

Planning Commission Minutes
October 24, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:35 a.m. on October 21, 2024)

23. (PUD-2039) Application by DLP Development, LLC to rezone 345 West I-240 Service Road from PUD-1826 Planned Unit Development District to PUD-2039 Planned Unit Development District. Ward 4.

Amended Technical Evaluation:

1. Amend the base zone of Tract 2 to the ~~C-3 Community Commercial District~~ C-4 General Commercial District.
2. ~~Off-Premise Signs/Billboards shall be prohibited.~~

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.

MOVED BY PRIVETT, SECONDED BY POWERS

AYES: CLAIR, POWERS, PRIVETT, NEWMAN, GOVIN, NOBLE, LAFORGE

NAY: MEEK

ABSENT: PENNINGTON



STAFF REPORT
The City of Oklahoma City
Planning Commission
October 24, 2024

Item No. IV. 23.

(PUD-2039) Application by DLP Development, LLC to rezone 345 West I-240 Service Road from PUD-1826 Planned Unit Development District to PUD-2039 Planned Unit Development District. Ward 4.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

Kaitlyn Turner
Williams, Box, Forshee & Bullard, P.C.
405-232-0080
kturner@wbfbllaw.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this application is to allow multifamily residential development, office uses, and a billboard.

D. Existing Conditions

1. Size of Site: 25 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	PUD-1826	R-1/R-4/C-1/C-3	R-1/R-4/C-3/PUD-833/SPUD-460	C-3	R-1/R-4/O-1/C-3
Land Use	Undeveloped	Residential	Comm/Residential	Commercial	Comm/Residential

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 PUD APPLICATION

8.1.....USE AND DEVELOPMENT REGULATIONS

There shall be two (2) tracts within this PUD in accordance with Exhibit B. Tract 1 and Tract 2 may be administratively split and there shall be no minimum lot size requirement.

Tract 1 - The use and development regulations of the **R-4 General Residential District** shall govern Tract 1 of this PUD, except as herein modified.

All uses within the R-4 District shall be permitted within Tract 1.

Tract 2 – The development regulations of the **I-2 District** shall govern Tract 2 of this PUD, except as herein modified.

The following uses shall be the only uses permitted within Tract 2:

8300.1 Administrative and Professional Offices

9.0.....SPECIAL CONDITIONS

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

9.1.....FAÇADE REGULATIONS

Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of a minimum 70% brick veneer, masonry, rock, stone, stucco, or wood, or other similar type finish. No more than 30% EIFS (Exterior Insulation Finish System) shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

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.

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

The base zoning district shall regulate the screening regulations in this PUD.

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 in accordance with the Oklahoma City Municipal Code, 2020, as amended and shall be placed no closer than 50 feet from all property lines abutting or adjacent to residential zoning district or use.

Trash collection facilities in this PUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

9.8 ACCESS REGULATIONS

Access shall be taken from SW 74th St., E. I-240 Service Rd., S. Walker Ave./SW 73rd St., and SW 69th St. Access to Tract 1 may be taken through Tract 2.

9.9 PARKING REGULATIONS

The parking calculation for this PUD shall be one space per dwelling unit, attached or detached garages shall count toward meeting parking requirements, provided each parking space in a garage shall be a minimum of 8½ feet by 18 feet.

9.10 SIGNAGE REGULATIONS

9.10.1 FREESTANDING ACCESSORY SIGNS

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

9.10.2 ATTACHED SIGNS

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

9.10.3 OFF-PREMISE SIGNS

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

9.10.4 ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)

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

9.11 ROOFING REGULATIONS

Roofing for all structures shall conform to adopted building code at the time of development.

9.12 SIDEWALK REGULATIONS

Five (5) foot sidewalks, with five (5) foot landscaped buffer, shall be constructed on the arterial street with each development parcel, or six (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. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued.

9.13 HEIGHT REGULATIONS

The maximum height of structures within this PUD shall be 3 stories or 45 feet.

9.14 SETBACK REGULATIONS

North: 15-feet

East: 15-feet, where abutting R-1 a 15-foot setback with 5-foot landscape buffer shall be provided.

South: 15-feet

West: 15-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

No building permits shall be issued in this PUD until a specific plan, including all items listed in Section 59-14150.D of the Oklahoma City Municipal Code, 2020, as amended, shall have been approved by the Planning Commission. The subsequent Specific Plan shall indicate the pedestrian route for resident to access the educational, recreational, and institutional uses to the north.

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
- Exhibit C - Topography 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: Oklahoma City**

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) 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) 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.
- 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 7.7 Drainage: The property within this Planned Unit Development is within a FEMA flood plain.

b. Streets, Traffic and Drainage Maintenance

c. Stormwater Quality Management

d. Traffic Services *

8. Utilities

a. Engineering

Paving

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability

- 1) An existing 8”/6” water main(s) is located adjacent to the subject site(s).
- 2) A 12-inch water main is required to be loop 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.
- 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 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.
- 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.

