

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)

17. (PUD-2004) Application by Industrial Investments Company and Swisher Investments, LLC to rezone 9420 West I-40 Service Road from PUD-1547 Planned Unit Development and AA Agricultural Districts to PUD-2004 Planned Unit Development District. Ward 3.

**Amended Technical Evaluation:**

1. ~~A minimum of two (2) access points to the PUD shall be required.~~ No more than 30 pad sites shall be permitted from one (1) drive. A secondary access point shall be required should the development include more than 30 pad sites.
2. Preserve existing tree cover and native understory within the floodway and 100-year floodplain on the site, to the maximum extent possible.

The applicant was present. There was a supporter present.

**RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.**

MOVED BY MEEK, SECONDED BY NOBLE

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

ABSENT: NEWMAN



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

**Item No. IV. 17.**

**(PUD-2004) Application by Industrial Investments Company and Swisher Investments, LLC to rezone 9420 West I-40 Service Road from PUD-1547 Planned Unit Development and AA Agricultural Districts to PUD-2004 Planned Unit Development District. Ward 3.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Name	Mark Zitzow
Company	Johnson and 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 the development of a recreational vehicle park.

**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: Heavy Industrial (HI)**

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors. This designation simultaneously concentrates heavy industrial users away from existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.

**2. Size of Site: 74.4 acres**

### **3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	PUD-1547/AA	ROW	PUD-1547/PUD-593	AA	I-2/PUD-1547/AA
<b>Land Use</b>	Outdoor Recreation/Outdoor Storage	I-40	Undeveloped	Agriculture	Outdoor Storage/Agriculture

## **II. SUMMARY OF PUD APPLICATION**

The use and development regulations of the **I-1, “Light Industrial” District** shall govern this PUD, except as herein modified, including conditional, special permit, special exception, alcohol beverage consumption requirements and/or accessory uses subject to their appropriate conditions and review procedures for public hearings where applicable, unless otherwise noted herein.

### **9.0 SPECIAL CONDITIONS:**

The following special conditions shall be made a part of this PUD:

#### **Permitted Use(s):**

- Administrative and Professional Offices (8300.1)
- Animal Sales and Services: Horse Stables (8300.9), further limited to overnight boarding of horses ancillary to the RV Park
- Automotive: Parking Lots, as a Principal Use (8300.13)
- Automotive and Equipment: Storage (8300.21), further limited to open-air covered and/or enclosed storage areas for recreation vehicles, trailers and boats
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Communications Services: Limited (8300.29)
- Convenience Sales and Personal Services (8300.32)
- Cultural Exhibits (8250.5)
- Custom Manufacturing (8350.3)
- Food and Beverage Retail Sales (8300.41) ancillary to an RV park
- Greenhouse (8150.6.3)
- Hoop House (8150.6.5)
- Industrial, Light (8350.8)
- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Lodging Accommodations: Campgrounds (8300.50), except these shall be a maximum of 10 RV spaces per acre. A Special Exception shall not be required for this use.

- Outdoor Sales and Display, and Outdoor Storage (8300.54)
- Personal Storage (8300.60)
- Retail Sales and Services: General (8300.63)

## **9.1 ARCHITECTURAL REGULATIONS**

Exterior building wall finish on all permanent structures, exclusive of windows and doors, shall consist of a minimum 70% brick, brick veneer, masonry, rock, concrete, stone, stucco, stone masonry, concrete-board, architectural metal or wood, or other similar type finish. A maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed metal or untreated concrete block buildings shall be permitted.

Metal buildings shall be permitted.

## **9.2 LANDSCAPING REGULATIONS**

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

## **9.3 LIGHTING REGULATIONS**

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020 as amended.

## **9.4 SCREENING REGULATIONS**

Screening shall be per the base zoning district of the use at the time of development.

## **9.5 PLATTING REGULATIONS**

Platting within this PUD shall be per the City of Oklahoma Subdivision Regulations.

## **9.6 DRAINAGE REGULATIONS**

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

## **9.7 DUMPSTER REGULATIONS**

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.

## **9.8 VEHICULAR ACCESS REGULATIONS**

There shall be one (1) access point from W I-40 Service Road in this PUD.

Lots within this PUD will not be required to have frontage on an approved street. Access to individual lots within the PUD may be permitted to be from a private drive. The private drive shall be placed within a common area designated for access purposes. A Property Owners Association through the use of recorded Covenants and Restrictions shall govern maintenance of the private drive. Access to the individual buildings shall be provided by private shared access drives that will provide internal circulation. Private shared access drives shall have a minimum pavement width of twenty (20) feet for one-way drives and twenty-four (24) feet for two-way drives.

