

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)

9. (SPUD-1619) Application by SDPS, LLC to rezone 11145 South Sunnyslane Road from AA Agricultural District to SPUD-1619 Simplified Planned Unit Development District. Ward 4.

Amended Technical Evaluation:

1. Motorcycle instruction/training shall be limited to operating during daylight hours, shall be limited to a maximum of 8 motorcycles, and will occur during the months of March through November. The maximum speed shall be 20 mph and engine size less than 300 CCs.
2. Trees shall be preserved to the maximum extent possible.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY PRIVETT, SECONDED BY GOVIN

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. 9.

(SPUD-1619) Application by SDPS, LLC to rezone 11145 South Sunnyslane Road from AA Agricultural District to SPUD-1619 Simplified Planned Unit Development District. Ward 4.

I. GENERAL INFORMATION

A. Contacts

1. Applicant/Developer Representative

| | |
|-------|----------------------------|
| Name | Everett Tarin |
| Phone | 405-606-9994 |
| Email | roadinstructor@outlook.com |

B. Case History

This is a new SPUD application. This application was originally submitted as PC-10910, a request to rezone to the I-1 District. On December 14, 2024, the Planning Commission recommended a SPUD. On March 28, 2024, PC-10910 was withdrawn in favor of this SPUD.

C. Reason for Request

The purpose of this application is to allow limited commercial and light industrial uses, specifically a motorcycle training facility.

D. Existing Conditions

1. Comprehensive Plan Land Use Typology Area: Rural – Low Intensity (RL)

Rural – Low Intensity applies to areas where large-lot neighborhoods and residential acreages/estates may remain with no expectation of urbanization or provision of urban infrastructure such as water or sewer. RL areas are predominantly composed of residential and agricultural uses but may support commercial and light industrial uses provided they do not negatively impact the rural residential character.

2. Size of Site: 2.49 acres

3. Zoning and Land Use

| | Subject Site | North | East | South | West |
|-----------------|---------------------|--------------|-------------|--------------|-------------|
| Zoning | AA | I-1/AA | AA | AA/PUD-1576 | AA |
| Land Use | Undeveloped | Warehouse | Outbuilding | Residential | Undeveloped |

II. SUMMARY OF SPUD APPLICATION

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

The following uses will be the only uses permitted on this site:

| | |
|---------|---|
| 8300.1 | Administrative and Professional Offices |
| 8300.8 | Animal Sales and Services: Grooming |
| 8300.13 | Automotive: Parking Lots, as a Principal Use |
| 8300.23 | Building Maintenance Services |
| 8300.60 | Personal Storage |
| 8300.24 | Business Support Services |
| 8250.15 | Moderate Impact Institutional, limited to motorcycle instruction/training |

2. **Minimum Lot Width:** The minimum lot width shall be 200 feet.
3. **Maximum Building Height:** Maximum building height shall be one story and 20 feet.
4. **Maximum Building Size:** The maximum building size shall be in accordance with the base zoning district.
5. **Maximum Number of Buildings:** The maximum number of buildings shall be one (1).
6. **Building Setback Lines**
 - Front Yard: Per the base zoning district.
 - Rear Yard: Per the base zoning district.
 - Side Yard: Per the base zoning district.
7. **Sight-proof Screening:** Screening requirements shall be in accordance with the base zoning district.
8. **Landscaping:** The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.

9. Signs:

9.1 Free Standing Accessory Signs: One (1) freestanding accessory is permitted within this SPUD, a maximum of 8 feet and a maximum for 100 square feet in area.

9.2 Attached Signs

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

9.3 Non-Accessory Signs

Non-Accessory signs shall be prohibited.

9.4 Electronic Message Display Signs

Electronic Message Display signs shall be prohibited.

10. Access: A maximum of one (1) driveway is permitted from South Sunnyslane Road. The maximum driveway width shall be 24 feet.

11. Sidewalks: Sidewalk requirements shall be those in place at the time of development.

II. Other Development Regulations:

1. Architecture: Per the base zoning district, except that exposed metal and exposed concrete block buildings shall not be permitted.

2. Open Space: Per the base zoning district.

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, except that lighted outdoor facilities for the Moderate Impact Institutional use shall not be located within 20 feet of the south SPUD boundary.