Wastewater Availability

- 1) An existing 15” 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.

9. Planning

a. Comprehensive Plan Considerations

The site is within the Urban Low LUTA and in an area where the Regional District Layer surrounding the I-240 corridor 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)
- 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)
- Developments should be served by urban water and sewer utility systems. (UL)
- Provide heavy landscaping along all frontages (RD)

Floodway and 100-year floodplain are present on the subject site. The development is required to comply with all City, State, and Federal requirements within the floodplain. Public water and sewer are available. Development will be required to meet the landscaping regulations in place at the time of development. No additional landscaping is offered along the highway corridor; instead a billboard is requested.

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

The site is located along an interstate frontage road. The new PUD proposes the same multifamily residential uses allowed within the existing PUD.

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 majority of the subject site is proposed per the R-4 District, which allows up to 34 du/acre provided open space, parking, setbacks, and height limitations can be met. No details are provided in the new PUD regarding the design of the planned multifamily residential as was provided in the previous PUD. The only exhibits provided are for a billboard.*

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 number of dead-end streets and cul-de-sacs.
- 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.
- Provide vehicular connectivity between adjacent developments.
- Horizontally mixed-use developments should have connectivity between land uses.

The PUD proposes access from S Walker Ave, SW 69th Street, SW 74th Street, and between tracts, although the conceptual plan provides no details on internal circulation and indicates a billboard within the limited frontage along the highway. A Specific Plan will be required.

Pedestrian Connectivity:

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

Sidewalks are required along arterial and interior streets.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. The site is already within a PUD zoned for multifamily residential development. The new PUD retains the R-4 District on the majority of the site, and seeks to add a tract with an I-2 base zoning district along the I-240 corridor. Placing moderate industrial

zoning near residential uses or zoning typically triggers potential compatibility issues. In this case, the PUD seeks the I-2 base zoning district for Tract 2, but limits the use within the Tract to only one: *Administrative and Professional Offices (8300.1)*. The proposed office use does not trigger compatibility concerns, and could be accommodated in the O-2, C-1 or C-3 Districts. A C-3 base zone would more consistent with the zoning on either side of the subject site and along the highway corridor. The new sign code, effective March 15, 2024, states that a “PUD or SPUD may not be used to modify sign standards to make them less restrictive.” Based on the provided conceptual plans, the I-2 District is being requested only for its sign standards, which allow a billboard.

3) Service Efficiency:

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

4) Environmentally Sensitive Areas: The following apply to the proposed development site:

- Riparian Areas: 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. Floodplain is present. No details regarding design were provided. The existing PUD has a conceptual plan designed with open space around the creek that runs through the center of the site. The new PUD is silent on stream protections.*
- Upland Forests: N/A
- Vulnerable Aquifers: N/A

5) Transportation System: This site has frontage on S Walker Ave, a major arterial, and the West I-240 Service Road. The nearest transit (bus) service is located along South Walker Avenue and along the West I-240 Service Road. According to Streetlight data, last collected in 2022, the West I-240 Service Road had 8,922 average daily trips, with a capacity of 10,000.

6) Other Development Related Policies

- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. (SU-4)
- Avoid placing heavy industrial uses on borders of industrial areas to avoid conflicts with adjacent development. (SU-35)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- 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)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-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. Restrict new billboards and...reduce the number of existing billboards. Consider new standards in the Sign Ordinance to improve limits on the size, height, and number of signs. (E-14)

b. Plan Conformance Considerations

The subject site is located east of South Walker Avenue and north of Interstate 240. The site is undeveloped and was rezoned from the C-3 District to PUD-1826 in 2021 to allow multi-family development. A tributary of Lightning Creek runs through the center of the site. To the north of the site is the City's Southern Oaks Park and recreation center, a library, school, and the Southern Oaks Health and Wellness Campus. To the northeast is a single-family neighborhood. The subject site has limited frontage along I-240, which is located between a restaurant (Rib Crib) and an auto dealership (Kia).

The PUD is requested with the same R-4 (multifamily residential) uses already permitted in the existing PUD. The new PUD would split off 0.4 acre (17,424 square feet), for a separate tract in the southern portion of the site along I-240. The PUD proposes the I-2 Moderate Industrial District as the base zone for the new tract, which triggers potential compatibility issues near residential development. However, the PUD limits the use within the I-2 tract to only office uses, which would not trigger compatibility issues near the adjacent and planned commercial and residential uses.

The new PUD provides no details regarding how all but 0.4-acres of the site will be developed. It proposes adding an office use that does not require the proposed I-2 District, and could be achieved with an office or commercial base zone. In this case, the new PUD is clearly requested in order to allow the sign regulations of the I-2 District, which permit a billboard.