## **9.9 PARKING REGULATIONS**

The number and design of all parking facilities in this PUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended.

Pervious paving may be used for parking areas, driveways, pathways, and plazas subject to Public Works review and approval, except that the space for each recreational vehicle shall be provided with a permanent hard-surfaced pad. Where connected to public rights-of-way the access drive apron will be constructed of hard surface paving meeting City code for driveway construction. A hard surface border is required around the perimeter of pervious paving areas. Maintenance of the pervious paving is required, and a maintenance plan must be provided when construction documents are submitted for permitting.

Gravel may be permitted as a low impact development option for the entry drives such that it meets the minimum standards for emergency access.

## **9.10 SIGNAGE REGULATIONS**

Signage within this PUD shall be per the base zoning district regulations.

## **9.11 ROOFING REGULATIONS**

All structures in this PUD shall have Class C roofing or better.

## **9.12 PEDESTRIAN ACCESS/SIDEWALK REGULATIONS**

Interior pedestrian pathways shall be included within this PUD. Pedestrian pathways shall be shown at the time of the specific plan and shall be required with each phase of development.

### **9.13 HEIGHT REGULATIONS**

The maximum building height for structures within this PUD shall be per the base zoning district regulations.

### **9.14 SETBACK REGULATIONS**

Setbacks within this PUD shall be as follows:

North: 25 feet  
East: 10 feet  
West: 10 feet  
South: 10 feet

There shall be no internal setbacks except as those required by Building and Fire Codes.

### **9.15 PUBLIC IMPROVEMENTS**

Public improvements shall be made by the property owner throughout the PUD as required by the City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

### **9.16 COMMON AREAS**

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.

### **9.17 GENERAL DESIGN AND DEVELOPMENT GUIDELINES**

Specific information and plans for General Design and Development Guidelines are contained in Chapter 59 Section 14200.4 for density, amenities, relationship to abutting uses, site design, safety, and circulation systems shall be required at the Specific Plan stage.

### **9.18 SPECIFIC PLAN AND FINAL PLAT**

No building permits shall be issued within this PUD until a specific plan, including all items listed in Section 59-14200 of the Oklahoma City Municipal Code, 2020 as amended shall have been approved by the Planning Commission.

### **10.0 DEVELOPMENT SEQUENCE:**

Developmental phasing shall be allowed as a part of the development of this PUD. Required traffic improvements shall be permitted to be constructed in conjunction with the phased development of this PUD, as approved by the City's Traffic Division.

### **11.0 EXHIBITS:**

The following exhibits are hereby attached and incorporated into this PUD. These exhibits are:

- A: Legal Description
- 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: Mustang**
- 7. Oklahoma Department of Transportation (ODOT)**

### **B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**

**3. Fire:** Need second access route due to distance off the street and number of units that are proposed.

**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) 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.
- 8) 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.

- 9) 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.
- 10) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 11) Construction within the limits of this PUD 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.
- 12) 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.
- 13) All private roads /streets will have private storm sewer systems.
- 14) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 15) Amend Section 9.16 Common Areas: 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 above.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Wastewater Availability**

- 1) An existing 12-inch/30-inch wastewater main(s) is located adjacent to the subject site(s).

- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.

**Water Availability**

- 1) An existing 12-inch water main(s) is within the required distance to the subject site and the developer will be required to extend a 12-inch or larger water main along street frontage and will be required to extend the water system to each lot or site within the development in accordance with City Standard Specifications and Private Development Design Manual.
- 2) A 12-inch water main is required to be looped through the development to provide adequate water supply and fire flow protection. Connection to two (2) separate active water mains is required to prevent partial or total shut-off of water supply when a pipeline failure occurs.
- 3) 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.
- 4) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.

## STAFF REPORT

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- 5) 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.
- 6) 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.
- 7) 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.
- 8) 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).
- 9) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
- 10) Plat may be revised after review and approval of utility plans.
- 11) Will be mastered meter.

