



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**June 13, 2024**

**Item No. IV. 21.**

**(SPUD-1636) Application by Rockwell, LLC to rezone 11212 West Reno Avenue and 400 Pointe Parkway Boulevard from PUD-287 Planned Unit Development District to SPUD-1636 Simplified Planned Unit Development District. Ward 3.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Name	Charles Allen
Company	Allen Engineering Services
Phone	405-84-9901
Email	callen@aeswins.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow office and commercial development.

**D. Existing Conditions**

**1. 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.

**2. Size of Site: 1.3 acres (Reno Avenue) and 1.7 acres (Pointe Parkway Blvd)**

**3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	PUD-287	PUD-287/ PUD-1019	PUD-287/ PUD-733	PUD-287/ PUD-1390	PUD-287/ PUD-1390
<b>Land Use</b>	Undeveloped	Undeveloped/ Bank	Undeveloped/ Apartments	Apartments/ Office	Retail/ Apartments

## **II. SUMMARY OF SPUD APPLICATION**

This site will be developed in accordance with the regulation of the **C-3 Community Commercial District** (OKC Zoning Ordinance, 2010), except that the following restrictions will apply:

1. The following uses are permitted within this SPUD:

Permitted Use Units:

Cultural Exhibits (8250.5)  
Library Services and Community Centers (8250.11)  
Light Public Protection and Utility: General (8250.12)  
Light Public Protection and Utility: Restricted (8250.13)  
Low Impact Institutional: Neighborhood Related (8250.14)  
Administrative and Professional Office (8300.1)  
Adult Day Care Facilities (8300.2)  
Animal Sales and Services: Grooming (8300.8)  
Building Maintenance Services (8300.23)  
Business Support Services (8300.24)  
Child Care Centers (8300.25)  
Communications Services: Limited (8300.29)  
Convenience Sales and Personal Services (8300.32)  
Eating Establishments: Sitdown, (8300.37)  
Food and Beverage Retail Sales (8300.41)  
Medical Services: General (8300.52)  
Medical Services: Restricted (8300.53)  
Participant Recreation and Entertainment: Indoor (8300.55)  
Payday or Title Loan Agencies (8300.57)  
Personal Services: General (8300.58)  
Personal Services: Restricted (8300.59)  
Repair Services: Consumer (8300.61)  
Research Services: Restricted (8300.62)  
Retail Sales and Services: General (8300.63)

In addition to the above uses, the following uses are permitted within Tract 2:

Alcoholic Beverage Retail Sales (8300.5)  
Eating Establishments: Drive-In (8300.34)\*  
Eating Establishments: Fast Food (8300.35)\*  
Eating Establishments: Fast Food with Drive-Through Order Window 8300.36)\*  
Custom Manufacturing (8350.3)  
Industrial Light (8350.8)  
Wholesaling Storage & Distribution: Restricted (8350.16)

\* Call boxes and speakers shall be located a minimum of 100 feet from residential uses.

2. Maximum Building Height: 35 Feet
3. Maximum Building Size: N/A
4. Maximum Number of Buildings: N/A
5. Building Setback Lines

Front: 60 Feet  
Rear: 15 Feet  
Sides: 15 Feet

6. Sight-proof Screening: No less than a six-foot and no greater than an eight-foot high fence or wall shall be required along the boundary of this parcel where it abuts to any residential use. Said fence or wall shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, with brick columns with footings on 20' centers and shall be solid and opaque. No fence shall be required when an existing fence is in place at the time of development.
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 Freestanding Accessory Signs

All freestanding signs within this SPUD shall be ground (monument) signs with the maximum size being eight feet high and 100 square feet in area and shall have no less than 25 square feet of landscaping at the base. No pole signs will be allowed.

8.2 Attached Signs

Attached signs will be in accordance with the base zoning district regulations.

8.3 Non-accessory Signs

Non-accessory signs are specifically prohibited in this SPUD.

8.4 Electronic Message Display Signs

Electronic Message Display signs shall not be permitted in this SPUD.

9. Access: There shall be two (2) access points allowed from Pointe Parkway Boulevard to serve Tract 1 and one (1) access point allowed from West Reno Avenue to serve Tract 2 in this SPUD. New driveways shall be separated a minimum of 200 feet from other drives.
10. Sidewalks: Five-foot sidewalks shall be constructed on the arterial street with each development parcel or 6-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to ADA requirements and the policies and procedures of the Public Works Department.

**II. Other Development Regulations:**

1. Architecture: Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick, brick veneer, masonry, rock, concrete, stone, stucco, stone masonry, concrete-board, architectural metal or wood, or other similar type finish. A maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted. Garage doors shall be allowed on the back of building, as long as the garage door does not face a public right-of-way.
2. Open Space: Open Space requirements shall be per the base district regulations.
3. Street Improvements: N/A
4. Other:

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.

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.

Parking: Parking shall be in accordance with the City of Oklahoma City parking requirements.

Common Areas: Maintenance of all common areas 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.