Industrial is not an appropriate use at this site due to compatibility concerns and site constraints. The PUD ordinance states, “The PUD and SPUD are design and planning tools that are not to be used to circumvent policies or used in lieu of seeking variances to regulations.” Zoning purely for a billboard is inconsistent with City policy as stated in planokc, and violates the intent of the PUD ordinance and the new sign code.

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.

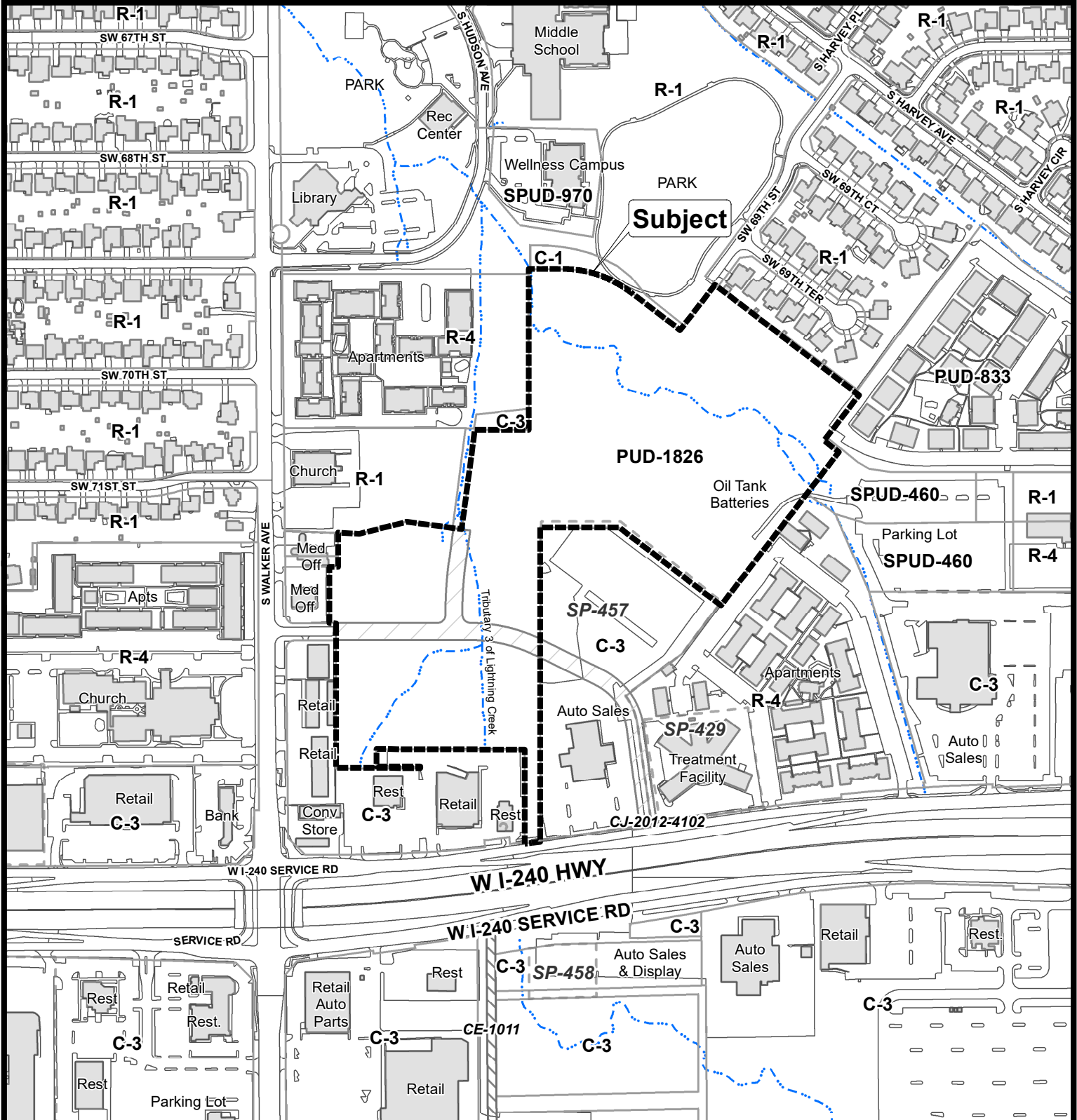
Denial of the application.

If approved, the following Technical Evaluations should apply:

1. Amend the base zone of Tract 2 to the C-3 Community Commercial District.
2. Off-Premise Signs/Billboards shall be prohibited.

taj

Case No: PUD-2039 Applicant: DLP Development, LLC
Existing Zoning: PUD-1826
Location: 345 W. I-240 Service Rd.



