

Planning Commission Minutes
May 9, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:56 p.m. on May 3, 2024)

12. (SPUD-1623) Application by Ricardo Martinez Acosta to rezone 10331 NW Expressway from AA Agricultural District to SPUD- 1623 Simplified Planned Unit Development District. Ward 1.

Amended Technical Evaluation:

1. Require the following uses to be located at least 150 feet from any residential use:
Gasoline Sales, Large (8300.45)
Gasoline Sales. Small: Restricted (8300.46)
2. A maximum of two access points shall be allowed to Northwest Expressway.
3. Shared access shall be required between internal tracts.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY CLAIR, SECONDED BY MEEK

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



STAFF REPORT
The City of Oklahoma City
Planning Commission
May 9, 2024

Item No. IV. 12.

(SPUD-1623) Application by Ricardo Martinez Acosta to rezone 10331 NW Expressway from AA Agricultural District to SPUD-1623 Simplified Planned Unit Development District. Ward 1.

I. GENERAL INFORMATION

A. Contacts

1. Applicant/Developer Representative

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

B. Case History

This is a new application.

C. Reason for Request

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

Comprehensive Plan Land Use Typology Layer: Urban Future (UF)

The UF layer maintains agricultural land and large acreage estates until the area is ready for urbanization. The purpose of the UF designation is to retain land in a condition that provides the most flexibility for developing at urban densities in the future and ensures the most efficient, sustainable delivery of services. Land assembly is one of the most difficult tasks associated with effective land development. To the extent parcels become fragmented, the potential to efficiently urbanize UF areas is compromised due to the challenges of land assembly. Urban Future areas may have access to the City's public water supply or sanitary sewer systems but not both, and typically don't have urban levels of fire service. These areas present opportunities to increase service levels over time and responsibly manage the public costs of growth. Urban services, including

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City water and sewer, are not intended to be provided to UF areas until the designation is removed through an amendment to plan **okc**. Commercial and light industrial uses may be appropriate provided they do not negatively impact agricultural operations and character or the potential to eventually urbanize.

2. **Size of Site:** 3.52 acres

3. **Zoning and Land Use**

	Subject Site	North	East	South	West
Zoning	AA	PUD-337/AA	PUD-1327	ROW/AA	AA
Land Use	Residential	Oil/Gas Equipment/ Undeveloped	Retention Pond/ Commercial	NW Expressway/ Outdoor Storage	Undeveloped

II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **C-3, “Community Commercial” District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

- Administrative and Professional Offices (8300.1)
- Adult Day Care Facilities (8300.2)
- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales and Services: Grooming (8300.8)
- Animal Sales and Services: Kennel and Veterinary, Restricted (8300.11)
- Automotive: Parking Lots, as a Principal Use (8300.13)
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Child Care Centers (8300.25)
- Communications Services: Limited (8300.29)
- Community Recreation: General (8250.2)
- Community Recreation: Property Owners Association (8250.3)
- Community Recreation: Restricted (8250.4)
- Convenience Sales and Personal Services (8300.32)
- Cultural Exhibits (8250.5)
- Custom Manufacturing (8350.3)
- Dwelling Units and Mixed Uses (8200.2)
- Eating Establishments: Drive-In (8300.34)*
- Eating Establishments: Fast Food (8300.35)*

- Eating Establishments: Fast Food, With Drive-Thru Order Window (8300.36)*
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Limited Alcohol Permitted (8300.39)
- Food and Beverage Retail Sales (8300.41)
- Funeral and Interment Services: Undertaking (8300.44)
- Gasoline Sales, Large (8300.45)
- Gasoline Sales. Small: Restricted (8300.46)
- Greenhouse (8150.6.3)
- Hoop House (8150.6.5)
- Laundry Services (8300.48)
- Library Services and Community Centers (8250.11)
- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Lodging Accommodations: Bed and Breakfast 8300.49)
- Lodging Accommodations: Commercial Lodging (8300.51)
- Low Impact Institutional: Neighborhood-Related (8250.14)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Multiple-Family Residential (8200.12)
- Participant Recreation and Entertainment: Indoor (8300.55)
- 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)
- Senior Independent Living (8200.13)
- Single-Family Residential (8200.14)
- Spectator Sports and Entertainment: Restricted (8300.69)
- Two-Family Residential (8200.16)

*These uses shall be located at least 150 feet away from any residential use.

