

Planning Commission Minutes  
March 13, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:41 a.m. on March 10, 2025)

20. (SPUD-1719) Application by Portland Power Center, LLC to rezone 17901 Grove Parkway from PUD-1111 Planned Unit Development District to SPUD-1719 Simplified Planned Unit Development District. Ward 8.

**Technical Evaluation:**

1. No driveways are permitted onto NW 178<sup>th</sup> Street within this SPUD. Access shall be from a maximum of one driveway on N Portland Avenue and/or from NW 180<sup>th</sup> Street and Grove Parkway.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.**

MOVED BY NOBLE, SECONDED BY PRIVETT

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



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**March 13, 2025**

**Item No. IV. 20.**

**(SPUD-1719) Application by Portland Power Center, LLC to rezone 17901 Grove Parkway from PUD-1111 Planned Unit Development District to SPUD-1719 Simplified Planned Unit Development District. Ward 8.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant Representative**

Name David Box  
Company Box Law Group, PLLC  
Phone 405-652-0099  
Email david@boxlawgroup.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow commercial development, specifically a gas station.

**D. Existing Conditions**

**1. Size of Site:** 3.17 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-1111	PUD-1111	PUD-1111	C-3/PUD-995	C-3
<b>Land Use</b>	Undeveloped	Undeveloped	Undeveloped	Undeveloped	Commercial

**3. Comprehensive Plan Land Use Typology Area:** Urban – Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

**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:

8300.1	Administrative & Professional Offices
8300.5	Alcoholic Beverage Retail Sales
8300.14	Automotive and Equipment: Cleaning and Repairs, Light Equipment
8300.23	Building Maintenance Services
8300.24	Business Support Services
8250.3	Community Recreation: Property Owners Association
8300.32	Convenience Sales and Personal Services
8300.54	Outdoor Sales and Display and Outdoor Storage [shall only be permitted as an accessory use]
8300.35	Eating Establishments: Fast Food [shall include seasonal snow cone stands and food trucks]
8300.36	Eating Establishments: Fast Food, With Drive-Thru Order Window
8300.38	Eating Establishments: Sitdown, Alcohol Permitted
8300.41	Food & Beverage Retail Sales
8300.45	Gasoline Sales: Large
8300.58	Personal Services: General
8300.59	Personal Services: Restricted
8300.63	Retail Sales and Services: General

**2. Maximum Building Height:**

The maximum building height shall be in accordance with the base zoning district.

**3. Maximum Building Size:**

The maximum building size shall be in accordance with the base zoning district.

**4. Maximum Number of Buildings:**

The maximum number of buildings shall be in accordance with the base zoning district.

**5. Building Setback Lines**

Building setback lines shall be in accordance with the base zoning district.

**6. Sight-Proof Screening:**

Sight-proof screening shall be in accordance with the base zoning district.

**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:**

All signage shall be in accordance with the base zoning district regulations, except that Off-Premise Billboard and Off-Premise EMD signs are prohibited.

**9. Access:**

Access may be taken from one (1) drive off of NW 178<sup>th</sup> St. and one (1) drive off of Portland Ave.

**10. Sidewalks**

Five (5) foot sidewalks shall be constructed along NW 178<sup>th</sup> St. with each development parcel, or six (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.

**II. Other Development Regulations:**

**1. Architecture:**

Exterior building wall finish on all main structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock or stone masonry, stucco, and cementitious siding (including, but not limited to, the brand commonly known as James Hardie). No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. The use of metal canopies/covers to provide coverage of parking and service areas shall be permitted in this SPUD.

**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.

**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 and shall be placed no closer than 50 feet from all property lines adjacent to residential zoning district or 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.

**7. Maintenance:**

Maintenance of the common areas, private drainage easements, private drives, 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 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 (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(s) Deer Creek**
- 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) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- 5) 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.
- 6) 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.
- 7) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 8) 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.
- 9) 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.

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

**b. Stormwater Quality Management**

**c. Traffic Services**

- 1) If the proposed driveway access on NW 178<sup>th</sup> Street is allowed, it shall be right in access only since the driveway is located within the limits of an existing right turn only lane.