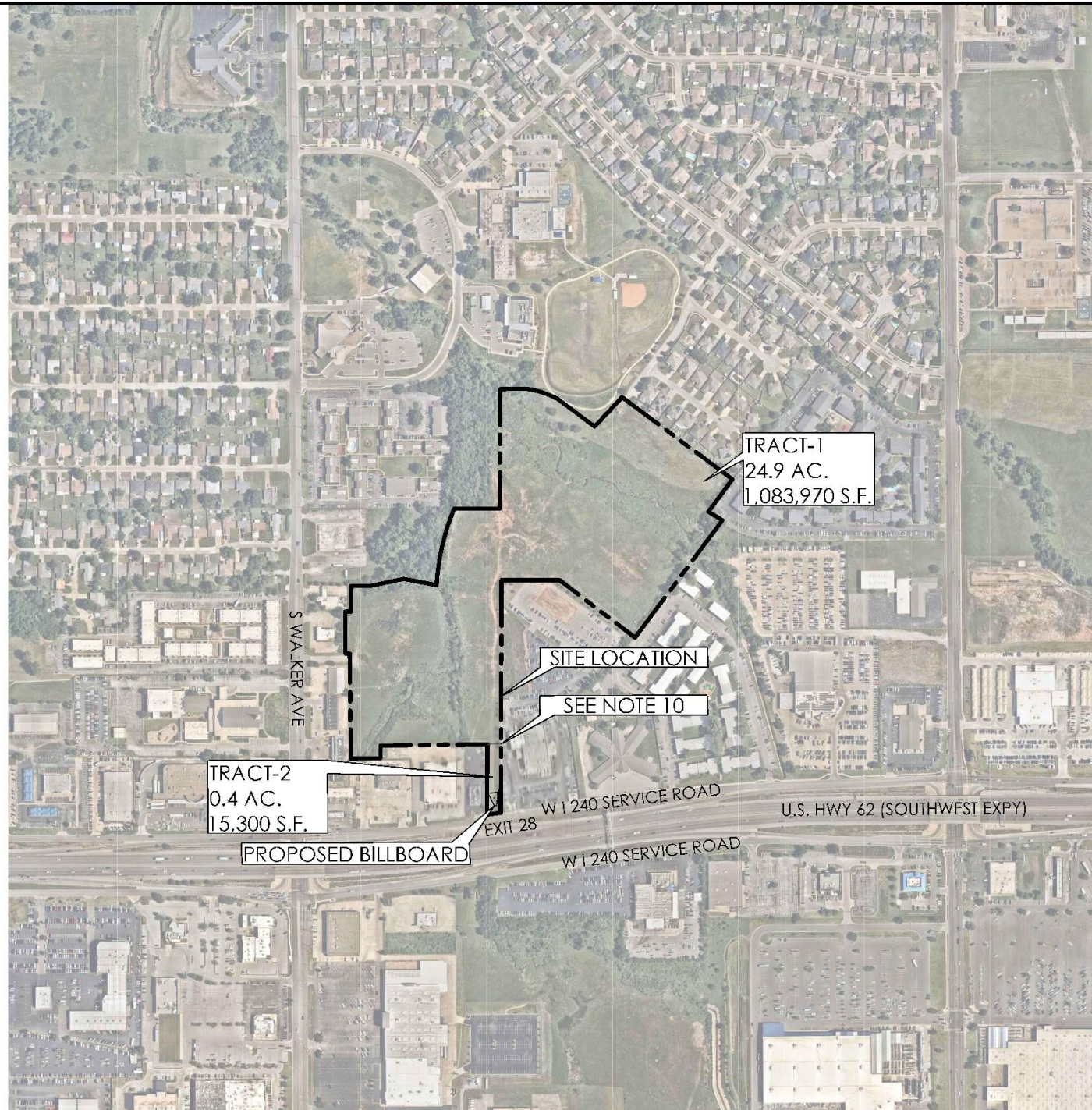
The City of
OKLAHOMA CITY

Planned Unit Development



0 200 400
Feet

1. THIS CONCEPT PLAN IS BASED ON LIMITED DATA. TOPOGRAPHIC DATA, WETLANDS, WATERCOURSES, FLOOD ZONES, NATURAL RESOURCES, AND/OR ENDANGERED SPECIES TO BE UPDATED UPON PREPARATION OF A DETAILED SURVEY.
2. ALL PROPERTY LINES ARE APPROXIMATE AND BASED ON PUBLICLY AVAILABLE INFORMATION AT THE TIME OF THE EXHIBIT. PROPERTY LINES TO BE UPDATED UPON PREPARATION OF A BOUNDARY SURVEY.
3. THIS EXHIBIT IS TO BE USED FOR THE APPROXIMATE LOCATION OF THE BILLBOARD FACE AND FOUNDATION SUPPORT. DETAILED PLANS FOR STRUCTURE AND EXACT PLACEMENT BY OTHERS.
4. DETAILED UTILITY INFORMATION HAS NOT BEEN ESTABLISHED. ALL UTILITY INFORMATION TO BE FIELD VERIFIED.
5. INVESTIGATION INTO ALL LOCAL ZONING REGULATIONS WILL BE REQUIRED.
6. THE CONTRACTOR SHALL ABIDE BY ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOM, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES, CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS. UTILITY COMPANY FEES SHALL BE PAID FOR BY THE CONTRACTOR.