Existing residential uses shall be deemed in conformance with this SPUD. However, any expansion of residential uses shall be restricted until such time that the site is served by public utilities and a comprehensive plan amendment has been sought.

2. Maximum Building Height:

The maximum height of any building shall be per the base zoning district.

3. Maximum Building Size: N/A

4. Maximum Number of Buildings:

There shall be no maximum number of buildings within this SPUD.

5. Building Setback Lines:

North PUD Boundary: 10 feet
East PUD Boundary: 10 feet
West PUD Boundary: 15 feet
South PUD Boundary: 35 feet

6. Sight-proof Screening:

No less than a six-foot and no greater than an eight-foot-high sight proof screen shall be required along SPUD boundaries adjacent to properties developed for residential use and along the east boundary. Said sight-proof screen may be constructed of stucco, brick, stone, wood, steel/iron and/or any combination thereof and shall be solid and opaque.

Screening along the east SPUD boundary shall be a wood fence with steel posts.

7. Landscaping:

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

8. Signs:

Signage shall be in accordance with the City of Oklahoma City sign ordinance.

9. Access:

Access shall be taken from Northwest Expressway and shall be per Oklahoma Department of Transportation standards.

10. Sidewalks:

Internal sidewalks shall be subject to the policies and procedures of the Public Works Department. All sidewalks shall be in place prior to any occupancy certificates being issued.

II. OTHER DEVELOPMENT REGULATIONS:

1. Architecture:

All structures constructed within this SPUD shall comply with the following architectural standards:

Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock, concrete board or stone masonry. No more than 30% EIFS, stucco, wood, or architectural metal shall be permitted. Exposed metal or exposed concrete block buildings shall be permitted.

2. Open Space: N/A

3. Street Improvements: N/A

4. Site Lighting:

All site lighting utilized within this SPUD shall be directed away from any adjacent residential uses. To accomplish this, lights shall utilize shields, shades or other appropriate methods of directing light beams. 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.

5. Dumpsters:

Dumpsters shall be consolidated where practical and located within an area screened by a fence or masonry wall of sufficient height to screen the dumpster from view. Said dumpster shall not be permitted within 50 feet from residential uses.

6. Parking:

The design and number 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.

7. Maintenance:

Maintenance of the common areas, private drainage easements, and islands/medians in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that may 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 by the Oklahoma City Department of Public Works.

8. Drainage:

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

9. Platting:

Platting shall be per the City of Oklahoma City Subdivision Regulations.

10. Other: N/A

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**
- 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: Piedmont**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports**

- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire:** A turnaround will be required for development located in the north portion of the site.
- 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) Flood Study will be required to show no rise in FEMA Q 100 and the City of Oklahoma City Q 100 water surface elevation, compared pre-and post-development.
- 5) A portion of subject property is situated within a F.E.M.A. Flood Plain. Therefore, the establishment of Minimum Finish Floor Elevation for each lot within the flood plain will be required (100-year) frequency plus 1'. The Public Works Department Engineering staff shall approve these elevations prior to the filing of the final plat.
- 6) A floodplain activity permit must be submitted for any work contemplated in The Waters of the United States.
- 7) 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.

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- 8) 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.
- 9) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 10) 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.
- 11) 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.
- 12) All private roads /streets will have private storm sewer systems.
- 13) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

c. Stormwater Quality Management

d. Traffic Management*

8. Utilities

a. Engineering

Wastewater Availability

- 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. Applicant 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.

Water Availability

- 1) An existing 16-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.

- 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) Will be mastered meter and private fire hydrants inside property boundaries.

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

The site is within the Urban Low LUTA and in an area the comprehensive plan designates as Urban Future. When the Urban Future layer is removed for new development, the Urban Low policies will apply.

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 is available on the subject site. However, access to public sewer is not available in the area.

Location:

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

The subject site is located along Northwest Expressway, a highway 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. UL LUTA outlines a density range of 4 to 8 dwelling units per acre for single family, and 15 to 30 dwelling units per acre for multifamily. *The SPUD allows the existing residential development, but new residential development is dependent on the extension of public utilities to serve the site and the submission of an application to amend the comprehensive plan. At that time the SPUD regulations could allow a FAR and densities within the Urban Low 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.
- Limit number of dead-end streets and cul-de-sacs.
- 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.