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

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

## **9. Planning**

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

*The subject site is within the Urban - Low Intensity (UL) Area and within an area where the Heavy Industrial (HI) Layer applies. Policies for both are listed below.*

#### **1) LUTA Development Policies:**

##### Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways. (UL & HI)
- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands. (UL)
- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL & HI)
- Developments should be served by urban water and sewer utility systems. (UL)

*Floodway and 100-year floodplain are present on the subject site. The North Canadian River runs just east of the site. The development is required to comply with all City, State, and Federal requirements within the floodplain. Access to the*

*public sewer system is available on site; however, water service will have to be provided via an extension from public mains.*

Location:

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

*The subject site is located along the south side of the West Interstate 40 Service Road.*

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 PUD is requested to allow the development of a recreational vehicle park. The Master Design Statement specifies a maximum of 10 RV spaces per acre, consistent with zoning code.*

Automobile Connectivity:

- Limit number of dead-end streets and cul-de-sacs. (UL & HI)

*The subject site is currently accessed from the West I-40 Service Road, which terminates west of the site. The current access is unimproved. The PUD permits the current single access to remain and permits gravel as an acceptable use for the drive. A second access may be required.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Within parking lots, provide pedestrian access ways separated from vehicle aisles.

*Sidewalks are not currently available on the subject site. The PUD regulations require interior pedestrian pathways.*

- 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 residential uses or zoning, “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 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 PUD is requested to allow the development of an RV Park and personal/outdoor storage. The PUD maintains the base I-1 District requirements for landscaping, screening, and maximum building height, all of*

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*which would require mitigation measures if adjacent to agricultural or residential development.*

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. *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 outdoor nature of the proposed campground / RV Park and its accessory uses trigger potential operational impacts related to noise, light, and odor near residential uses or zoning, especially if generators are used or campfires allowed. Chapter 31 of the Municipal Code establishes regulations for RV Parks and outdoor fires are subject to Fire Department approval. This site is within an area designated for heavy industrial uses by the comprehensive plan.*

### 3) Service Efficiency:

- Water: *Close to Service*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Service Level*

### 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. Floodway and 100-year floodplain are present on the subject site, near where the North Canadian River runs just east of the site. Plan conformance would be strengthened by maintaining stream bank buffers in a natural or enhanced state.*
- Upland Forests: The subject area is within the upland forest ESA. The comprehensive plan directs to preserve the Cross Timbers and upland forests, including native understory, to the maximum extent practical. When new-growth or re-growth upland forest trees are removed during construction, trees and other native plants should be replanted on-site. New trees should be planted in clusters that mimic the original tree canopy. The comprehensive plan defines mitigation hierarchy in the following priority: 1) Avoidance and minimization, 2) Restoration, 3) Offset. *Upland Forest is present on approximately 70 percent of the subject site. When 70 to 80 percent of the site is covered, the plan has a*

*preservation goal of 80% of the forest cover, including native understory. The conceptual plan for the development shows a large portion of the area identified as upland forest remaining undeveloped. Plan conformance would be strengthened by preserving existing, healthy forest surrounding the existing pond and along the eastern and southern boundaries of the site.*

- **Vulnerable Aquifers:** The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., in order to promote increased water percolation and infiltration. *The PUD regulations call for the allowance of pervious paving for parking areas, driveways, pathways, and plazas.*
- 5) Transportation System:** This site is accessed from the West I-40 Service Road. Transit (bus) service is not available nearby.
- 6) Other Development Related Policies**
  - 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)
  - Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
  - Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)
  - Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
  - Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

**b. Plan Conformance Considerations**

The subject site is located along the south side of the West I-40 Service Road, in an area generally located north of SW 15th Street and east of South Morgan Road. The site is currently zoned PUD-1547, specifically Tracts 1 (I-2 base), and Tracts 2-4 (AA base). The subject site is developed with outdoor storage and a paintball facility. Interstate 40 abuts the site to the north. Adjacent to the site on the east, along I-40, is PUD-593 which was approved in 1997 for industrial development but remains undeveloped. The planned City of Oklahoma City Swisher Park abuts the site on the south, east and west and is zoned PUD-1547 and AA. Adjacent to the west, along Interstate 40, is I-2 property used for oil and gas production and industrial uses, with AA land used for agriculture to the south.

The PUD is requested to develop a recreational vehicle (RV) park with amenities, as well as RV storage, with I-1 base zoning. The site is in the Urban Low and Heavy Industrial LUTAs. Under existing Code, campgrounds are allowed by right within the AA and C-4 Districts, and require a Special Exception in the I-1 District. The PUD proposes an I-1 base district and incorporates the relevant conditions that would be required for the Special Exception. The Conceptual Site Plan indicates that park development will be concentrated on the south of the site, providing opportunities to preserve Upland Forest surrounding the existing detention pond. Per Fire, a second access will be needed to serve the campground due to distance off the street and number of units that are proposed.