5. Dumpsters: Dumpsters shall be located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public streets and residences. Dumpsters shall be a minimum of 50 feet away from a residential use.

Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

- 6. Parking:** The design and number of all parking facilities in this SPUD shall be in accordance with Chapter 59, Article X of the Oklahoma City Municipal Code, 2020, as amended, except that no parking or loading space shall be located within 20 feet of the South SPUD boundary.
- 7. Maintenance:** Maintenance of the common areas 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 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 to meet the requirements specified above.
- 8. Drainage:** Development of this parcel will comply with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

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: Moore**

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 I.10 Sidewalks: Sidewalks, if required, shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.

c. Stormwater Quality Management

d. Traffic Management*

8. Utilities

a. Engineering

Wastewater Availability

- 1) No objections. No assets in the area.

Water Availability

- 1) No objections. No assets in the area.

b. Solid Waste Management

- 1) The City cannot provide service, contact private hauler.

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Design new buildings to complement the character of surrounding areas and not detract from the open character of the landscape.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.

National, state, and local permitting require basic best management practices for stormwater management.

Location: Support limited amounts of commercial in rural areas appropriate to the needs of rural residents and passersby. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges. *The character of S Sunnyslane Road, an arterial street, is a mixture of single-family residential and agricultural land zoned AA with some commercial and industrial uses zoned C-3, I-1, and I-2. The property to the north is developed with a single-family residence zoned AA and an office and warehouse zoned I-1.*

- 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 Agricultural or Low Intensity Residential, “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 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 requests to rezone the subject site from AA to an I-1 base to allow for a parking lot as a principal use to serve as a motorcycle training location. If new development were to occur, the SPUD regulations limit maximum building height to one story and 20 feet tall. The base I-1 District regulations will require increased side and rear setbacks, screening, and landscaping adjacent to the AA District.*

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 Sunnyslane Road, a two-lane arterial street. No compatibility issues requiring mitigation measures were identified.*

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 requests to rezone the subject site from AA to an I-1 base to allow for a parking lot as a principal use to serve as a motorcycle training location. The SPUD allows limited uses, including limiting the Moderate Impact Institutional use to motorcycle instruction/training. If new development were to occur, the SPUD regulations limit maximum building height to one story and 20 feet tall. The base I-1 District regulations will require increased*

side and rear setbacks, screening, and landscaping adjacent to the AA District. The Master Design Statement incorporates the conditions regarding lighting and parking location required by Code for the Moderate Impact Institutional use.

3) Service Efficiency:

- Water: *Not Served – Potential Connectivity*
- Sewer: *Not Served – Need for Major Investment*
- Fire Service: *Rural or Longer than Rural Response Times*

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

5) Transportation System: This site is located off S Sunnyslane Road, a Minor Arterial Street in the Rural Low LUTA. Transit (bus) service is not available.

6) Other Development Related Policies

- Ensure that development in rural areas is consistent with local design and scale and does not detract from the open character of the landscape. (SU-45)
- Support limited amounts of commercial (one to two acres per use) in rural areas appropriate to the needs of rural residents. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges. (SU-46)
- Preserve overall landscape character and natural landforms (rolling hills, native vegetation, etc.) to the greatest extent possible. (G-4)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- 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)

b. Plan Conformance Considerations

The subject site is located along the west side of S Sunnyslane Road, between SE 104th Street and SE 119th Street. The site is zoned AA and undeveloped. The property to the north and west is developed with a single-family residence zoned AA and an office and warehouse zoned I-1. Across S Sunnyslane Road, to the east, is a single-family residence zoned AA. South of the subject site are single-family residences under PUD-1576 (2015).

The purpose of the application is to allow a motorcycle training center. The application was initially submitted as an application for the I-1 District (PC-10910). Due to concerns from neighbors and the Planning Commission, a SPUD was suggested. The new SPUD limits the number of uses allowed on the property to seven. The Master Design Statement maintains all I-1 District requirements except that building height (if applicable) is limited to 20 feet, signs are limited to 8 feet tall and 100 square feet in area, and no EMD signs are permitted. Parking and lighting are required to be at least 20 feet from the south property line, consistent with Code requirements for the Moderate Impact Institutional use. Driveways are limited to one, and the maximum width allowed is 24 feet.

