

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)

13. (PUD-2052) Application by Salazar Commercial Properties, LLC to rezone 9140 NW Expressway from O-2 General Office and C-3 Community Commercial Districts to PUD-2052 Planned Unit Development District. Ward 1.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL.**

MOVED BY NOBLE, SECONDED BY PENNINGTON

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. 13.**

**(PUD-2052) Application by Salazar Commercial Properties, LLC to rezone 9140 NW Expressway from O-2 General Office and C-3 Community Commercial Districts to PUD-2052 Planned Unit Development District. Ward 1.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

Purvi Patel  
Wallace Design Collective  
405-536-2032  
purvi.patel@wallace.design

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow office and warehouse development.

**D. Existing Conditions**

**1. Size of Site:** 5.21 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>	O-2/C-3	PUD-1063/R-1	PUD-116	R-1	C-3
<b>Land Use</b>	Undeveloped	Commercial/Residential	RV Storage	Residential	Undeveloped

**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 PUD APPLICATION**

### **8.1 USE AND DEVELOPMENT REGULATIONS**

The development regulations of the C-3 “Community Commercial” 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:

The following are the only permitted uses within the PUD:

- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Low Impact Institutional: Neighborhood Related (8250.14)
- Administrative and Professional Office (8300.1)
- Animal Sales and Services: Grooming (8300.8)
- Building Maintenance Services (8300.23)
- Business Support Services (8300.24)
- Communications Services: Limited (8300.29)
- Convenience Sales and Personal Services (8300.32)
- Laundry Services (8300.48)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Participant Recreation and Entertainment: Indoor (8300.55)
- Personal Services: General (8300.58)
- Personal Services: Restricted (8300.59)
- Repair Services: Consumer (8300.61)
- Research Services: Restricted (8300.62)
- Retail Sales and Services: General (8300.63)
- Custom Manufacturing (8350.3)
- Industrial Light (8350.8)
- Wholesaling Storage & Distribution: General (8350.15)
- Wholesaling Storage & Distribution: Restricted (8350.16)

### **9.1 FAÇADE REGULATIONS**

The northern most buildings shall have wall finish of 100 percent brick, exclusive of windows and doors. The remaining buildings shall have a minimum of 4-foot brick wainscot on the front walls. Brick veneer, rock or stone masonry. EIFS, stucco, wood, concrete-board, exposed metal, exposed concrete block, or similar finish shall be permitted on the remainder of the building finish.

## **9.2 LANDSCAPING REGULATIONS**

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

A 25-foot landscape buffer shall be provided along the southern boundary of this development as shown on the Conceptual Master Development Plan. In addition, no less than a six-foot and no greater than an eight-foot-high wood fence shall be provided along the southern boundary.

## **9.3 LIGHTING REGULATIONS**

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section m59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

To minimize light spillover on residential uses, outdoor lights within any office or commercial or industrial tracts will be directed away from any adjacent residential properties. To accomplish this, lights shall utilize shields, shades, or other appropriate methods of directing light beams.

## **9.4 SCREENING REGULATIONS**

No less than a six-foot and no greater than an eight-foot-high wood fence shall be provided along the southern boundary of this development.

## **9.5 SUBDIVISION REGULATIONS**

Subdivision shall conform to the Oklahoma City Subdivision Regulations, as amended.

## **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 the southern property line.

## **9.8 ACCESS REGULATIONS**

There shall be one access point from NW Expressway (State Highway 3) 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.

#### **9.9 PARKING REGULATIONS**

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

#### **9.10 SIGNAGE REGULATIONS**

The design and number of all signage within this PUD shall be in accordance with Chapter 59, Article 16 of the Oklahoma City Municipal Code, as amended.

##### **9.10.1 ATTACHED SIGNS**

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

##### **9.10.2 OFF PREMISE/BILLBOARD SIGNS**

Off-Premise signs will be in accordance with the base zoning district regulations.

##### **9.10.3 ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)**

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

#### **9.11 ROOFING REGULATIONS**

Each structure in this PUD shall have Class C roofing or better.

#### **9.12 SIDEWALK REGULATIONS**

Sidewalks shall be subject to Public Works regulations, policies and procedures.

#### **9.13 HEIGHT REGULATIONS**

The base zoning district regulations shall regulate heights of structures in this PUD.

#### **9.14 SETBACK REGULATIONS**

Yard requirements in this PUD shall be the same as the base-zoning district, except:

Northern boundary of PUD	25 feet
Southern boundary of PUD	25 feet
Eastern boundary of PUD	5 feet
Western boundary of PUD	5 feet

#### **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, 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 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 SPECIFIC PLAN**

A specific plan shall not be required for this PUD.

#### **10.0 DEVELOPMENT SEQUENCE**

Developmental phasing shall be allowed as a part of the development of this PUD.

#### **11.0 EXHIBITS**

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

Exhibit A - Legal Description

Exhibit B – Conceptual Master Development 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): (Piedmont)**
- 7. Oklahoma Department of Transportation (ODOT):**

**B. City Departments**

- 1. Airports: \***
- 2. Central Oklahoma Transportation and Parking Authority (COTPA):**
- 3. Fire (OCFD): \***
- 4. Information Technology/Geographic Support (IT/GIS):**
- 5. Parks and Recreation:**
- 6. Police (OCPD):**
- 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 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.
- 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 9.16 Common Areas: Maintenance of the common areas and private drainage easements in the development shall be the responsibility of the property owner \_ \_ \_
- 12) Add to Section 9.12 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 PUD.

