



STAFF REPORT
The City of Oklahoma City
Planning Commission
April 24, 2025

Item No. IV. 7.

(SPUD-1726) Application by HPCP Investments, LLC to rezone 13600 Memorial Park Drive from SPUD-777 Simplified Planned Unit Development District and LHPSC Lake Hefner Parkway Scenic Corridor to SPUD-1726 Simplified Planned Unit Development and LHPSC Lake Hefner Parkway Scenic Corridor. Ward 8.

I. GENERAL INFORMATION

A. Contacts

1. Applicant Representative

Name Jessica Bloye
Company Johnson & Associates
Phone 405-235-8075
Email jbloye@jaokc.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this application is to allow commercial use and development.

D. Existing Conditions

1. Size of Site: 3.1429 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	SPUD-777	W I-344 HWY	PUD-249	PUD-249	PUD-249
Land Use	Undeveloped	Turnpike	Retail	Hotel/Salon	Hotel

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.

Comprehensive Plan Land Use Typology Layer: Regional District (RD)

The RD layer designates areas that strategically prioritize the location and concentration of regionally serving retail and entertainment uses. This includes major national retailers that have a regional draw, as well as concentrations of retail that draw visitors from outside of the city. Uses that generate sales-tax are a priority within RD areas. Complementary

uses such as office, entertainment, high density housing, and services may be appropriate as limited secondary uses, provided they are inter-connected to create mixed use urban centers.

II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **C-3, Community Commercial District** OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

- Administrative and Professional Office (8300.1)
- Eating Establishments: Drive In (8300.34)
- Eating Establishments: Fast Food (8300.35)
- Eating Establishments: Sitdown (8300.37)
- Eating Establishments: Sitdown, Alcohol Permitted (8300.38)
- Lodging Accommodations: Commercial Lodging (8300.51)
- Personal Services: General (8300.58)
- Personal Services: Restricted (8300.59)
- Retail Sales and Services: General (8300.63)

2. Maximum Building Height:

The maximum building height within this SPUD shall be 34-feet.

3. Maximum Building Size:

Per the base zoning district.

4. Maximum Number of Buildings:

Per the base zoning district.

5. Building Setback Lines:

Front: Twenty-five (25) feet
Rear: Twenty-five (25) feet
Sides: Twenty-five (25) feet

6. Sight-proof Screening:

Sight-proof screening shall not be required for this SPUD.

7. Landscaping:

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

8. Signs:

Signage shall be per the base zoning district and the Lake Hefner Parkway Scenic Corridor regulations.

9. Access:

There shall be a total of three access points allowed within this SPUD: one point of access from Memorial Park Lane, Memorial Park Drive and NW 135th Street. No access will be permitted to Memorial Road.

10. Sidewalks:

Five-foot sidewalks shall be constructed along Memorial Park Drive, Memorial Park Lane and NW 135th Street or 6-foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb, subject to the policies and procedures of the Public Works Department.

A 5-foot sidewalk exists along W Memorial Rd. Should the existing sidewalk be damaged or removed during construction, the developer shall be required to repair/reinstall said sidewalk.

II. OTHER DEVELOPMENT REGULATIONS:

1. Architecture:

All structures constructed within this SPUD shall comply with the following architectural standards:

Exterior building wall finish on all main structures (excluding the accessory structures), exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock, concrete board, stucco or stone masonry. No more than 30% wood or architectural metal shall be permitted. Architectural regulations do not apply to accessory structures.

2. Open Space:

Per 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:

Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended. Dumpsters shall be consolidated and located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public view.

6. Parking:

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

7. Drainage:

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

8. Subdivision:

Subdivision shall be per the subdivision regulations, 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) Edmond**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire ***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**
- 6. Police**
- 7. Public Works**

a. Engineering

Storm Sewer Availability

1. The Public Works Engineering staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to the applicable requirements of the Oklahoma City Municipal Code, as amended.
2. Storm sewers, in accordance with the City of Oklahoma City's Drainage Ordinance, will be required. For developments abutting section line roads where rainfall-runoff exceeds the capacity of the City of Oklahoma City's standard ditch detail, the installation of enclosed storm sewers and/or concrete channels will be necessary. These improvements must be positioned to provide a minimum clearance of 35 feet from the centerline of the section line road. Concrete channels must be located entirely outside the public right-of-way.
3. A flood/drainage study will be required to establish finished floor elevations, common lot areas, and private drainage easements. This study must be reviewed and approved by the Public Works Department.
4. Plans for drainage improvements within private drainage easements and/or common areas must be submitted for review. Building permits will not be issued until construction is complete. For subdivisions abutting a stream, private drainage easements and/or common areas along the stream must, at a minimum, encompass

the entire FEMA-mapped Zone AE and floodway within the limits of the development.

