



STAFF REPORT
The City of Oklahoma City
Planning Commission
January 09, 2025

Item No. IV. 16.

(SP-592) Application by 1501 East Reno, LLC and Standard Real Estate Holdings, LLC, for a Special Permit to operate Use Unit 8350.13 Scrap Operations in the I-3 Heavy Industrial District, at 1315 East Reno Avenue. Ward 7.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

David M. Box
Box Law Group, PLLC
(405) 652-1699
David@boxlawgroup.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this request is to allow Scrap Operations.

D. Existing Conditions

1. Size of Site: 21.86 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	I-3	I-3	I-3	I-3/R-1	I-3
Land Use	Industrial	Industrial	Industrial	Industrial	Industrial

3. Comprehensive Plan Land Use Typology Area: Urban – Medium (UM)

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include “infill” developments on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

II. APPLICANT'S PROGRAM DESCRIPTION

This Special Permit is brought on behalf of the Applicant, Standard Iron & Metal Co., Inc., and Scrap Management Industries, to use the properties located at 1501 E. Reno Ave. and 1315 E. Reno Ave. (collectively referenced as "Property") as a scrap operation, including scrap of recyclable materials and outdoor storage. Metal products will be shredded on site and delivered to a purchaser.

The Property is surrounded by the following zoning districts and uses:

North: I-3 / Railroad
South: I-3 / Industrial development
East: I-3 / Undeveloped
West: I-3 / Industrial development

The existing structure shall remain, as well as the existing screening to enclose the Property. No other screening shall be necessary given the nature of the area. The following conditions shall also be included with this Application:

Hours of Operation:

- The facility shall be open to the public Monday thru Friday from 7:30 a.m. to 4:30 p.m., and Saturday from 7:30 a.m. to 12:00 p.m.
- The mill will continue to operate until 6:00 p.m. on weekdays and until 6:00 p.m. on Saturday, after public hours
- Maintenance of the equipment after public hours may continue after operation of the mill ceases

All other City, County, State, and Federal regulations shall be met and adhered to.

III. GENERAL STANDARDS

All special permit uses shall satisfy the following general standards:

- 1) The proposed use shall conform to the policies of the adopted Comprehensive Plan.
- 2) The proposed use shall not adversely affect the use of the neighboring properties.
- 3) Pedestrian and vehicle traffic generated will not be hazardous or in conflict with the existing and anticipated traffic in the neighborhood.

- 4) Adequate utility, drainage, parking, loading, signs, access, and other necessary public facilities to serve the proposed use shall meet the adopted codes of the City.
- 5) The site shall front or have direct access to a street having adequate right-of-way and improvements to support the traffic generated by the proposed use.
- 6) The City Council may impose specific conditions regarding location, design, and operation to assure safety, to prevent a nuisance, and to control the noxious effects of excessive sound, light, odor, dust, or similar conditions. Such conditions may include:
 - a. A requirement that all machinery and facilities be located within an enclosed building; or
 - b. A requirement that certain areas be screened from view of surrounding neighborhoods; or
 - c. A limitation on intensity of lights or hours of operation; or
 - d. Similar measures designed to protect the public interest.

IV. ADDITIONAL SPECIFIC STANDARDS

- A. The site shall be at least two acres in size.

The proposed site is 21.86 Acres.

- B. Outdoor Storage (59-8300.54) accessory to scrap operations shall only be permitted in the I-3 District.

The existing zoning is I-3 Heavy Industrial

- C. A chain-link fence or wall not less than eight feet in height, as measured from finished grade, shall be provided around the use. No scrap or waste material shall be stored in such a manner that it exceeds the height of the fence.

The existing site is fenced with chain-link.

- D. In addition to screening requirements in Article XI, Landscaping and Screening Regulations, of this chapter, sight-proof screening shall be erected along all arterial streets, expressways and freeways, unless it is determined

by the City Council that the nature of adjacent land uses makes this requirement unnecessary.

East Reno Avenue is a Major Arterial. The existing site is not site-proof screened along the arterial.

- E. All outdoor storage areas for automobile, truck, boat and recreational vehicle salvage yards shall be on a permanent hard-surfaced area meeting the design requirements of Article X, Off-Street Parking, Loading and Access, of this chapter.

V. 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 Water Resources Board (OWRB)**
- 5. School District: Oklahoma City**
- 6. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 2. Airports**
- 3. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 4. Fire (OCFD)**

No objection provided operations are in accordance with Fire Code limitations.

- 5. Information Technology/Geographic Support (IT/GIS)**

6. Parks and Recreation

7. Police (OCPD)

8. Public Works

a. Engineering

Storm Sewer Availability *

9. Streets, Traffic and Drainage Maintenance

10. Stormwater Quality Management

11. Traffic Services *

12. Utilities

a. Engineering

Paving

b. Solid Waste Management

- 1) No Solid Waste Management Services needed.

c. Water/Wastewater Quality

Water Availability *

Wastewater Availability *

13. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater.