**8. Utilities**

**a. Engineering**

**b. Solid Waste Management**

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

**c. Water/Wastewater Quality**

**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.
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.

**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.

**9. Planning**

**a. Comprehensive Plan Considerations**

**1) LUTA Development Policies:**

Site Design:

- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

*A small stream is located at the northwest corner of the subject site. 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 subject site is located at the northeast corner of North Portland Avenue (Highway 74) and NW 178th Street, both arterial streets in the Urban Low Intensity LUTA.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The SPUD regulations could provide for 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.
- 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.
- 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 subject site is located at the northeast corner of North Portland Avenue (Highway 74) and NW 178th Street, both arterial streets in the Urban Low Intensity LUTA. The site does not currently have improved access. The SPUD proposes one access from North Portland Avenue and one from NW 178th Street. The comprehensive plan calls for limiting curb cuts on arterial streets and taking access from intersecting streets where possible. The new gas station has access to two intersecting streets (Grove Parkway and NW 180th Street). Adding new driveways on NW 178<sup>th</sup> Street would place incoming and outgoing traffic within a right turn lane.*

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 the subject site. The SPUD proposes sidewalks along NW 178th Street.*

- 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 land proposed for similar development, no compatibility issues are identified by the comprehensive plan.

**3) Service Efficiency:**

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

**4) Environmentally Sensitive Areas:** The following apply to the proposed development site:

- Riparian Areas: Riparian areas are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *Riparian area is present on the subject site in the form of a small stream located at the northwest corner of the site. Floodplain is not present. National, state, and local permitting require basic best management practices for stormwater management.*
- Upland Forests: N/A
- Vulnerable Aquifers: N/A

**5) Transportation System:** This site is located at the northeast corner of North Portland Avenue (Highway 74) and NW 178th Street, both Major Arterials in the Urban Low LUTA. Grove Parkway and NW 180th Street are platted private streets that abut the site to the east and north, respectively.

**6) Other Development Related Policies**

- 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)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- 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 located at the northeast corner of North Portland Avenue (Highway 74) and NW 178th Street. The site also abuts Grove Parkway on the east and NW 180th Street on the north. The site is part of the developing Portland Power Center, a commercially platted development that stretches east and north to the residential development in The Grove (Phases XI and XIV).

The SPUD is requested for an OnCue. The subject site is part of a larger multi-tract PUD-1111 zoned in 2005 for a mixed-use development. Tract 3 of PUD-1111 allows a mixture of R-1, R-4, and C-3 base zoning. Land to the north and east would remain zoned as PUD-1111. Land to the south, across NW 178th Street, is undeveloped and zoned C-3, a mixed-use PUD-995, and recently rezoned PUD-2036 (January 2025). PUD-2036 allows commercial uses. Across North Portland Avenue, to the west, is zoned C-3 and developed with retail uses.

The proposed gas station use is appropriate for the location. However, the Master Design Statement and the site design include one new driveway each onto NW 178th Street and N Portland Ave. As the site has frontage along both NW 180th Street on the north and Grove Parkway on the east, access should be limited to these streets. The intersection of NW 178th and Portland is signalized, and NW 178th Street has been

widened to include two dedicated left turn lanes, two through lanes, and a dedicated right turn lane in front of the subject site. A traffic signal has also been approved (but not installed) for Portland Power Center, approximately 1,060 feet east of the Portland/NW 178<sup>th</sup> Street signal. No new driveways should be allowed onto NW 178<sup>th</sup> Street within this SPUD. If approved, the driveway would be located within an existing right turn lane, so should be **right-in** only.

#### **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. No driveways are permitted onto NW 178<sup>th</sup> St. within this SPUD. Access shall be from a maximum of one driveway on N Portland Avenue and/or from NW 180<sup>th</sup> Street and Grove Parkway.

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.