5. Place the following note on the plat and construction plans: *Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association and/or the adjacent property owners. 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 drainage related common areas 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.*
6. Drainage easements shall be clearly designated as either public or private in the owner's dedication, on the plat, and/or in the plat notes.
7. Sediment and erosion control measures shall be provided for any construction in accordance with Oklahoma Statutes Title 27A, OAC 606 - OPDES Standards, and the City of Oklahoma City Municipal Code, as amended.

A City of Oklahoma City Land Disturbance Permit and an ODEQ Construction Permit are required for land disturbance activities exceeding one (1) acre, as specified by the above-referenced regulations. Additionally, a City of Oklahoma City Land Disturbance Permit is required for any construction activity, regardless of the amount of land disturbed, unless exempt under the ordinance.

8. Sidewalks shall be installed for all new construction in accordance with the Municipal Code. 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.
9. All private roads and streets shall have a private storm sewer system.
10. Add Section II.9 Maintenance: Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the property owner. 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 drainage related common areas 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.

b. Stormwater Quality Management

c. Traffic Services *

8. Utilities

a. Solid Waste Management

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

b. Water Availability

1. An existing 12-inch/20-inch water main(s) is located adjacent to the subject site(s).
2. Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
3. Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
4. Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
5. In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic or fire protection systems which require water pressure more than 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
6. All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.
7. All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
8. Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
9. Plat may be revised after review and approval of utility plans.

c. Wastewater Availability

1. An existing 8-inch wastewater main(s) is located adjacent to the subject site(s).

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

9. Planning

a. Comprehensive Plan Considerations

The site is within the Urban Low (UL) LUTA and in an area where the Regional District (RD) Layer applies. Policies for each are listed below:

1) LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL)
- Developments should be served by urban water and sewer utility systems. (UL)
- Provide heavy landscaping along all frontages. (RD)

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. (UL)

The subject site is located along the south side of West Memorial Road, 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 Regional District Layer maintains the same FAR range as the base LUTA. *The subject site is currently undeveloped. The*

SPUD regulations could provide a FAR withing 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. (UL)
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL)
- Development fronting arterials should take access from intersecting streets where possible. (UL)
- Primary entrance points should be aligned with access points immediately across the street. (UL)
- Provide cross access to connect the vehicular and pedestrian networks between individual retail, commercial and housing developments. (RD)
- Development should take access off of streets intersecting arterials. Mid-block development should use shared access points. (RD)

The SPUD proposes a total of three access points, one each along Memorial Park Drive, Memorial Park Lane, and NW 135th Street. Access will not be permitted onto West Memorial Road. The conceptual plan illustrates a site design that would allow for some of the drives to align with access points for adjacent developments.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development. (UL)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails. (RD)

Sidewalks are currently available along West Memorial Road. The SPUD requires sidewalks along Memorial Park Drive, Memorial Park Lane, and NW 135th Street. If the existing sidewalks along West Memorial Road are damaged or removed during construction the SPUD requires repair or reinstallation.

- 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 office or retail uses, no compatibility issues are identified by the comprehensive plan.
- 3) **Service Efficiency:**
 - Water: *Served*
 - Sewer: *Fully Served*
 - Fire Service: *Urban Response*
- 4) **Environmentally Sensitive Areas:** No ESAs were identified on the subject site.
- 5) **Transportation System:** This site has frontage on West Memorial Road, a Major Arterial Street, and Neighborhood Streets Memorial Park Drive, Memorial Park

Lane, and NW 135th Street. The nearest transit (bus) service is located just west of the subject site, along West Memorial Road.

6) Other Development Related Policies

- Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development. (SU-23)
- 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)
- Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)

b. Plan Conformance Considerations

The subject site is located along the south side of West Memorial Road with frontage along Memorial Park Drive, Memorial Park Lane, and NW 135th Street. Interstate 344 (John Kilpatrick Turnpike) is north of West Memorial Road. The site was rezoned to SPUD-777 in 2014 to allow a modified C-3 base, specifically intended for a restaurant. The site remains undeveloped. The surrounding land to the east, south, and west is zoned as part of Tract 1 of PUD-249 which allows and is developed as office and commercial, including two hotels. The Lake Hefner Parkway Scenic Corridor, which

prohibits billboards, covers roughly the western half of the subject site and is not changed by this application.

The SPUD is requested to allow commercial development in an area surrounded by similar uses. The existing SPUD is limited to nine commercial uses, and one building up to a maximum size of 15,000 square feet. The new SPUD would expand the range of uses allowed, consistent with the comprehensive plan's "Regional District" designation, and remove the maximum building size and number. Additionally, the new SPUD would meet the current landscaping and sign regulations. The site is partially within the Lake Hefner Parkway Scenic Corridor, which would not be affected by this rezoning application.

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