

Planning Commission Minutes
February 13, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:45 p.m. on February 7, 2025)

19. (SPUD-1707) Application by 504 S. MERIDIAN LLC to rezone 504 South Meridian Avenue from C-4 General Commercial and I-2 Moderate Industrial Districts to SPUD-1707 Simplified Planned Unit Development District. Ward 3.

Technical Evaluation:

1. The MDS should specify there will be no minimum lot width/street frontage requirement.
2. Access may be taken from S. Meridian Ave., subject to Common Access agreements filed of record. Access will not be allowed from the W I-40 off-ramp.

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.

MOVED BY MEEK, SECONDED BY PRIVETT

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

ABSENT: LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
February 13, 2025

Item No. IV. 19.

(SPUD-1707) Application by 504 S. MERIDIAN LLC to rezone 504 South Meridian Avenue from C-4 General Commercial and I-2 Moderate Industrial Districts to SPUD-1707 Simplified Planned Unit Development District. Ward 3.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name David Box
Company Box Law Group, PLLC
Phone 405-900-4969
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 and multi-family residential development.

D. Existing Conditions

1. Size of Site: 3.12 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	C-4/I-2	C-4/I-2	C-4	ROW / C-4	I-2
Land Use	Hotel	Hotel/Storage	Hotel	I-40 / Amusement	Restaurant

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 for non-residential use(s), and R-4 General Residential District for Residential use(s)** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

In addition to all C-3 uses, the following use(s) shall also be permitted on this site:

8200.12 Multiple-Family Residential [limited to 144 dwelling units]

2. **Maximum Building Height:**
The existing structures shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, the base zoning district shall apply.
3. **Maximum Building Size:**
The existing structures shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, the base zoning district shall apply.
4. **Maximum Number of Buildings:**
The maximum number of buildings shall be in accordance with the base zoning district regulations.
5. **Building Setback Lines**
The existing setback lines shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, the base zoning district shall apply.
6. **Sight-Proof Screening:**
The existing screening shall be permitted to remain and deemed to conform to applicable regulations. In the event of a new structure, the base zoning district shall apply.
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 Signs**
Freestanding signs will be in accordance with the base zoning district regulations.
 - 8.2 **Attached Signs**
Attached signs will be in accordance with the base zoning district regulations.
 - 8.3 **Off-Premise Signs**
Off-Premise signs will be prohibited.

8.4 Electronic Message Display Signs

Electronic Message Display signs will be in accordance with the base zoning district regulations.

9. Access:

Access may be taken from S. Meridian Ave.

10. Sidewalks

Sidewalks shall not be required within this SPUD.

II. Other Development Regulations:

1. Architecture:

The existing structure shall be permitted to remain and deemed to conform to applicable zoning regulations. In the event of a new structure, the following shall apply: 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. Exposed metal or exposed concrete block buildings shall not be permitted.

2. Open Space:

Open space requirements shall be in accordance with 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.

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 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) Putnam City**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire**
Access easements should be dedicated.
- 4. Information Technology/Geographic Support**

5. Parks and Recreation

6. Police

7. Public Works

a. Engineering

Storm Sewer Availability

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this SPUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 8) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.

- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Amend Section II.7 Maintenance: Maintenance of the common areas, islands/medians and private drainage easements in the development shall be the responsibility of the property owner_____
- 12) Add to Section I.10 Sidewalks: Any new sidewalks or repair/replacement of existing sidewalks shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.
- 13) Add to Section I.9 : Access may be taken from S. Meridian Ave., subject to Common Access agreements filed of record. Access will not be allowed from the W I-40 Off-ramp.

b. Stormwater Quality Management

c. Traffic Services

8. Utilities

a. Engineering

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability *

Wastewater Availability *

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.
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

The subject site is located along the east side of South Meridian Avenue, adjacent to the off-ramp for Interstate 40. South Meridian Avenue is classified as an arterial street in the Urban Low Intensity LUTA. The SPUD is requested for all C-3 uses and up to 144 dwelling units of multi-family residential.

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 15 to 30 dwelling units per acre for multifamily. *The subject site currently has a FAR of 0.31. The SPUD regulations could continue to provide for a FAR within the Urban Low Intensity LUTA range. The proposed 144 multi-family residential units on the 3.12-acre site would be 46.15 du/acre. The base R-4 District typically allows up to 34 du/acre.*

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.
- 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 behind a business fronting South Meridian Avenue, utilizing shared drives for access. The SPUD regulations maintain access from South Meridian Avenue, but do not specify a quantity or location. The MDS should specify there will be no minimum lot width/street frontage requirement if access is via a shared access agreement.

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.

The subject site does not currently have sidewalks or frontage along a street except I-40. The site is located roughly 200 feet from South Meridian Avenue. Sidewalks are not required by the SPUD regulations.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. The SPUD is requested to allow the conversion of a hotel into multifamily residential. The comprehensive plan states that in some cases, a proposed project may need to take

measures to reduce the impact of an existing use and specifically identifies placing residential uses next to an industrial use as an example. In this case, the adjacent I-2 zoned property is developed with retail. When locating commercial uses adjacent to existing retail uses, no potential compatibility issues are identified by the comprehensive plan.

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., to promote increased water percolation and infiltration.

5) Transportation System: This site is located along the east side of South Meridian Avenue, a Major Arterial Street in the Urban Low LUTA. The site abuts the off-ramp for Interstate 40. The nearest transit (bus) service is located just northwest of the site, along South Meridian Avenue.