7. THE ENGINEER IS NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ENGINEER HAVE NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOB SITE RESPONSIBILITIES, SUPERVISION OR TO SUPERVISE SAFETY AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.
8. THE CONTRACTOR SHALL COMPLY WITH CFR 29 PART 1926 FOR EXCAVATION, TRENCHING, AND TRENCH PROTECTION REQUIREMENTS.
9. 15' OFFSET FROM OVERHEAD WIRES SHOWN BASED ON TYPICAL SETBACK REQUIREMENTS. HOWEVER, THE ACTUAL REQUIRED OFFSET IS TO BE CONFIRMED WITH THE UTILITY PROVIDER(S).
10. APPROXIMATE LOCATION OF FUTURE SUB-DIVISION LINE. FUTURE JURISDICTION RESEARCH IS REQUIRED TO CONFIRM COMPLIANCE WITH ZONING REGULATIONS FOR CURRENT AND FUTURE USE.
11. BASE ELEVATIONS FROM GOOGLE EARTH ON 9/11/2024.



PROPOSED BILLBOARD
W 1240 SERVICE ROAD
OKLAHOMA CITY, OKLAHOMA

REVISIONS
No. Date Desc.

Designed K.P.
Drawn K.P.
Reviewed S.M.K.
Scale 1"=500'
Project No. 2402261
Date 9/11/2024

CAD File:
EXH2-0226101

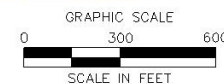
Title
**VICINITY
MAP**

Sheet No.