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.

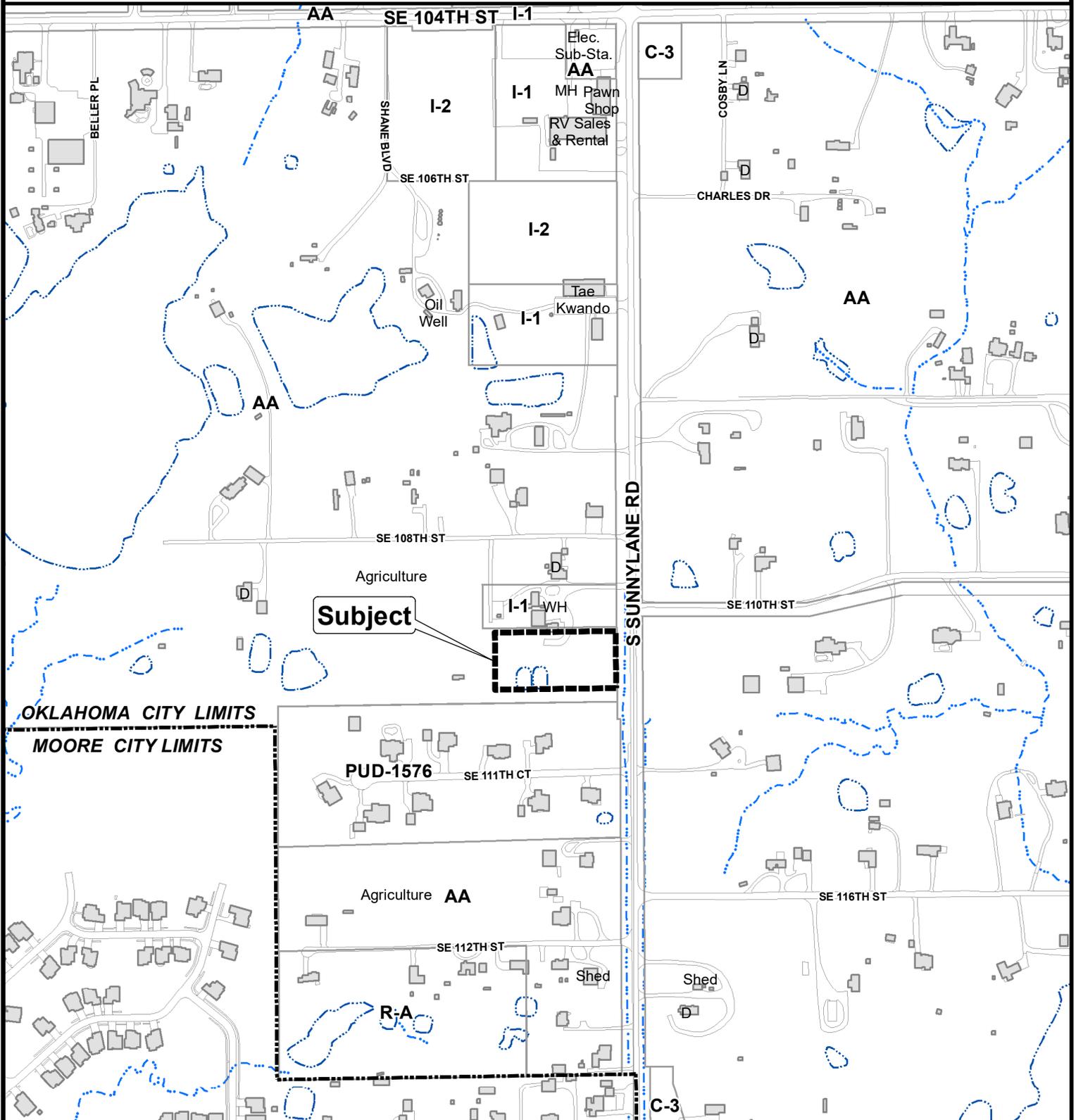
Approval of the application.