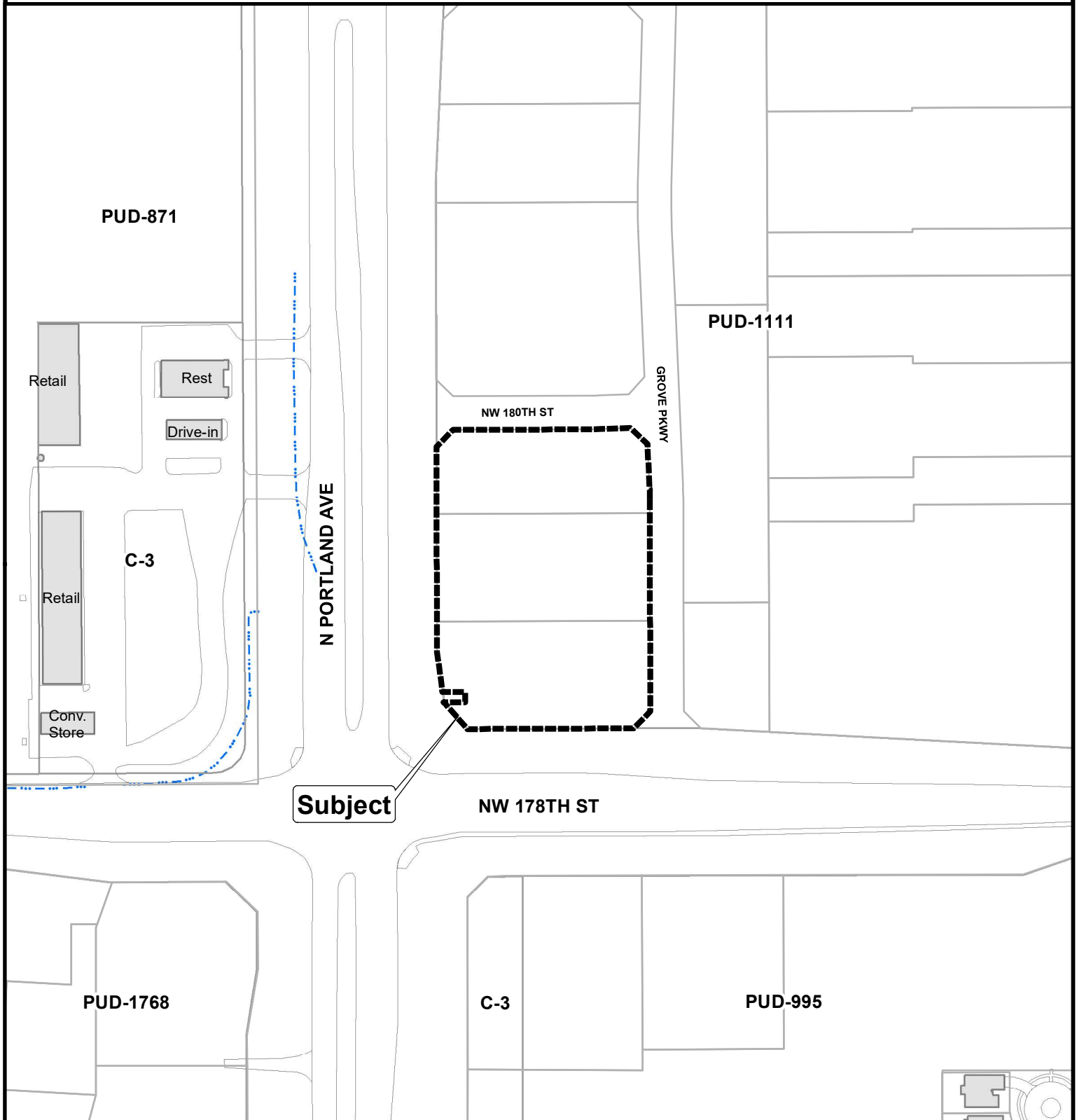
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**Case No: SPUD-1719**

