

Planning Commission Minutes  
December 14, 2023

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:35 a.m. on December 11, 2023)

24. (PC-10908) Application by David C. Onken, to rezone 2625 NW 1st Street from R-1 Single Family Residential District to I-2 Moderate Industrial District. Ward 6.

The applicant was present. There were no protestors present.

**RECOMMENDED APPROVAL.**

MOVED BY GOVIN, SECONDED BY LAFORGE

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

ABSENT: POWERS, PRIVETT, NEWMAN



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**December 14, 2023**

**Item No. IV. 24.**

**(PC-10908) Application by David C. Onken, to rezone 2625 NW 1<sup>st</sup> Street from R-1 Single Family Residential District to I-2 Moderate Industrial District. Ward 6.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant**

David C Onken  
(405) 830-3828  
david@generallighting.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to allow moderate industrial use and development including a future warehouse and commercial use structures.

**D. Existing Conditions**

**1. Size of Site (1.76 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>	R-1	R-1 & I-2	I-2	R-1 & C-3	R-1 & I-2
<b>Land Use</b>	Residential	Res/Indus	Industrial	Res/Comm	Res/Indus

**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. 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)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

### **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 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) 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.
- 5) 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.
- 6) 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.
- 7) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 8) Construction within the limits of this PC 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.

- 9) Sidewalks shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.

- 10) All private roads /streets will have private storm sewer systems.

- 11) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

#### **8. Streets, Traffic and Drainage Maintenance**

#### **9. Stormwater Quality Management**

#### **10. Traffic Management \***

#### **11. Utilities**

##### **a. Wastewater Comments**

1. An existing 8" 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.

**b. Water Comments**

1. An existing 8” 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. No water service is available for proposed development, private on-site water system is required. The developer must provide a water distribution system that is capable of supplying water to each lot or tract within the development in accordance with ODEQ and OWRB. Well permits must be obtained from OWRB and a copy of the permit must be filed with the Utilities Department. No private water source or groundwater source may be connected to any service or system connected to the City water system.

**c. Solid Waste Management**

No Solid Waste Management services needed.

## 12. Planning

### a. Comprehensive Plan Considerations

#### 1) LUTA Development Policies:

##### Site Design:

- Maintain historical lot and block sizes where possible and appropriate.
- Utilize Best Management Practices (BMP) for stormwater.
- Structured parking may be appropriate to achieve desired intensity levels.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

##### 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.

*National, state, and local permitting require basic best management practices for stormwater management. The current FAR of the development on site is below or within the UM LUTA range. If new development were to occur, the I-2 District could allow for a FAR within the LUTA range.*

##### Automobile Connectivity:

- Keep alleys open and functional.
- Primary entrance points should be aligned with access points immediately across the street.

*The subject site has multiple unimproved curb cuts along NW 1<sup>st</sup> Street and one along NW 2<sup>nd</sup> Street. Access would be per Code. No changes to the alley are proposed.*

##### Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*Sidewalks are not available on the subject site. Sidewalk requirements would be per Code and cannot be stipulated in a base zoning request.*

- #### 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 residential uses or zoning, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if 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 site abuts I-2 and R-1 zoned properties. The lot coverage in I-2 (100%) differs from the adjacent R-1 District (50%). The proposed I-2 zoning would limit the height of buildings to 35 feet within 75 feet of the residential districts and require landscaping buffers and screening. Mitigation measures beyond Code requirements cannot be defined within base zoning requests.*

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 neighborhood streets that currently serve residential and industrial development.*

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 proposed I-2 District allows uses that could have operational impacts near residential uses. The I-2 District allows most C-3 uses except hotels, as well as light industrial, moderate industrial, manufacturing, outdoor work and storage, and non-accessory signs/billboards. Mitigation measures beyond code requirements cannot be stipulated in a base zoning request.*

3) **Service Efficiency:**

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

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

- Riparian Areas: *N/A*
- Upland Forests: *N/A*



- **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.
- 5) **Transportation System:** The subject site has frontage along NW 1<sup>st</sup> Street, N Linn Avenue, and NW 2<sup>nd</sup> Street, all Neighborhood Streets in the Urban Medium LUTA. The nearest transit (bus) service is located north of the subject site, along General Pershing Boulevard.
- 6) **Other Development Related Policies**
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
  - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
  - 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)
  - Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
  - Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

**b. Plan Conformance Considerations**

The subject site is located along the west side of N Linn Avenue, between NW 1<sup>st</sup> Street and NW 2<sup>nd</sup> Street. The site consists of two residentially zoned lots at the southwest corner of NW 2<sup>nd</sup> and N Linn Ave, and the R-1 zoned land stretching along the north side of NW 1<sup>st</sup> Street, west of N Linn Ave, that is developed with a warehouse. The northern portion of the site is undeveloped and abuts a residence on the west, with homes across NW 2<sup>nd</sup> Street to the north. Across N Linn Avenue to the east is land zoned I-2 and developed with industrial uses. Land to the west and northwest of the southern subject parcel is zoned I-2 and developed with warehouses and outdoor storage. South of the site, across NW 1<sup>st</sup> Street, is a mix of single-family residences, undeveloped R-1 lots, and an auto repair business zoned C-3.