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

bd

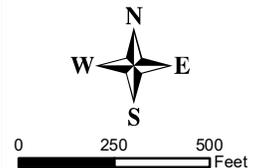
Case No: SPUD-1619
Existing Zoning: AA

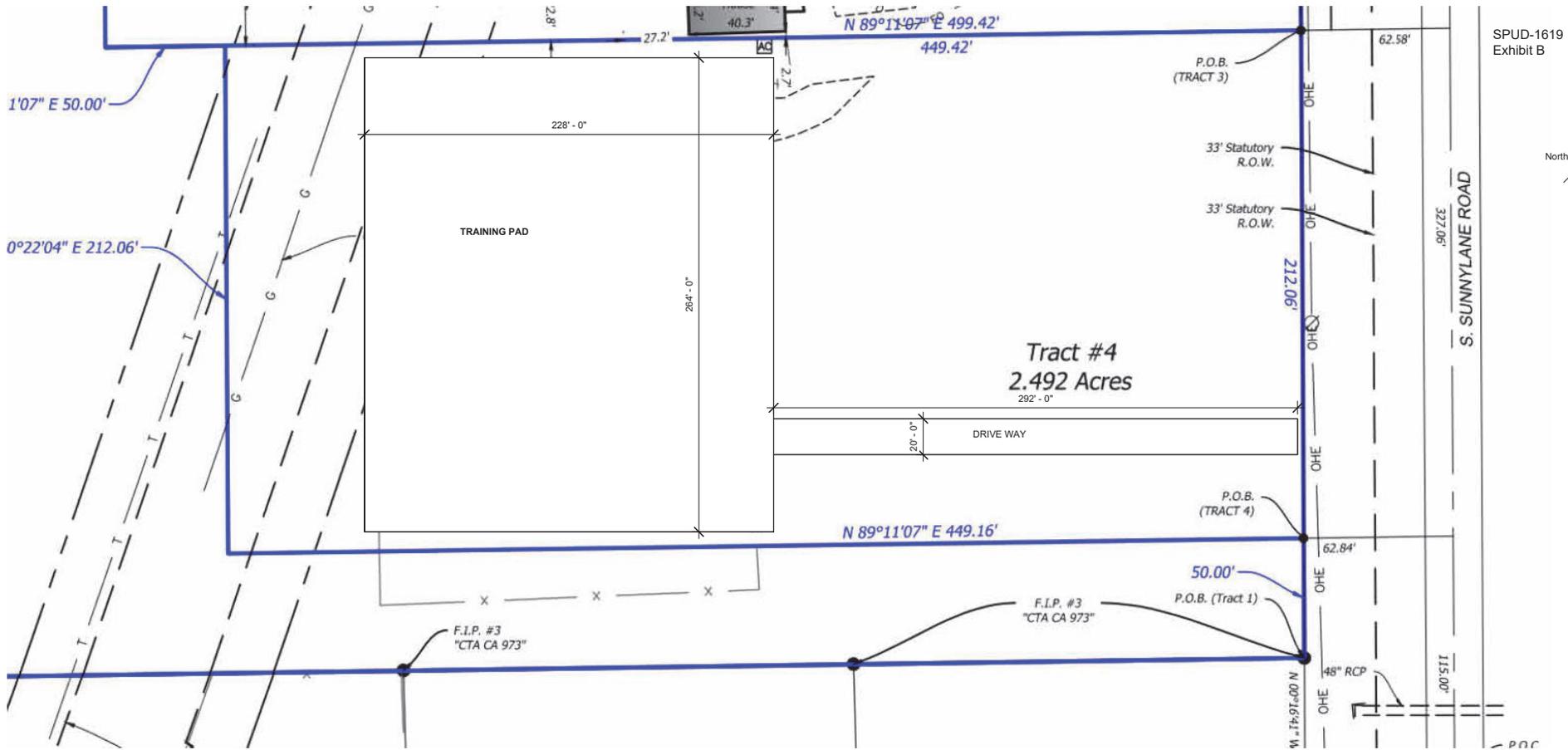
Applicant: SDPS, LLC
Location: 11145 S. Sunnyslane Rd.



The City of
OKLAHOMA CITY

Simplified Planned Unit Development





SPUD-1619
Exhibit B



Case No: SPUD-1619
Existing Zoning: AA

Applicant: SDPS, LLC
Location: 11145 S. Sunnyslane Rd.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

