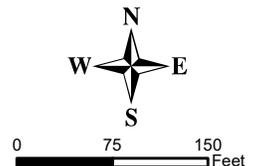


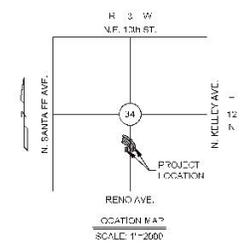
Note: "Subject" is located approximately 1,319' North of E. Reno Ave. and 2,479' West of N. High Ave.



The City of OKLAHOMA CITY

# Simplified Planned Unit Development





**SPUD-1678**  
**The Hill at Bricktown**  
**Phase 4**

Exhibit 'B'  
 Boundary Exhibit



Johnson & Associates  
 1 E. Sheridan Ave., Suite 200  
 Oklahoma City, OK 73104  
 ENGINEERS SURVEYORS PLANNERS  
 3501



Case No: SPUD-1678

Applicant: Oklahoma City Urban Renewal Authority

Existing Zoning: PUD-1132 / DSHA

Location: 515 NE 1st St.



Aerial Photo from 2/2022

Note: "Subject" is located approximately 1,319' North of E. Reno Ave. and 2,479' West of N. High Ave.



The City of OKLAHOMA CITY

# Simplified Planned Unit Development