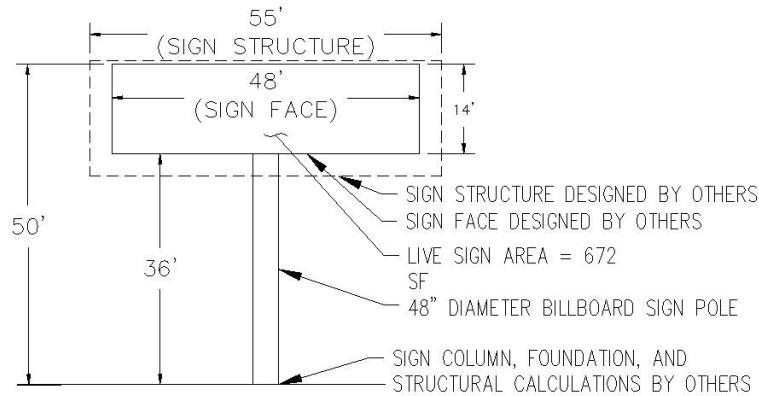
EXH-1

Exhibit B

FOR PERMITTING PURPOSES ONLY
NOT RELEASED FOR CONSTRUCTION

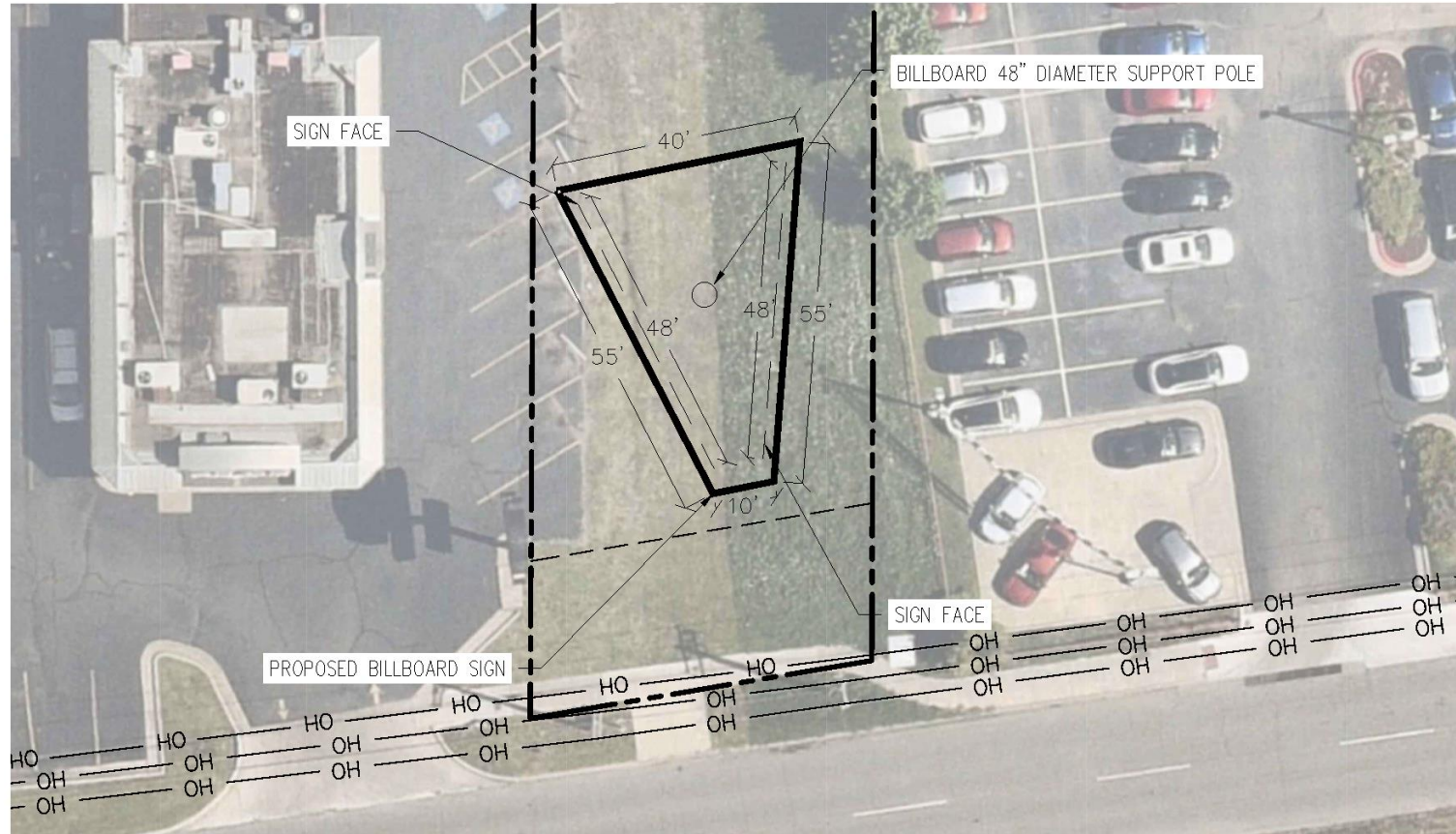


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4. DETAILED UTILITY INFORMATION HAS NOT BEEN ESTABLISHED. ALL UTILITY INFORMATION TO BE FIELD VERIFIED.
5. INVESTIGATION INTO ALL LOCAL ZONING REGULATIONS WILL BE REQUIRED.
6. THE CONTRACTOR SHALL ABIDE BY ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOM, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES, CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS. UTILITY COMPANY FEES SHALL BE PAID FOR BY THE CONTRACTOR.
7. THE ENGINEER IS NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ENGINEER HAVE NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOB SITE RESPONSIBILITIES, SUPERVISION OR TO SUPERVISE SAFETY AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.
8. THE CONTRACTOR SHALL COMPLY WITH CFR 29 PART 1926 FOR EXCAVATION, TRENCHING, AND TRENCH PROTECTION REQUIREMENTS.
9. 15' OFFSET FROM OVERHEAD WIRES SHOWN BASED ON TYPICAL SETBACK REQUIREMENTS. HOWEVER, THE ACTUAL REQUIRED OFFSET IS TO BE CONFIRMED WITH THE UTILITY PROVIDER(S).
10. APPROXIMATE LOCATION OF FUTURE SUB-DIVISION LINE. FUTURE JURISDICTION RESEARCH IS REQUIRED TO CONFIRM COMPLIANCE WITH ZONING REGULATIONS FOR CURRENT AND FUTURE USE.
11. BASE ELEVATIONS FROM GOOGLE EARTH ON 9/11/2024.