The site currently has one access along Northwest Expressway that serves the existing residences. Access will be per Oklahoma Department of Transportation standards, as the site is located along a state highway.

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 required along arterial streets and within new urban subdivisions.

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 Low Intensity Residential uses on the site, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if residential lot sizes in UL are less than 60% of directly

adjacent residential lots, the setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building's orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The SPUD Master Design Statement proposes maintaining the base zoning district regulations for building height and setbacks at the SPUD boundary greater than base zoning requirements. Platting is required. The C-3 District requires a lower maximum building height and increased setbacks adjacent to residential uses. Landscaping requirements for the base C-3 District would also require a landscape buffer, a minimum of five feet in width, with either satisfactory landscaping points or trees spaced on 25-foot centers.*

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 subject site is located along the north side of Northwest Expressway. No compatibility issues requiring mitigation measures were identified on the site related to traffic.*

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 regulations provide some mitigation for uses that generate operational impacts near residential uses, such as Fast Food with Drive-Thru Order Windows, by requiring they be located a minimum of 150 feet from any residential use.*

3) **Service Efficiency:**

- Water: *Served*
- Sewer: *Not Served*
- Fire Service: *Urban Response*

4) **Environmentally Sensitive Areas:** No ESAs were identified on the site.

5) **Transportation System:** This site is located along the north side of Northwest Expressway, a Highway in the Urban Low LUTA. Transit (bus) service is not available nearby.

6) **Other Development Related Policies**

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- Encourage the integration of different land uses in urban areas [by preventing] large areas of concentration of any particular land use such as multi-family or commercial. (SU-2)

- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development. (SU-4)
- 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. Large-scale commercial buildings with parking in front should screen parking lots with coordinated development of out-parcels (pad sites) and with landscaping. (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)
- Share parking between contiguous developments. (C-31)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)

b. Plan Conformance Considerations

The subject site is located along the north side of the Northwest Expressway, east of North Sara Road. The site is zoned AA and developed with a grouping of three single-family residences. Land to the north and east were previously approved for PUD developments that allow primarily commercial uses. The property to the north is currently undeveloped aside from some oil and gas equipment. The subject site abuts a pond to the east which separates the site from a construction company and church located further east. Land to the south and west, along the Northwest Expressway corridor, is zoned AA and undeveloped or developed with rural residential uses.

The subject site is currently within the Urban – Future (UF) Land Use Typology Layer. When the layer is lifted through an amendment to the comprehensive plan, Urban Low Intensity policies apply. The SPUD proposes to allow a variety of commercial, office and residential uses with C-3 District base zoning. The site is served by water but lacks sewer service. Three single-family residences are currently located on the site. The SPUD Conceptual Site Plan indicates that the existing residences will be retained, and commercial and office uses will be developed around them. The SPUD would allow the existing residences to remain, but restrict new residential development until the site is served by public utilities and an amendment to the comprehensive plan has been pursued. Commercial and light industrial uses may be appropriate in Urban Future areas provided they do not negatively impact agricultural operations and character or the potential to eventually urbanize.

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 Evaluation:

1. Require the following uses to be located at least 150 feet from any residential use:
 - a) Gasoline Sales, Large (8300.45)
 - b) Gasoline Sales. Small: Restricted (8300.46)

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.