**III. Supporting Documents**

Exhibit A: Legal Descriptions  
Exhibit B: Master Development 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**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior to excavation for the exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District:** Mustang
- 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**
  - b. Streets, Traffic and Drainage Maintenance**

**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) 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.
- 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) Add to Section II.4: Drainage: Development of this parcel will comply with the requirements of the Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Wastewater Availability**

- 1) An existing 8-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guarantee 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.
- 7) Plat may be revised after review and approval of utility plans.

**Water Availability**

- 1) An existing 8-inch/12-inch 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.

## STAFF REPORT

The City of Oklahoma City

Planning Commission

June 13, 2024

SPUD-1636

Item No. IV. 21.

- 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 more than 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) Will be mastered metered.

### **b. Solid Waste Management**

- 1) The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise, the customer will have to utilize a private hauler for dumpster service.

## **9. Planning**

### **a. Comprehensive Plan Considerations**

#### **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 northern portion of the application (Tract 2) is located along West Reno Avenue, a major 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 SPUD regulations, including a*



*maximum building height of 35 feet and increased setback lines, could provide a FAR within the Urban Low Intensity LUTA range.*

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system.
- Protect existing traditional street grid and reconnect it where possible.
- 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.
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

*Neither tract currently has improved access to their respective property. The SPUD proposes two access points from Pointe Parkway Boulevard for Tract 1 and one access point from West Reno Avenue for Tract 2. The proposed drives would be provide a minimum of 200 feet of separation between access points.*

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 either tract. The SPUD regulations propose sidewalks along the arterial street (West Reno Avenue) but do not specify that sidewalks would be installed along the neighborhood street (Pointe Parkway Boulevard). The conceptual plan for the development illustrates sidewalks along both frontages. Plan conformance would be strengthened by requiring sidewalks along frontages of both tracts.*

- 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 High Intensity Residential, “Traffic” and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

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 northern portion of the application (Tract 2) is located*

*along the south side of West Reno Avenue, a Major Arterial Street, and the southern portion of the application (Tract 1) is located along the east side of Pointe Parkway Boulevard, a Neighborhood Street. Point Parkway Boulevard currently serves primarily commercial and high intensity residential uses. No new compatibility issues requiring mitigation measures related to traffic were identified on the site.*

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 proposes uses that could have operational impacts next to residential uses, including drive-thru restaurants. The SPUD does offer some mitigation by requiring call boxes and speakers for the drive-thru use be located at least 100 feet from any residential zoning district or use and requiring no less than a six-foot and no greater than an eight-foot-high fence or wall be located along any boundary abutting residential uses.*

**3) Service Efficiency:**

- Water: *Served*
- Sewer: *Fully Served*
- Fire Service: *Urban Response*

**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. 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., in order to promote increased water percolation and infiltration.

**5) Transportation System:** The northern portion of the application (Tract 2) is located along West Reno Avenue, a Major Arterial Street, and the southern portion of the application (Tract 1) is located along Pointe Parkway Boulevard, a Neighborhood Street, both in the Urban Low LUTA. Transit (bus) service is not available nearby.

**6) Other Development Related Policies**

- 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)
- 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)

**b. Plan Conformance Considerations**

The subject site is comprised of two portions of land, the northern of which is located along the south side of West Reno Avenue (Tract 2), east of South Mustang Road, and the southern along the east side of Pointe Parkway Boulevard (Tract 1), north of SW 5th Street. The sites are generally located south of West Interstate 40 between South Mustang Road and Interstate 344 (John Kilpatrick Turnpike). Both sites are part of Tract 1 of PUD-287, which was approved in 1987 as a 150-acre multi-use PUD reaching from Interstate 40 southward past SW 5th Street. Tract 1 of the existing PUD is zoned for commercial uses with a C-3 base. Land east and west of the northern tract (Tract 2) and land north and south of the southern tract (Tract 1) would remain zoned PUD-287. East and west of the northern tract is currently undeveloped, with an apartment complex (PUD-1390) adjacent to the site on the south. Land to the north of the southern tract is undeveloped. Land to the east (PUD-733) and across Pointe Parkway Boulevard to the west (PUD-1390) of the southern tract is developed with apartment complexes. South of the southern tract is an office.

The SPUD is requested to allow office and commercial development with C-3 base zoning on two sites totaling three acres. The SPUD proposes limiting higher traffic/intensity commercial and light industrial uses to Tract 2, located on West Reno Avenue. The SPUD proposes distancing call boxes 100 feet, and dumpsters 25 feet, from residential uses. The SPUD prohibits pole, non-accessory and electronic message display (EMD) signage. Plan conformance would be strengthened by requiring sidewalks to be constructed along Pointe Parkway Boulevard, a Neighborhood street. No other conformance issues were identified.

**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 subject to the following Technical Evaluations:**

1. Amend II. 10. Sidewalks to read: Five-foot sidewalks shall be constructed on all streets within each development parcel or 6-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to ADA requirements and the policies and procedures of the Public Works Department.
2. Development of this parcel will comply with the requirements of Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

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

bd