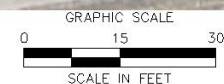


SIGN DETAIL

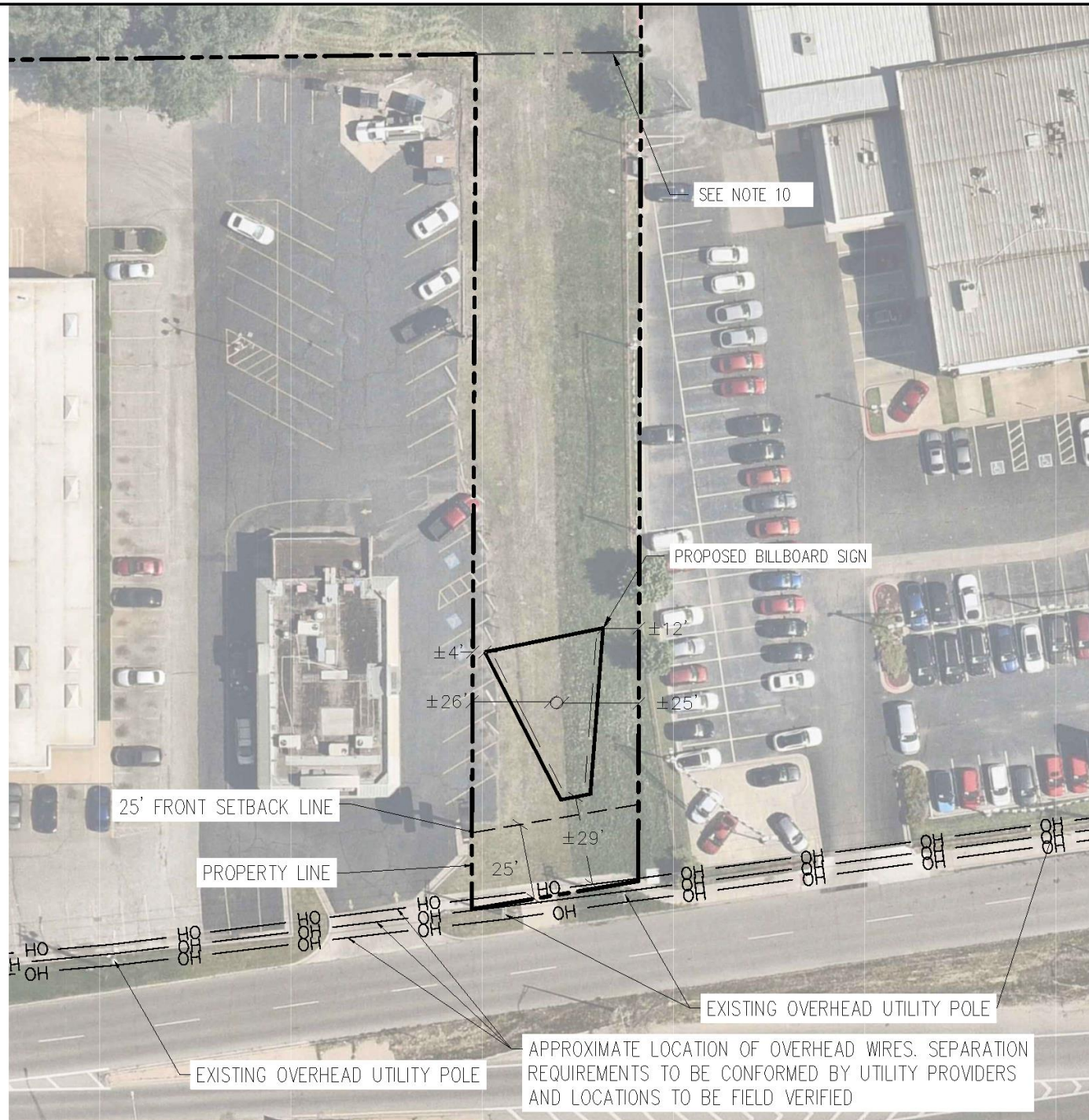
NOT TO SCALE



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NOT RELEASED FOR CONSTRUCTION



1. THIS CONCEPT PLAN IS BASED ON LIMITED DATA. TOPOGRAPHIC DATA, WETLANDS, WATERCOURSES, FLOOD ZONES, NATURAL RESOURCES, AND/OR ENDANGERED SPECIES TO BE UPDATED UPON PREPARATION OF A DETAILED SURVEY.
2. ALL PROPERTY LINES ARE APPROXIMATE AND BASED ON PUBLICLY AVAILABLE INFORMATION AT THE TIME OF THE EXHIBIT. PROPERTY LINES TO BE UPDATED UPON PREPARATION OF A BOUNDARY SURVEY.
3. THIS EXHIBIT IS TO BE USED FOR THE APPROXIMATE LOCATION OF THE BILLBOARD FACE AND FOUNDATION SUPPORT. DETAILED PLANS FOR STRUCTURE AND EXACT PLACEMENT BY OTHERS.
4. DETAILED UTILITY INFORMATION HAS NOT BEEN ESTABLISHED. ALL UTILITY INFORMATION TO BE FIELD VERIFIED.
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PROPOSED BILLBOARD
W 1-240 SERVICE ROAD
OKLAHOMA CITY, OKLAHOMA

REV. NO.	DATE	DESC.

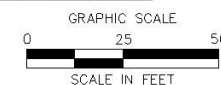
Designed: K.R.
Drawn: K.R.
Reviewed: S.M.K.
Scale: 1"=50'
Project No.: 2402261
Date: 9/11/2024
CAD File: EXH2-2022-101

Title: **SITE MAP**

Sheet No.