The proposed I-2 District is consistent with the adjacent industrial zoning and uses. However, the proposed zoning district also triggers potential compatibility

issues adjacent to residential uses. Mitigation measures beyond Code requirements cannot be stipulated in a base zoning request. A Simplified Planned Unit Development may be appropriate if additional mitigation measures are desired. Alternatively, the I-1 District would allow most commercial and light industrial uses and require them to occur indoors. I-1 also limits building height to 20 feet within 35 feet of R-1, compared to 35 feet in the I-2 District. Both industrial districts require at least a 15-foot setback, as well as screening and a landscape buffer adjacent to the R-1 District.

#### **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; or**

**Amend the application to the I-1 District and approve the application.**

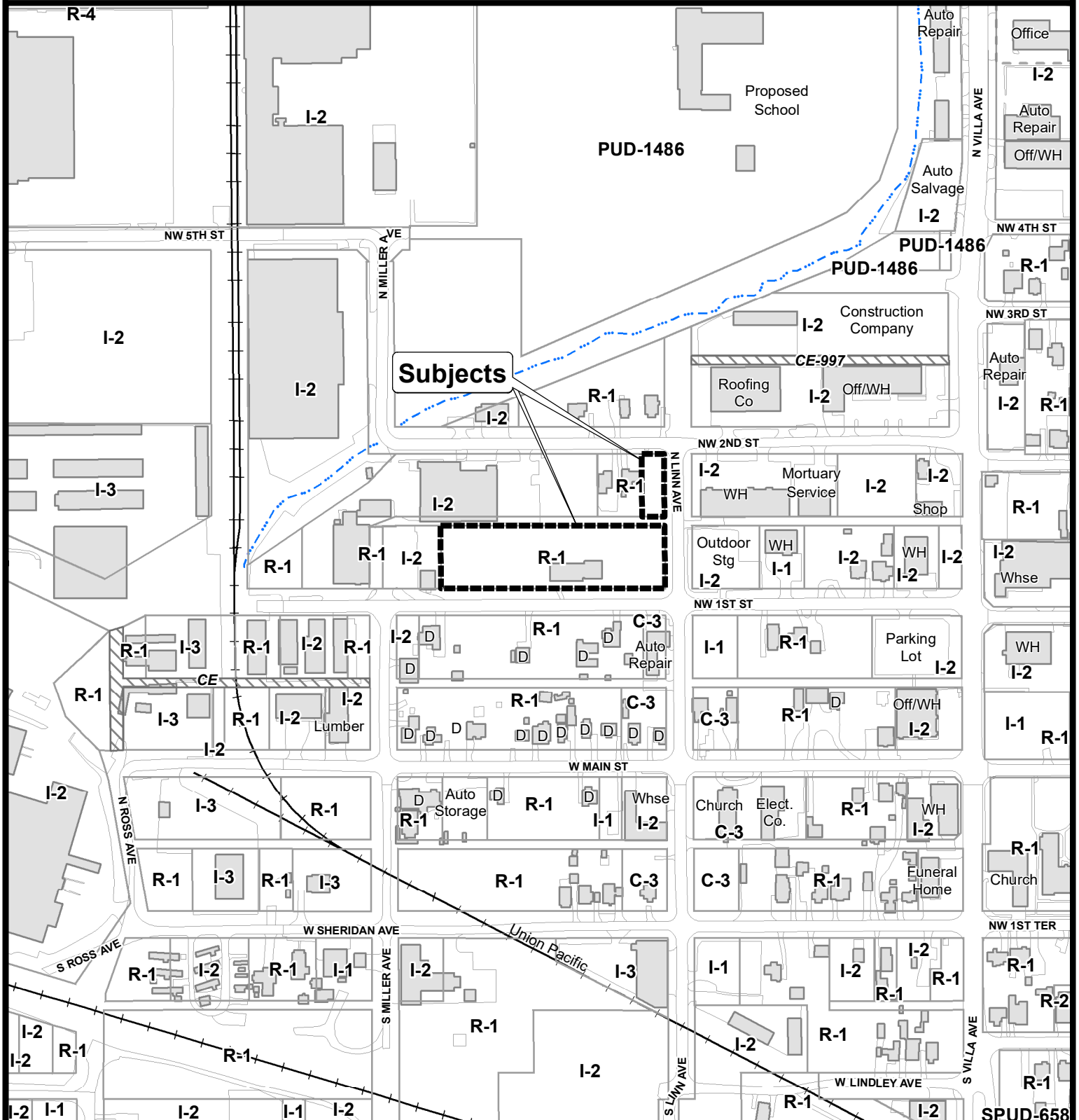
**taj**

**Applicant: David C. Onken**

**Existing Zoning: R-1**

**Proposed zoning: I-2**

**Location: 2625 NW 1st St.**



*Note: "Subject" is located approximately 1,841' north of W. Reno Ave.*



The City of  
OKLAHOMA CITY

# Rezoning Application



0 150 300 Feet



Case No: PC-10908  
Existing Zoning: R-1  
Proposed zoning: I-2

Applicant: David C. Onken  
Location: 2625 NW 1st St.



Aerial Photo from 2/2022

Note: "Subject" is located approximately 1,841' north of W. Reno Ave.



The City of  
OKLAHOMA CITY

## Rezoning Application



0 150 300  
Feet