6) Other Development Related Policies

- 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. (SU-4)
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- 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)

- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- 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 trails, 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)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)

b. Plan Conformance Considerations

The subject site is located roughly 200 feet east of South Meridian Avenue, along the north side of the off-ramp for Interstate 40. The subject site is primarily zoned C-4, with the far western portion zoned I-2. The site is developed with a hotel, which is located behind an I-2 zoned retail business fronting South Meridian Avenue. The two properties utilize shared drives for access. Land to the north and east is zoned C-4. The site abuts a hotel to the east. Adjacent to the north are a hotel, self-storage facility, and SP-439, which allows the abutting telecommunications tower.

The SPUD requests all C-3 uses and adds multifamily residential to allow conversion of the hotel into multifamily residential. The SPUD “limits” the number of dwelling units to 144. The base R-4 District would typically allow 108 dwelling units on a 3.12-acre site. The SPUD may be used request the higher density. In this case, the presumption is that the number of units requested is equal to the number of rooms in the existing hotel building. As the subject site does not have frontage on S Meridian Ave, but takes access via a shared access agreement, the MDS should specify there is no minimum lot width/frontage requirement.

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. The MDS should specify there will be no minimum lot width/street frontage requirement.
2. Access may be taken from S. Meridian Ave., subject to Common Access agreements filed of record. Access will not be allowed from the W I-40 off-ramp.

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.

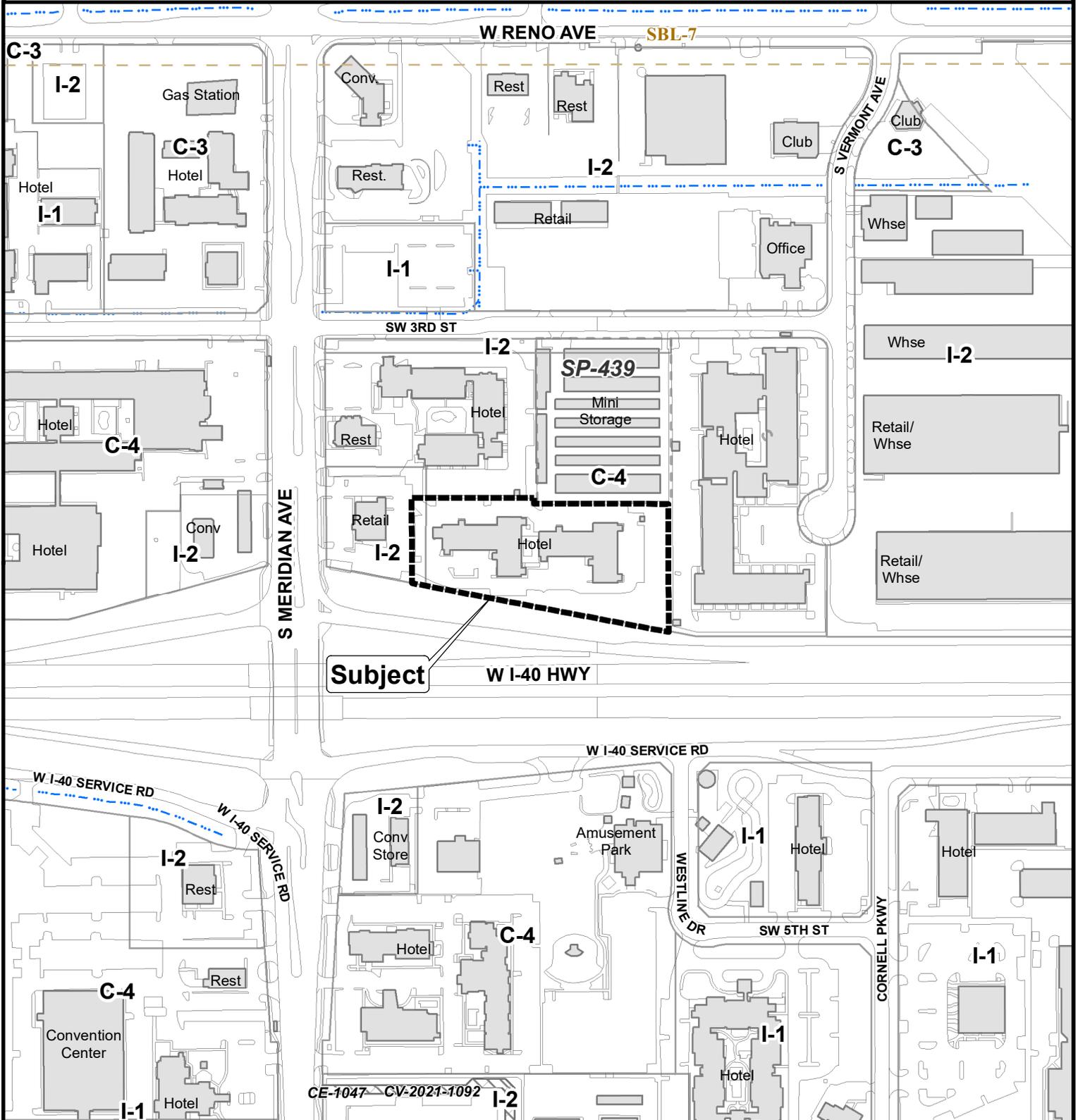
taj

Case No: SPUD-1707

Applicant: 504 S. Meridian, LLC

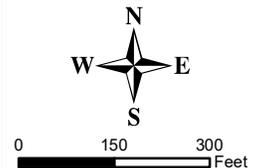
Existing Zoning: C-4 / I-2

Location: 504 S. Meridian Ave.



The City of
OKLAHOMA CITY

Simplified Planned Unit Development



Case No: SPUD-1707 Applicant: 504 S. Meridian, LLC
Existing Zoning: C-4 / I-2
Location: 504 S. Meridian Ave.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Simplified Planned Unit Development