EXH-3

**FOR PERMITTING PURPOSES ONLY
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1. THIS CONCEPT PLAN IS BASED ON LIMITED DATA. TOPOGRAPHIC DATA, WETLANDS, WATERCOURSES, FLOOD ZONES, NATURAL RESOURCES, AND/OR ENDANGERED SPECIES TO BE UPDATED UPON PREPARATION OF A DETAILED SURVEY.
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100 Constitution Plaza, 10th Floor
 Hartford, CT 06103
 (860) 241-2200
 (860) 241-2400 Fax

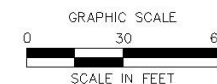
PROPOSED BILLBOARD **W I-240 SERVICE ROAD** **OKLAHOMA CITY, OKLAHOMA**

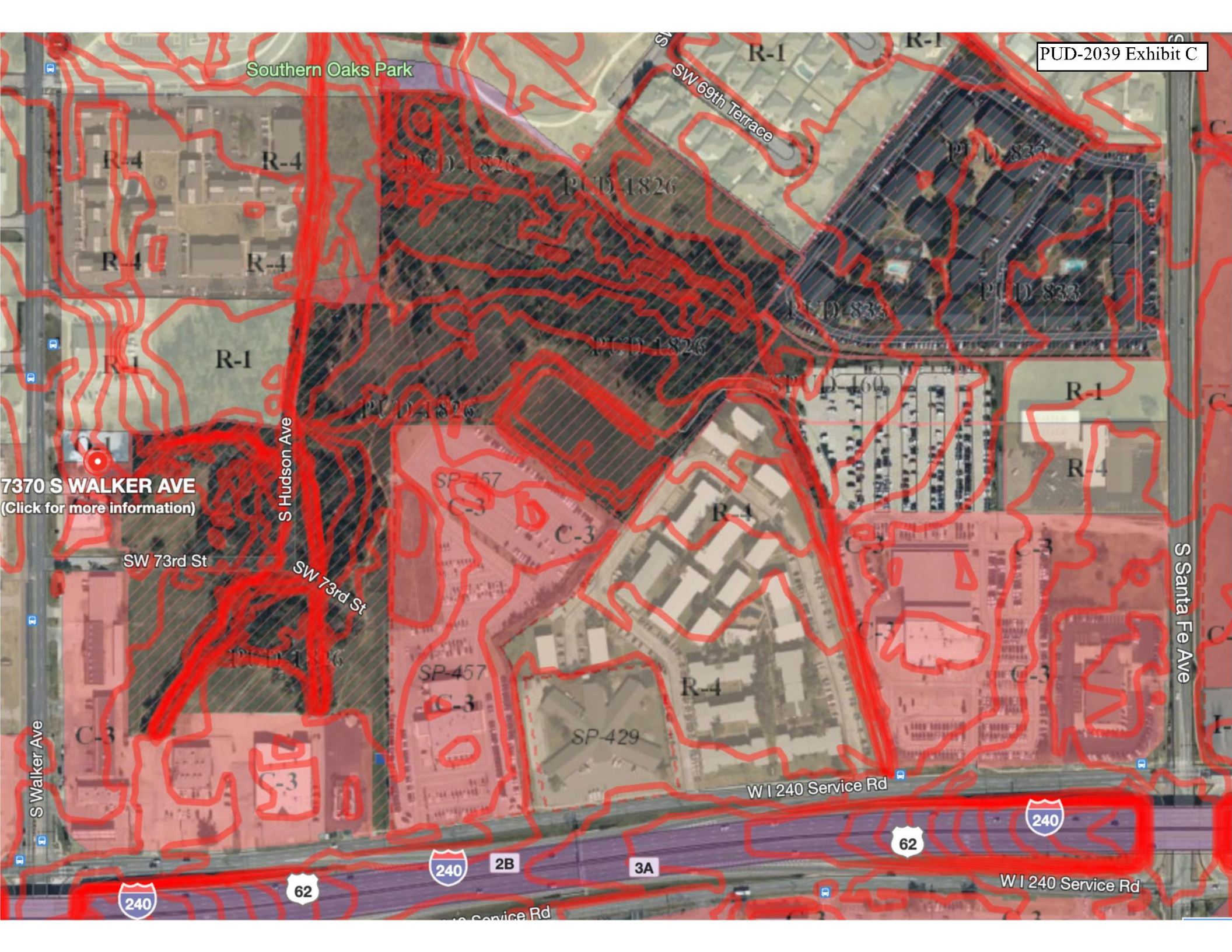
REVISE	No.	Date	Desc.
Designed			K.R.
Drawn			K.R.
Reviewed			S.M.K.
Scale			1"=60'
Project No.			2402261
Date			9/11/2024
CAD File			Exh2-0226101
Title			
ELEVATION MAP			

Sheet No.

EXH-4

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Southern Oaks Park

R-4

R-4

R-4

R-4

R-1

R-1

S Hudson Ave

7370 S WALKER AVE
(Click for more information)

SW 73rd St

SW 73rd St

SW 69th Terrace

SP-457

C-3

R-4

R-1

R-4

S Santa Fe Ave

S Walker Ave

C-3

SP-457

C-3

R-4

SP-429

WI 240 Service Rd

240

62

240

2B

3A

240

62

WI 240 Service Rd

Case No: PUD-2039 Applicant: DLP Development, LLC
Existing Zoning: PUD-1826
Location: 345 W. I-240 Service Rd.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Planned Unit Development



0 200 400
Feet