**Applicant: Portland Power Center, LLC**

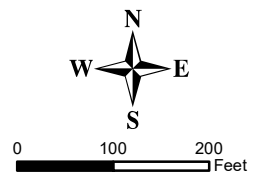
**Existing Zoning: PUD-1111**

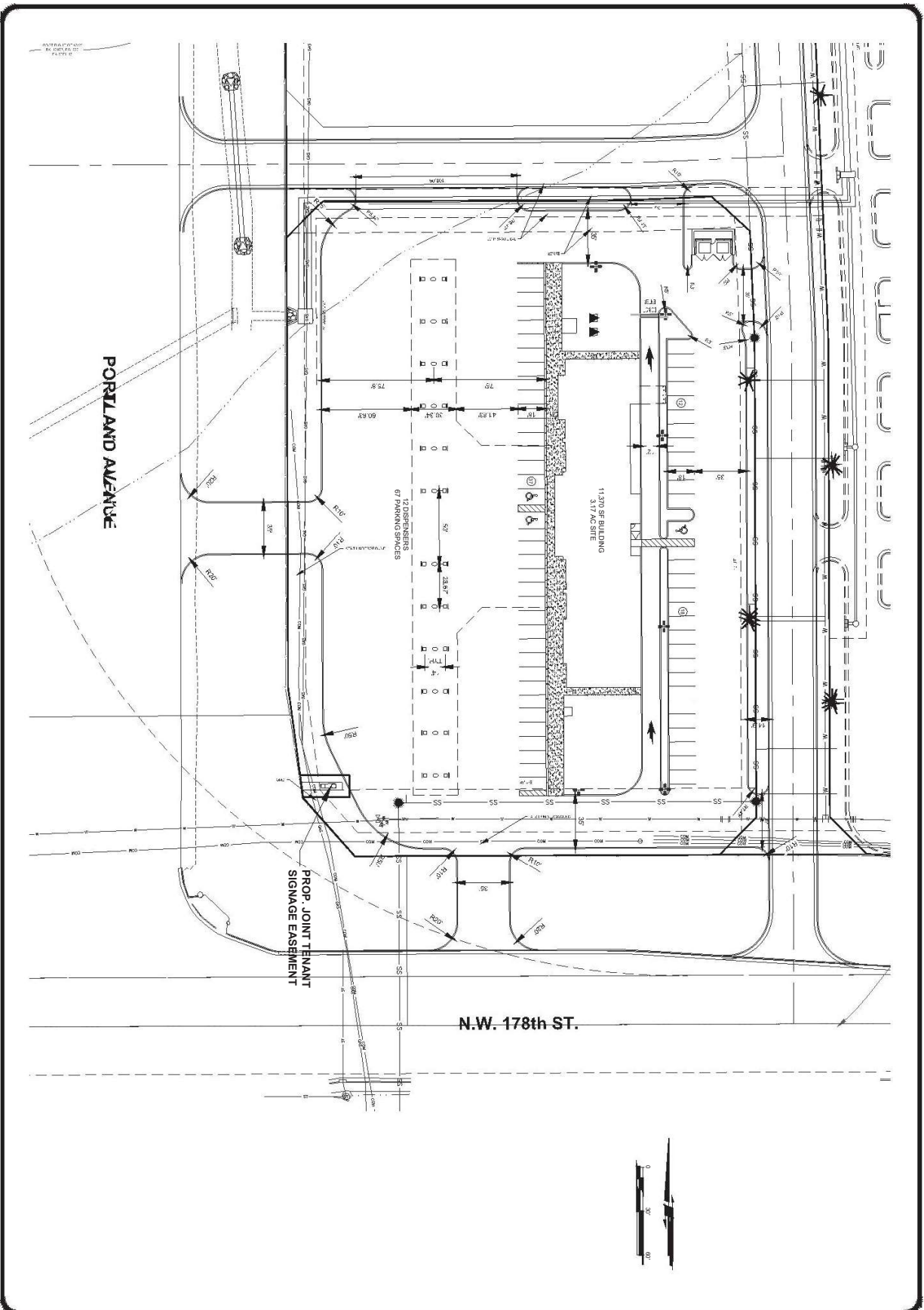
**Location: 17901 Grove Parkway**



The City of  
OKLAHOMA CITY

## Simplified Planned Unit Development





SPUD-1719 Exhibit B

<p>1</p>		<p>Proj. No. 20241114</p> <p>Date 1/20/24</p> <p>Scale 1"=30'</p> <p>Checked By _____</p> <p>Approved By _____</p>	<p>ONCUE</p> <p>NW 178th STREET &amp; PORTLAND AVENUE OKLAHOMA CITY, OKLAHOMA COUNTY, OKLAHOMA</p> <p>PRELIMINARY SITE PLAN</p>	<p></p> <p>Johnson &amp; Associates 11 E. Sheridan Ave., Suite 203 Oklahoma City, OK 73104 Tel: (405) 971-1100 ext. 2000 Fax: (405) 971-1101 Cell: (405) 971-1102 Email: info@jandassociates.com www.jandassociates.com</p> <p>• ENGINEERS • SURVEYORS • PLANNERS •</p>	<p>THIS PLAN AND PRELIMINARY SITE PLAN ARE NOT TO BE USED FOR CONSTRUCTION OR RECORDING WITHOUT THE SIGNATURE AND SEAL OF THE PROFESSIONAL ENGINEER.</p>	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th>DATE</th> </tr> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th></th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS		DATE	NO.	DESCRIPTION																
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**Case No: SPUD-1719**

**Applicant: Portland Power Center, LLC**

**Existing Zoning: PUD-1111**

**Location: 17901 Grove Parkway**



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

## Simplified Planned Unit Development



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Feet