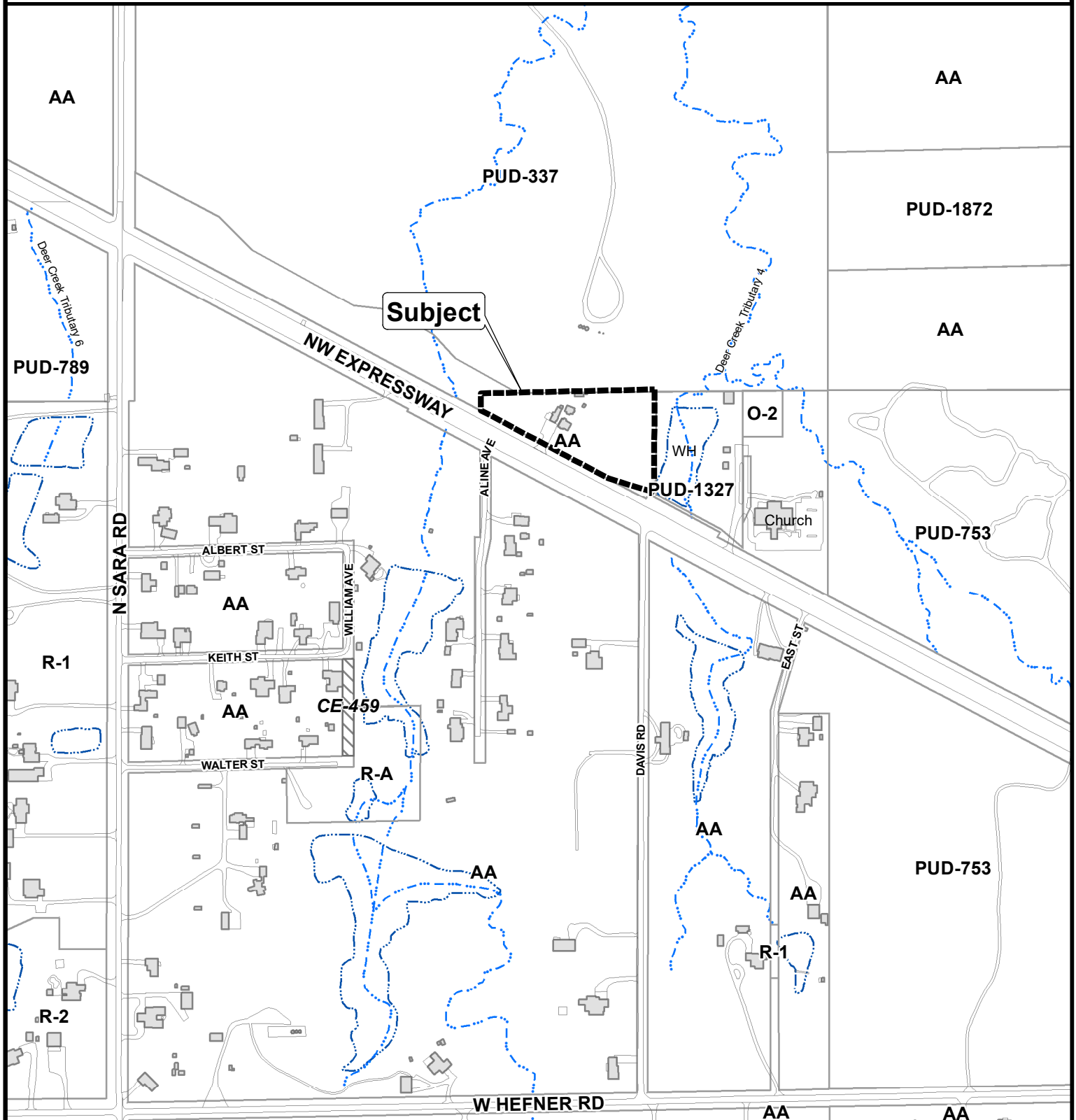
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Case No: SPUD-1623

Applicant: Ricardo Martinez Acosta

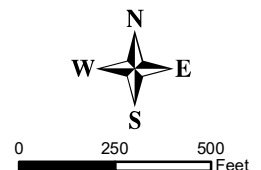
Existing Zoning: AA

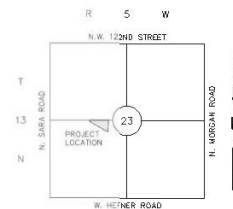
Location: 10331 Northwest Expressway



The City of
OKLAHOMA CITY

Simplified Planned Unit Development





SPUD-1623
10331 NW Expressway

Exhibit B
 Conceptual Site Plan
 115 Total Parking Spaces

+/-3.52 Acres



Johnson & Associates
 1 E. Sheridan Ave., Suite 200
 Oklahoma City, OK 73104
 (405) 235-8875 (405) 482-2200

ENGINEERS SURVEYORS ARCHITECTS

3/22/24

Conceptual site plan showing topographic data for site plan permitted under proposed rezoning

Case No: SPUD-1623

Applicant: Ricardo Martinez Acosta

Existing Zoning: AA

Location: 10331 Northwest Expressway



Aerial Photo from 2/2022

Simplified Planned Unit Development



The City of
OKLAHOMA CITY