#### **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.*

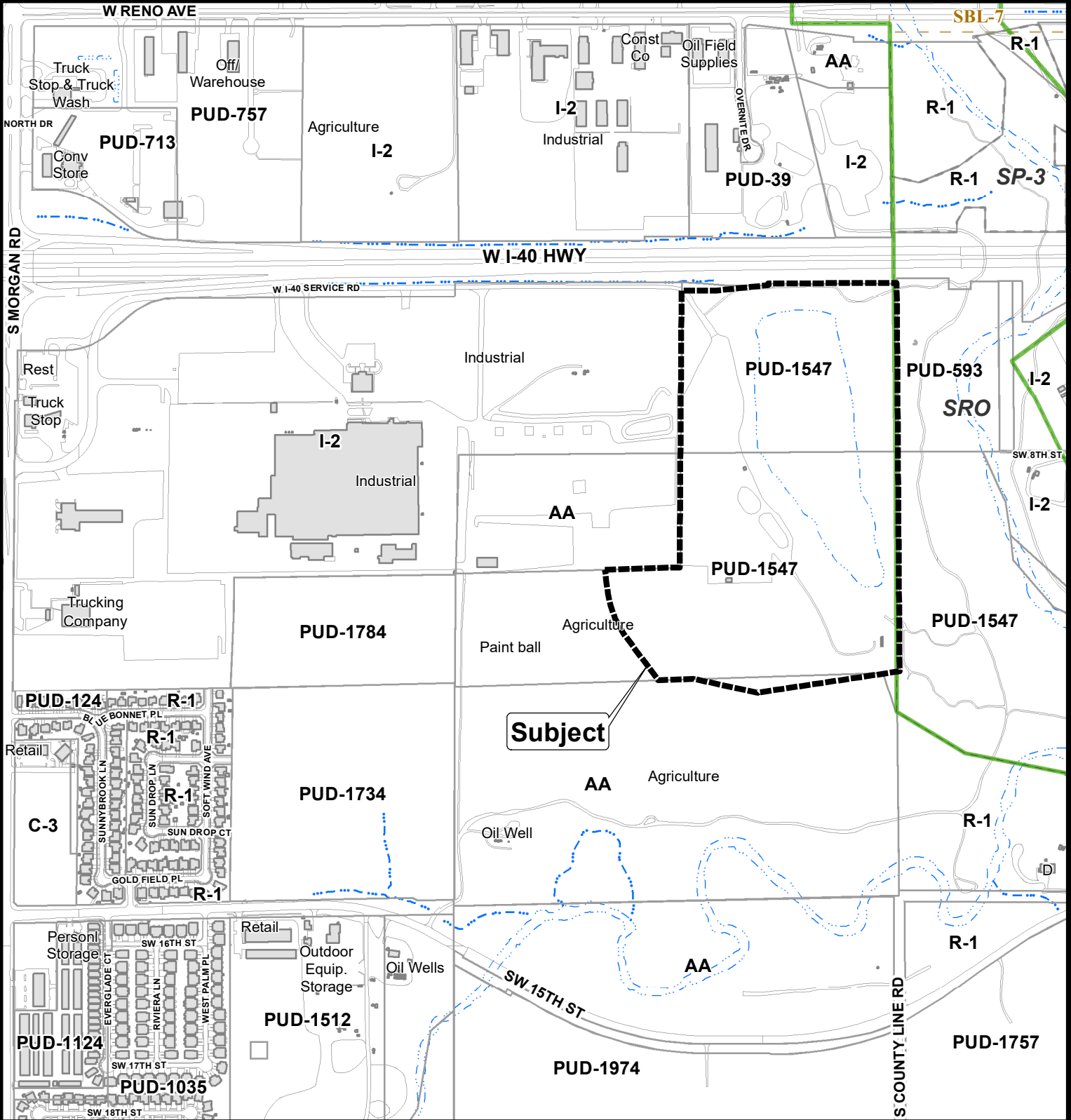
##### **Approval of the application subject to the following Technical Evaluations:**

1. A minimum of two (2) access points to the PUD shall be required.
2. Preserve existing tree cover and native understory within the floodway and 100-year floodplain on the site, to the maximum extent possible.

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

Case No: PUD-2004      Applicant: Swisher Investments, LLC and Industrial Investments, Company

Existing Zoning: AA / PUD-1547      Location: 9420 W. I-40 Service Rd.









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Existing Zoning: AA / PUD-1547      Location: 9420 W. I-40 Service Rd.



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

# Planned Unit Development