**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**

- 1) An existing 16-inch water main(s) is located adjacent to the subject site(s).



- 2) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 3) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 4) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 5) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic or fire protection systems which require water pressure in excess of 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.
- 10) This will be master metered with one meter unless it is platted as separate lots. If separate lots are platted a public water and wastewater main extension would be required.

**Wastewater Availability**

- 1) An existing 8-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.
- 8) If this will not be platted into separate lots, the internal system will be considered private. If separate lots are platted a public water and wastewater main extension would be required.

## **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 on or near the site.*

##### Location:

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

*The subject site is located along the south side of Northwest Expressway, an arterial street 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 subject site is currently undeveloped. The PUD regulations, including increased setback distance along the south boundary and maintaining the maximum building height adjacent to the R-1 District, could provide 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.
- Primary entrance points should be aligned with access points immediately across the street.
- Discourage widening of neighborhood streets and increasing curb radii.
- 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 does not currently have improved access. The PUD proposes one access point along Northwest Expressway, which appears to align closely with an access point immediately across Northwest Expressway, to the north.*

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. Sidewalk requirements will be per Public Works regulations, policies, and procedures.*

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing Low Intensity Residential, “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 PUD is requested for an office / warehouse park development. The PUD regulations maintain the front (north) yard setback of 25 feet and add a 5-foot setback on the side (east and west). The base C-3 District typically requires a landscaped buffer strip of 5 feet and a building line setback of 15 feet for the rear yard, where adjacent to R-1. The PUD requires a 25-foot landscape buffer and no less than a six-foot and no greater than an eight-foot-high wood fence along the southern boundary. The PUD retains the maximum height regulations of the base C-3 District, which requires a maximum height of 20 feet*

*and 1 story where abutting or within 35 feet of the R-1 District, a max of 35 feet and 2 stories between 35 and 150 feet, with an increasing height up to 6 stories over 150 feet. No triggers requiring mitigation were identified for adjacent zoning districts to the east and west.*

Traffic: *Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. The subject site is located along the south side of Northwest Expressway, an arterial street in the Urban Low Intensity LUTA. No triggers requiring mitigation related to traffic 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 PUD proposes uses that could generate noise, odor, and light levels above those found in typical residential districts. The PUD proposes a 25-foot landscape buffer and no less than a six-foot and no greater than an eight-foot-high wood fence along the southern boundary, where the site abuts R-1 zoned single-family residential. For spill light concerns, the Master Design Statement states that the development will utilize shields, shades, or other appropriate methods of directing light beams from office, commercial, or industrial development away from residential uses. No triggers requiring mitigation were identified for adjacent zoning districts to the east and west.*

**3) Service Efficiency:**

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

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

**5) Transportation System:** This site is located along the south side of Northwest Expressway, a Major Arterial Street in the Urban Low LUTA. The nearest transit (bus) service is located over a mile to the southeast, along Northwest Expressway. According to Streetlight data, last collected in 2022, Northwest Expressway had 12,907 average daily trips at this location, with a capacity of 22,000.

**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)
- 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)

**b. Plan Conformance Considerations**

The subject site is located along the south side of Northwest Expressway, west of North County Line Road. The southern 100 feet of the site is zoned O-2 next to residential, with C-3 on the remainder of the site. The eastern half of the site was rezoned from R-1 to C-3 and O-2 in 2019. The subject site is currently undeveloped. Across Northwest Expressway, to the north, are an undeveloped R-1 parcel and PUD-1063, which is developed with a dog training and boarding facility. Abutting the site to the east is PUD-116, which is developed with an office / warehouse structure and primarily utilized for outdoor storage. South of the site is a R-1 zoned, single-family residential neighborhood (Idlewyld). Abutting the site to the west is a C-3 zoned parcel, developed with a single-family residence.

The PUD is requested to allow commercial and warehouse uses. The request is similar to the SPUDs that have been approved to the east. SPUD-1524 (2023), south of Northwest Expressway and adjacent to the subject property, allows similar uses with a 10-foot landscape required adjacent to the neighborhood on the south. SPUD-1202

(2020) is also similar, but requires a 20-foot landscape buffer next to residential uses. The proposed PUD would require a 25-foot landscape buffer along the south boundary. In addition, the PUD limits driveways to one and requires the northern most buildings to have a wall finish of 100 percent brick, exclusive of windows and doors.

#### **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 PUD may be required during either Divisions review of construction plans and prior to City Council approval.

gjh

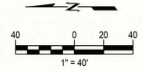
**Location: 9140 NW Expressway**



## Planned Unit Development



0 200 400 Feet



Know what's below.  
Call before you dig.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.



Case No: PUD-2052      Applicant: Salazar Commercial Properties, LLC  
Existing Zoning: C-3 / O-2  
Location: 9140 NW Expressway



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

# Planned Unit Development