Location:

- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved.

Density: The non-residential Floor to Area Ratio (FAR) range for the UM LUTA is 0.4 to 1.2 with a typical FAR of 1.

500-year floodplain, along a stream associated with the North Canadian River, is present on the subject site. The development is required to comply with all

City, State, and Federal requirements regarding stormwater management. The purpose of this Special Permit application is to allow extension of a scrap operation, including scrap of recyclable materials and outdoor storage. Metal products will be shredded on site and delivered to a purchaser. The site is currently developed with multiple industrial office / warehouse structures and outdoor storage and operations. The current FAR of the site is below the Urban Medium LUTA FAR range and is expected to remain within or below the range.

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development 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.

The proposed use is located along the north side of East Reno Avenue, an arterial street in the Urban Medium LUTA. North Lottie Avenue, an industrial neighborhood street, abuts the west side of the subject site. The site is served by multiple improved and unimproved drives along East Reno Avenue.

- 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 use adjacent to existing industrial uses or zoning, no compatibility issues are typically identified by the comprehensive plan. However, in this situation, noise levels affecting the surrounding area could be produced by the requested uses. A single-family residential neighborhood (JFK) is located on the north side of NE 4th Street, roughly a quarter mile to the north. 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 within building walls, using vertical screening to block any mechanical equipment and service areas, and reducing noise through additional wall insulation, plantings, fences and walls, and strategic placement of doors and windows.

The Program Description for the application proposes allowing the existing structure and screening to remain. The application states hours of operation for the facility to be Monday – Friday from 7:30 a.m. to 4:30 p.m., and Saturday from 7:30 a.m. to 12:00 p.m. and a mill to operate until 6:00 p.m. on weekdays and until 6:00 p.m. on Saturday, after public hours. Maintenance of equipment after public hours may continue after operation of the mill ceases. Plan conformance would be strengthened by implementing measures to ensure noise

levels are more compatible with nearby residential uses. The Special Permit process can be used to specify additional mitigation measures.

3) Service Efficiency:

- Water: *Close to Service or Served*
- Sewer: *Fully 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 stream associated with the North Canadian River. The development is required to comply with all City, State, and Federal requirements regarding stormwater management*
- **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 the eastern portion of the site. When 60 percent or less of the site is covered, the plan has a preservation goal of 100%. Plan conformance would be strengthened by preserving of healthy, mature trees, specifically in upland forest areas.*
- **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 north side of East Reno Avenue, a Major Arterial Street in the Urban Low LUTA. North Lottie Avenue, an Industrial / Neighborhood Street, abuts the site on the west. The nearest transit (bus) service is located north of the subject site along NE 4th Street.

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)
- 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)
- 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)

b. Plan Conformance Considerations

The purpose of this Special Permit application is to allow a scrap operation, including scrap of recyclable materials and outdoor storage, on a 21-acre site located north of E Reno Ave and east of Lottie Ave. Metal products will be shredded on site and delivered to a purchaser. The site and all surrounding land are zoned I-3. The subject site is developed with multiple industrial office / warehouse structures and outdoor storage and operations. The site surrounds the east side of SP-217, a special permit was approved for scrap operations in 1988. The remaining area around the subject site is a mixture of industrial office / warehouse structures, outdoor storage, and undeveloped land. A Union Pacific rail line runs along the northern boundary of the subject site. North of the railroad, within a quarter mile of proposed operation, is the JFK Neighborhood.

The proposed use, *Scrap Operations*, requires a Special Permit within the I-3 District. The proposal can meet the Specific Use Standards for the proposed use, given screening requirements are met and certain storage types are located on permanent, hard-surfaced area. 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 within building walls, using vertical screening to block any mechanical equipment and service areas, and reducing noise through additional wall insulation, plantings, fences and walls, and strategic placement of doors and windows.

The Program Description for the application proposes allowing the existing structure and screening to remain. The application states hours of operation for the facility to be Monday – Friday from 7:30 a.m. to 4:30 p.m., and Saturday from 7:30 a.m. to 12:00 p.m. and a mill to operate until 6:00 p.m. on weekdays and until 6:00 p.m. on Saturday, after public hours. Maintenance of equipment after public hours may continue after operation of the mill ceases. Plan conformance would be strengthened by implementing measures to ensure noise levels are more compatible with nearby residential uses. The Special Permit process can be used to specify additional mitigation measures.

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. 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.

If approved, the following Technical Evaluations shall apply:

1. Amend the Program Description to remove "... as well as the existing screening to enclose the Property. No other screening shall be necessary given the nature of the area."
2. Amend the Program Description to add a condition that "Mechanical processing of materials shall occur within an enclosed structure."
3. Amend the Program Description to add a condition that "Crushing or milling of complete automobiles, trucks, boats, trailers, and recreational vehicles shall be prohibited."
4. A sight-proof fence shall be installed along the arterial frontage.
5. The operation shall conform to the "Conditions" of the Program Description.

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